

May 26, 2023

Councillor Palleschi, Chair
Planning & Development Committee
Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Via Email: cityclerksoffice@brampton.ca

Dear Chair Palleschi and Council members of the Planning & Development Committee,

Re: *Ministerial Zoning Order Request*
545 Steeles Avenue West, Brampton

Bousfields Inc. are planning consultants to Kingknoll Developments, the owners of 545 Steeles Avenue West, Brampton (the "Site"). In response to concerns for public health and safety at the Site, and in accordance with Brampton Council endorsed framework for considering future Ministerial Zoning Order (MZO) requests, we are pleased to submit a request for Brampton Council's endorsement of an MZO to facilitate the comprehensive redevelopment of the Site.

In support of the owners' request for an MZO, we have prepared this letter which describes the Site and surrounding context, summarizes the relevant land use policies and regulations contained in the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, City of Brampton Official Plan and applicable Zoning By-law. This letter also includes a description of the proposed redevelopment, as illustrated in the attached Plans and Elevations prepared by Arcadis Architects (Canada) Inc., and our planning opinion in support of the request for an MZO.

Based on our review of the existing and emerging Provincial, Regional and Municipal planning framework, in addition to the surrounding land use context, we are of the opinion that the subject site is a desirable location to support a broad range and mix of residential and non-residential uses. The Site is suitable to accommodate two mid-rise residential apartment buildings and three mixed-use tall buildings with heights ranging from 8-to 35-storeys, together with a new public park.

Given that Steeles Avenue West is identified as a street with future *Higher Order Transit (BRT or LRT)* on Schedule 3B – Transit Network to 2051 of the City of Brampton Official Plan (Draft December 2022) and the Site is adjacent to the proposed

Uptown Urban Centre, the Site represents a desirable location for transit-supportive intensification with appropriate built form considerations to transition to the surround low-rise neighbourhoods.

1.0 Subject Site & Surroundings

1.1 Subject Site

The subject site is generally a rectangular-shaped parcel located at the southwest corner of the Steeles Avenue West and McLaughlin Road South intersection with an approximate area of 1.93 hectares. The subject site has a frontage of approximately 90 metres along McLaughlin Road South and 190 metres along Steeles Avenue West. The access to the site is provided from four access points, including two driveways from McLaughlin Road South and two driveways from Steeles Avenue West.

The subject site is currently occupied by a one-storey commercial plaza consisting of a large commercial building and two stand-alone buildings surrounded by a surface parking lot. The existing uses range from a pharmacy to medical offices, service commercial uses and restaurants.

Surrounding Context

The surrounding area is a varied context consisting of low, medium and high density residential uses as well as institutional uses, Sheridan College Davis Campus.

To the immediate north and northwest of the subject site, north of Steeles Avenue West, is a low-rise residential neighbourhood characterized by single detached dwellings.

To the west of the subject site, is a low-rise residential neighbourhood characterized by single detached dwellings. To the southwest is Kingknoll Park which is accessed from Kingknoll Drive and Windmill Boulevard.

Directly south of the subject site is a high-density retirement community known as Faith Manor Holland Christian Homes (7900-7950 McLaughlin Road South), consisting of four buildings with heights ranging from 6- to 13-storeys. Further to the south, south of Kingknoll Drive, is the extension of the Faith Manor Holland Christian Homes (35-45 Kingknoll Drive), consisting of two buildings with heights ranging from 15- to 17-storeys. Further south of these buildings, is the United Achievers Non Profit Housing Cooperative (7820 McLaughlin Road South) which consists an 11-storey apartment building fronting onto McLaughlin Road and a townhouse development fronting onto Woolridge Court.

To the southeast and east of the subject site, across from McLaughlin Road South, is the Sheridan College Davis Campus which spans from Steeles Avenue West to Sheridan College Drive. Further to the east, east of the College Creek, are existing medium density townhouse developments and several proposed and approved high-density residential and mixed-use developments extending up to the Hurontario Street/Main Street intersection.

1.2 Transportation Context

The subject site is serviced by several Brampton Transit bus routes, including Roue 3 (McLaughlin), Route 4 (Chinguacousy), Route 11 (Steeles), and Route 51 (Hereford). The subject site is located approximately 280 metres walking distance from the Sheridan College Zum bus stop which provides service to Route 511 (Zum Steeles).

The site is also serviced by two MiWay Transit routes, including Route 57 (Courtneypark) and Route 61 (Mavis)

The Hurontario Street/Main Street South and Steeles Avenue West intersection is proposed to be the Gateway Terminal for the under-construction Hazel McCallion LRT line is 1.36 kilometres to the east of the site and accessible by all of the above bus routes.

2.0 Proposal

The proposal represents an opportunity to redevelop an underutilized site with a transit-oriented mixed-use development, which will expand housing options and replace non-residential uses, including a grocery store to serve existing and future residents in the area.

The proposal contemplates the redevelopment of the subject site with four buildings, a privately-owned publicly accessible space (POPS), a public park and a new private street connecting Steeles Avenue West to McLaughlin Road.

Block 1

Block 1 will consist of a mixed-use building with two towers of 25- and 30-storeys in height atop a 5-storey shared podium. The ground floor will be partially occupied by a grocery store and other commercial and institutional uses with a non-residential gross floor area of approximately 2,500 square metres. The access to the underground garage will be from the new private street. In addition to the non-residential uses on the ground floor, this block will have a residential gross floor area of approximately 53,109 square metres with a total number of 697 residential dwelling units.

Block 2

Block 2 will consist of a tower with a height of 20-storeys atop a 5-storey podium, with a large privately-owned publicly accessible space (POPS) at grade, which will serve to provide outdoor amenities for future residents and the existing community. The podium provides a westerly step back at 2, 3 and 4 storeys to provide an appropriate transition to the low-rise neighbourhood to the west. This block will have a residential gross floor area of approximately 26,300 square metres with a total number of 340 residential dwelling units.

Block 3

Block 3 will consist of an 8-storey mid-rise building with westerly step backs at 3, 4, 5 and 6 storeys to provide an appropriate transition to the low-rise neighbourhood to the west. This block will have a residential gross floor area of approximately 7,298 square metres with a total number of 85 residential dwelling units.

Block 4

Block 4 will also consist of an 8-storey mid-rise building with a step back at the 6-storeys. This block will have a residential gross floor area of approximately 7,952 square metres with a total number of 105 residential dwelling units.

Public Park

A new public park is proposed at the southwest intersection of the new private road and McLaughlin Road. This park will have a size of approximately 1,450 square metres.

Access, Parking and Loading

Pedestrian access to the development will be provided through several access points located along Steeles Avenue West, McLaughlin Road and the proposed private street.

Each building will contain its parking underground with separate access points from the proposed private street.

Key Statistics

Below is a summary of key proposal statistics:

Site Area	19,374 m²
Total Gross Floor Area	97,131 m²
Density	5.01 FSI
Total Units	1,227 (100%)
Studio	221 (18%)
One-Bedroom	675 (55%)
Two-Bedroom	189 (16%)
Three-Bedroom	127 (11%)
Amenity Space	5,389 m² (4.4 m²/unit)
Indoor Amenity Space	2,910 m ² (2.4 m ² /unit)
Outdoor Amenity Space	2,479 m ² (2.0 m ² /unit)
Vehicular Parking Spaces	1,560 spaces
Residents Spaces	1,227 spaces
Residential Short-Term	333 spaces
Bicycle Parking Spaces	752 spaces
Residential Long-Term	616 spaces
Residential/Non-Residential Short-Term	136 spaces
Loading Spaces	3 Loading Spaces

3.0 Policy and Regulatory Context

3.1 Provincial Policy Statement, 2020

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the “2020 PPS”).

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

Compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging transit-supportive development, an increase in the mix and supply of

housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.”

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and 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. Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to 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 and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made 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 by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to 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: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment

and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.” Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out above, it is our opinion that the proposed development and, specifically, the requested Minister’s Zoning Order is consistent with the PPS and, in particular, the policies relating to residential intensification, and the optimization of the use of land, resources and infrastructure.

3.2 Growth Plan for the Greater Golden Horseshoe, 2020

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the “2017 Growth Plan”) was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the “2019 Growth Plan”). All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise.

Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1, which includes changes to the population and employment forecasts and the horizon year for planning. In this respect, the horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability.

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The Guiding Principles, which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;

- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development. As noted in Section 2.1 of the Plan:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

The subject site is located within a “strategic growth area” as defined by the Growth Plan, as it is located along a corridor with “Frequent Transit Service”. The Growth Plan defines “strategic growth areas” as those areas identified by municipalities or the

Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. They include urban growth centres, major transit station areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

In this regard, the subject site falls within the definition of “frequent transit service” which is defined as “a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.” The subject site is serviced by the ZUM 511 Steeles bus route which provides a 15 minutes service at peak times. Furthermore, the subject site is also serviced by surface bus routes 3, 4, 11, 53 and 56.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of

built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

With respect to “frequent transit”, Policy 2.2.4(10) states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.6 outlines policies with respect to housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that

decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation section (Section 5). In this respect, Section 5.1 provides that:

“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) ... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.” (Our emphasis.)

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in Section 4 of this report, it is our opinion that the proposed development and, specifically, the requested Minister’s Zoning Order conforms with the Growth Plan and, in particular, the policies that seek to optimize the use of land

and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “frequent transit corridors”.

In this regard, the subject site is located within an existing frequent transit corridor. The Growth Plan defines Frequent transit as ‘*a public transit service that runs at least 15 minutes in both directions throughout the day and into the evening everyday of the week*’.

3.3 Region of Peel Official Plan (2022)

The Region of Peel Council adopted the new Region of Peel Official Plan (“RPOP”) on April 28, 2022. The Minister of Municipal Affairs and Housing issued a decision to approve the new RPOP with 44 modifications on November 4, 2022.

The subject site is located within the *Urban System* in the Region of Peel Official Plan (Schedule E-1). The *Urban System* consists of lands within the Regional Urban Boundary and includes lands identified as Strategic Growth Areas, among others.

Policy 5.4.11 of the RPOP directs a significant portion of new growth to the *Delineated Built-up Areas* of the community through intensification. Objective 5.4.18.6 requires optimization of all intensification opportunities across the Region and maximize development within *Strategic Growth Areas*. Objective 5.4.18.8 further requires the achievement of diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Schedule F-1 identifies Steeles Avenue as *Other Rapid Transit Corridors* to recognize the planned future dedicated rapid transit corridor along this avenue. The subject site would be considered within a *Frequent Transit Corridor* as identified by the Growth Plan (2020), given the various bus routes with service at intervals of 15 minutes or less. As such, the subject site would be located within *Strategic Growth Areas*.

In this regard, Objective 5.6.17.4 supports the increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development. Policy 5.10.34.40 encourages the intensification of residential and non-residential development at nodes, major transit station areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.

3.4 City of Brampton Current Official Plan (Official Consolidation September 2020)

The subject site is identified within *Community Areas* on Schedule 1- City Concept and designated *Residential* on Schedule 2 – General Land Use Designations. Schedule A2 – Retail Structure further provides a detailed breakdown of the commercial/retail sites within *Residential* designated areas in Brampton, and as such, the subject site is designated *Neighbourhood Retail* on this schedule.

Policy 3.2.2.1 of the Brampton OP provides that 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.

Policy 4.2.1.3 requires that 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. Policy 4.2.1.6 further requires that Brampton shall contribute to the achievement of the Region's intensification targets as set out in Policy 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.

Section 4.11 of the Brampton OP provides policies with respect to design guidelines that include policies with respect to the physical design and the City concept, the public realm, streetscapes, as well as elements of built form. In this regard, Policy 4.11.3.1.1 requires that mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
- Servicing;
- Separation between commercial and residential;
- Access to transit;
- The manner in which the building addresses the street and neighbourhood land uses;
- Building along the streetline and maintain common setback; and,
- Ground floor uses.

Policy 4.11.3.1.2 notes that tall buildings must 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. Policy 4.11.3.1.3 requires that in addition to addressing the aspects for mid-rise buildings listed in Policy 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

3.5 City of Brampton New Official Plan (Draft December 2022)

In 2019, the City of Brampton initiated the process to develop a new Official Plan. This Plan carries forward and implements the Brampton 2040 Vision that was endorsed by Council in May 2018. The City staff released the first draft of the new OP in April 2022, and further released a second draft in December 2022 (“Brampton Draft OP”). New provincial legislation, including Bill 23, will lead to further revisions to the second draft later this year.

The subject is located within the *Community Areas* as per Schedule 1 – City Concept of the Brampton Draft OP. This schedule also identifies the segment of Steeles Avenue West along the subject site as *Secondary Urban Boulevards* whereas the segment of Steeles Avenue West, east of McLaughlin Road is identified as *Primary Urban Boulevards*. Additionally, the segment of McLaughlin Road South, between Queen Street West and Steeles Avenue West is identified as *Secondary Urban Boulevards*. The Brampton Draft OP notes that there are two types of Boulevards – *Primary* and *Secondary Urban Boulevards*. *Primary Urban Boulevards* are streets that connect Urban Centres and serve as the most vibrant and prominent streets in the city, supported by LRT or BRT. *Secondary Urban Boulevards* are streets that contain a mix of uses which provide a transition in scale and intensity of use between *Primary Urban Boulevards* and other areas of the city, and connect key destinations, such as major shopping and employment areas and serve surrounding *Neighbourhoods*. Schedule 3B – Transit Network to 2051 identifies Steeles Avenue and McLaughlin Road South, between Queen Street and Steeles Avenue, as *Higher Order Transit (BRT or LRT)*.

With respect to *Primary* and *Secondary Urban Boulevards*, Policy 2.2.4.2(a) permits a broad range of residential, retail, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. Policy 2.2.4.2(d) provides that mixed-use buildings will be encouraged to front onto Primary Urban Boulevards. Policy 2.2.4.3 require that *Primary* and *Secondary Urban Boulevards* will be redeveloped as high-density mixed-use areas, focusing on residential and employment intensification for the existing Neighbourhoods and Employment Areas respectively, that they overlay. With respect to building heights, Table 4 permits heights of up to 12 storeys within *Secondary* and *Primary Urban Boulevards*.

Additionally, Policy 2.2.4.5 requires new development within *Primary* and *Secondary Urban Boulevards* to have regard for the existing character and built form of adjacent lower density *Neighbourhoods* and provide transition in accordance with the design policies.

Furthermore, Schedule 1 – City Structure of the Brampton Draft OP identifies the *Uptown Urban Centre*. As per the Brampton Draft OP, *Uptown Urban Centre* will be a new urban core built around rapid transit connections on Hurontario Street and Steeles Avenue, extending west to Sheridan College (across McLaughlin Road from the Subject Site), and east toward Hwy 410 and Steeles Avenue, or determined through a Secondary Plan, presenting an opportunity to plan for the evolution of the area towards a transit-oriented, live-work civic core with expressive built form and spaces. Centres are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. Centres are comprised of Urban and Town Centres. Table 2 of Brampton Draft OP provides a minimum density target of 160 persons and jobs per hectare for the *Uptown Urban Centre*. Table 4 permits heights of 26 storeys or greater in *Urban Centres*.

In this regard, Policy 2.1.2.26 requires the optimization of the use of land in Brampton by directing a significant portion of growth to Centres and Boulevards. Policy 2.1.2.27 provides the Centres will be designated as Mixed-Use Areas through subsequent planning studies to provide appropriate use, form, and intensity requirements.

Schedule 2 – Designations of the Brampton Draft OP designates the subject site as *Neighbourhoods*, which are defined as places where most residents live and are comprised of a mix of uses and low-scale built form. For sites located along a Regional Major Arterial Road, this designation permits a range of residential and institutional uses. Policy 2.2.7.8 requires that new proposal locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of complete communities by providing vertically and/or horizontally integrated Mixed-Use buildings. This may include, any combination of compatible uses, including but not limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use building may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types. Additionally, Policy 2.2.7.9 requires that mixed-use buildings will be directed to transit supportive corridors, and transit supportive intersections.

Furthermore, Section 2.2.7.10 provides that notwithstanding the policies of Section 2.2.7, similar designations not explicitly identified in this Plan, may be permitted within the *Neighbourhoods* designation as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding

population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.

With respect to Urban Design, Policy 2.2.4.8 requires development within *Primary* and *Secondary Urban Boulevards* to be in accordance with the City-wide Urban Design Guidelines and area specific Urban Design Guidelines to:

- (a) Make a positive contribution to an active public realm.
- (b) Define the distinct character of the street and street edge.
- (c) Promote architectural diversity and sustainable development practices in building and open space design.
- (d) Improve the City's image, and climate resilience through increased tree canopy, other landscape interventions, and ecological features.
- (e) Design and site buildings based on their relationship to their context, their character and use, their ability to enhance existing site conditions, and positively contribute to adjacent development and the public realm.
- (f) Transition in height and massing, including the relationship of the building to the width of the public right-of-way, setbacks and separation distances between buildings, and adjacent or abutting development.
- (g) Provide safe connections to pedestrian and cycling routes and convenient access to public transit.
- (h) Achieve continuity in building placement, views and vistas of identified landmarks.
- (i) Create comfortable microclimatic conditions including sunlight access and wind conditions and emphasizes public safety.
- (j) Create adequate privacy conditions for residential buildings and their outdoor amenity areas.
- (k) Provide linkages to Urban and Town Centres through Higher order Transit and active transportation connections.
- (l) Offer a variety of formal and informal gathering spaces through the provision of recreation open spaces, city parks, urban plazas, and community-led services.
- (m) Support Mixed-Use Areas comprised of a broad range of uses, including but not limited to residential, major institutional, office, commercial/retail/institutional uses in an urban format, and other uses that may support Primary and Secondary Urban Boulevards as places for people to live, work, and play locally.
- (n) Ensure through all public works that a high-quality pedestrian environment through streetscape improvements, such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art, is achieved.
- (o) Encourage building design that:

- i. Incorporates architectural detailing and features to increase comfort, add interest and achieve a good relationship with neighbouring development;
- ii. Orients primary facades and locates pedestrian entrances on public street frontages;
- iii. Encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;
- iv. Allows space for activities such as vending and outdoor seating along commercial frontages; and,
- v. Provide screening of parking, service areas, and building utilities along public streets.

3.6 Fletchers Creek South Secondary Plan (Secondary Plan Area 24) (“SPA 24”)

The subject site is designated *Neighbourhood Commercial* in the Fletchers Creek South Secondary Plan.

The Neighbourhood Commercial category in this secondary plan is defined as a group of commercial establishments planned and developed as a unit. Neighbourhood Commercial Areas are usually 2,000 to 9,000 square metres (21,500 to 96,900 square feet) of Gross Leasable Area in size and the principal tenants are major supermarkets greater than 1,400 square metres (15,100 square feet) in size. The site area will be in the range of 1.6 - 3.2 hectares (4-8 acres). Primary permitted uses include retail stores, service establishments catering to personal or household needs, and local offices. Complementary uses such as automobile service stations, and car washes, may be permitted.

3.7 Zoning By-law

With respect to zoning, the applicable zoning by-law to the subject site is City of Brampton Zoning By-law 270-2004, as amended.

The subject site is zoned Commercial One – Exception 2593 (“C1-2593” zone) under City of Brampton Zoning By-Law 270-2004, which permits a range of commercial and retail uses as well as some institutional uses.

The C1-2593 zone permits a maximum height of 2 storeys, minimum lot width of 38 metres, minimum front yard depth of 15 metres, minimum interior side yard width of 3 metres except that where the interior side yard abuts a Residential or Institutional Zone, the minimum interior side yard shall be 6 metres, minimum exterior side yard width of 6 metres, minimum rear yard depth of 6 metres and 9 metres where it abuts a Residential or Institutional Zone.

4.0 Planning Opinion

The Site is located along Steeles Avenue West, which is one of the most important corridors in the City of Brampton and provides transit connections across the City and into adjacent municipalities in the Greater Toronto Area. The planned future rapid transit corridor along Steeles Avenue will continue to improve transit connections across the City and the Greater Toronto Area. This is evident from the recently approved Region of Peel Official Plan (2022) and the emerging policies in the City of Brampton Official Plan (Draft 2022), both of which recognize Steeles Avenue West as a rapid transit corridor that will support higher order transit in the form of bus rapid transit or light rail transit.

Furthermore, the emerging policies in the City of Brampton Official Plan (Draft 2022) identify the segment of Steeles Avenue West, west of McLaughlin Road South, as a *Secondary Urban Boulevard* and the segment of Steeles Avenue West, east of McLaughlin Road South, as a *Primary Urban Boulevard*. The policies for primary and secondary urban boulevards recognize the importance of these corridors in the City and recommend context-sensitive intensification along such corridors.

The area to the east of the Site, east of McLaughlin Road South, is identified as *Uptown Urban Centre* in the Draft OP 2022. Additionally, a part of the *Uptown Urban Centre* is identified as a major transit station area (MTSA) which is centered around the future Brampton Gateway Terminal LRT station. As such, the *Uptown Urban Centre*, including the area outside of the MTSA, is planned for major intensification. While the Site is not located within the *Uptown Urban Centre*, it is our opinion that the Site is a natural extension of the *Uptown Urban Centre* and should be identified as a part of the *Uptown Urban Centre* in the final version of the Brampton Official Plan (2022). The Site is situated at the intersection of Steeles Avenue West and McLaughlin Road and appears to be the primary redevelopment site at the western gateway to the *Uptown Urban Centre*.

Further, a large area of the *Uptown Urban Centre* is covered by the Sheridan College Davis Campus. While this area is designated mixed-use, the college campus is already built-up and may only see opportunities for redevelopment along the edges of the site. On the other hand, the Site, with its location on an *Urban Boulevard* and planned rapid transit corridor, is an appropriate site for redevelopment that can support Sheridan College with opportunities for student housing and ancillary services for students and facility.

The proposal takes into consideration the existing and planned land use context of this area. The proposed redevelopment provides an appropriate transition from the west by proposing a tiered step backs ranging from 2- to 5-storeys at the western end of

the Site which gradually increases in height away from the low-rise residential neighbourhood to the west of the Site. Further, the tall buildings are proposed along Steeles Avenue West, transitioning to mid-rise building towards the south, which appropriately relate to the existing apartment buildings to the south. The right-of-way width of Steeles Avenue West is identified as 45 metres in the Region of Peel Official Plan. As a result of the expansive right-of-way width, the proposed tall buildings will cause minimal shadow impact on the low-rise residential neighbourhood to the north.

The proposed redevelopment with three towers ranging from 25- to 35-storeys will fit harmoniously within the emerging context of the planned *Uptown Urban Centre* and provide an appropriate transition from the low-rise neighbourhood to the west while complimenting the scale of the apartment building to the south with two 8-storey mid-rise building along the southerly property boundary.

City of Brampton Framework for MZO Requests

A recommendation report titled “Ministerial Zoning Orders – An Overview” was presented to the Planning and Development Committee meeting of June 20, 2022 which recommended a framework which will be used to inform Council’s decision in future MZO requests.

The framework sets out four themes to evaluate MZO requests. The proposed development has been evaluated according to this criterion as per the following:

1. *Is consistent with and/or in conformity with Provincial policies and legislation, including the Provincial Policy Statement (PPS)*

As discussed in Section 3.1 and 3.2 above, the proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan.

2. *Provides a direct public good*

Housing

The Site is located adjacent to Sheridan College Davis Campus and in an area that includes low-rise neighbourhoods with single detached dwellings to the west and north and an apartment neighbourhood with mid-rise buildings for seniors housing to the south. The proposed development will serve to diversify the range of housing options in the neighbourhood and increase the housing supply in the City. While housing tenure has not be determined at this stage, it is anticipated that the redevelopment will include a mix of market and purpose-built rental

apartment units. Given its proximity to Sheridan College, this development will help add housing stock suitable for students and faculty.

Grocery Store

The redevelopment proposes replace the non-residential uses of the Site, including a new grocery store. The site is not within walking distance of food stores and therefore, a new grocery store will service the future residents of the redevelopment, adjacent neighbourhoods and the Sheridan College Davis Campus.

New public park

The proposed redevelopment also includes a new 1,450 square metres public park at McLaughlin Road, south of Steeles Avenue West. While Kingknoll Park is located to the southwest of the subject site, there is no direct connection to the Site. Therefore, this new park will provide the future residents with on site parkland for convenience.

Improved Public Realm

The proposed redevelopment has been designed to respond to the surrounding area and animate the public realm along Steeles Avenue West and McLaughlin Road that will improve the overall quality of the pedestrian experience at the intersection of Steeles Avenue West and McLaughlin Road South. Placement of the public park at a visible location along with a grocery store fronting onto the private street and a mix of market and rental housing within the development will create round the clock activity and increase the amount of eyes of the street to help to ensure the public realm is a safe and accessible space.

3. Engagement and consultation of the affected municipality and key stakeholders

The owner proposes enhanced engagement prior to and throughout the Site Plan Approval process, including stakeholder engagements with first nations, the surrounding community and Sheridan College. A public consultation strategy report will be prepared prior to the Site Plan Approval process to ensure meaningful engagement on the redevelopment of the subject site.

4. Ensuring development review

The owner commits to submitting a Site Plan Approval application after the Ministerial Zoning Order is granted in order to address the fine grain details of the redevelopment and to ensure City staff have the opportunity to provide feedback. The owner is not pursuing an enhanced MZO under Section 47, Clause 4.3 (a) of the *Planning Act, R.S.O. 1990, Chapter P.13*.

Based on the foregoing, it is our opinion that the proposed development is appropriate from a planning perspective and the request for an MZO should be endorsed by City Council. Attached is a Draft of the Zoning Order for Council's consideration.

Municipal Approvals and Considerations

Once the MZO is granted by the Minister of Municipal Affairs and Housing, the owner will engage with the City and community stakeholders prior to submitting a Site Plan Approval application to implement the MZO on the Site and finalize design and site layout matters in consultation with all stakeholders.

Conclusions

Based on the foregoing, it is our opinion that the Site is a desirable and appropriate location for mixed-use redevelopment consisting of mid-rise and tall buildings with heights ranging from 8-to35-storeys. Given the concerns for public health and safety with the Site's current layout, an MZO is requested to ensure the timely redevelopment of the Site.

We trust that the foregoing is satisfactory for your purposes. However, should you have any questions, please do not hesitate to contact me.

Yours very truly,

Bousfields Inc.



David Charezenko, MCIP, RPP

Encl. Architectural Plans and Elevations, 545 Steeles Avenue West
Draft MZO – 545 Steeles Avenue West

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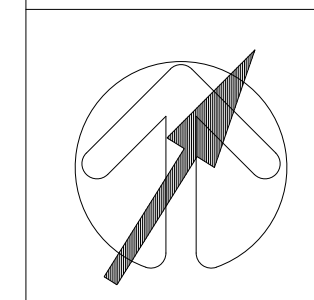
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SEAL



PROJECT

545 STEELES AVE W.
Brampton, ON

SHEET TITLE

CONTEXT

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PROJECT NO: 140526	DWG NO. A001		



STREET VIEW FROM STEELES AVE W.



STREET VIEW FROM MCLAUGHLIN ROAD

ISSUED		
No.	DATE	DESCRIPTION
1	26MAY2023	MZO SUBMISSION DRAWINGS

STEELES AVE. W.

McLAUGHLIN ROAD

PRIVATE STREET

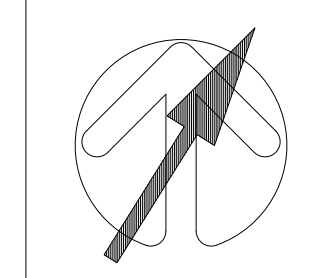


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SEAL

PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
SITE PLAN

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PROJECT NO: 140526	DWG NO. A100
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Site area	19,374.00	sm	
Site frontage	203.70	m	
Site Depth	105.10	m	
Gross floor area	97,131.39	sm	
residential GFA	95,376.26	sm	
non-residential GFA	2,503.00	sm	
commercial GFA	747.88	sm	
Food Store	1,755.12	sm	
FSI	5.01	times	
Coverage	44%		
Ground floor area	8,522.00	sm	
Number of residential units	1,227		
park land	1,450.00	sm	
landscape open space	35%		
number of parking spaces	1.27	1,560 stalls	
number of bicycles (long term)	0.50	616 stalls	
number of bicycles (short term)	0.11	136 stalls	
	GFA (sq.ft.)	height (storeys)	# of units
Block 1	598,433	35, 30, 5	697
Block 2	283,004	25, 5	340
Block 3	78,519	8	85
Block 4	85,558	8	105
total	1,045,514		1,227

Block 1												
floor	Residential GFA		Commercial GFA		Indoor Amenity sm	Outdoor Amenity sm	Unit Mix				total	
	sf	sm	sf	sm			ba	1br	2br	3br		
1	16,198	1,505	26,935	2,503	379					0		
2	29,880	2,776					13	12	4	29		
3	29,880	2,776					12	15	5	32		
4	29,880	2,776					12	15	5	32		
5	29,880	2,776					12	15	5	32		
6	16,140	1,500			1,288	1,174				0		
7	16,140	1,500					6	12	2	22		
8	16,140	1,500					6	12	2	22		
9	16,140	1,500					6	12	2	22		
10	16,140	1,500					6	12	2	22		
11	16,140	1,500					6	12	2	22		
12	16,140	1,500					6	12	2	22		
13	16,140	1,500					6	12	2	22		
14	16,140	1,500					6	12	2	22		
15	16,140	1,500					6	12	2	22		
16	16,140	1,500					6	12	2	22		
17	16,140	1,500					6	12	2	22		
18	16,140	1,500					6	12	2	22		
19	16,140	1,500					6	12	2	22		
20	16,140	1,500					6	12	2	22		
21	16,140	1,500					6	12	2	22		
22	16,140	1,500					6	12	2	22		
23	16,140	1,500					6	12	2	22		
24	16,140	1,500					6	12	2	22		
25	16,140	1,500					6	12	2	22		
26	16,140	1,500					6	12	2	22		
27	16,140	1,500					6	12	2	22		
28	16,140	1,500					6	12	2	22		
29	16,140	1,500					6	12	2	22		
30	8,070	750					3	6	1	11		
31	8,070	750					3	6	1	11		
32	8,070	750					3	6	1	11		
33	8,070	750					3	6	1	11		
34	8,070	750					3	6	1	11		
35	8,070	750					3	6	1	11		
total	571,498	53,109	26,935	2,503	1,667	1,174	156	361	109	71	697	
							2,841	22%	52%	15.6%	10.2%	100%

Block 2												
floor	Residential GFA		Indoor Amenity sm	Outdoor Amenity sm	Unit Mix				total			
	sf	sm			ba	1br	2br	3br				
1	25,270	2,348	712	863					8	1	9	
2	25,270	2,348							17	7	27	
3	24,459	2,273							16	8	28	
4	23,688	2,201							16	8	28	
5	22,917	2,130							16	8	28	
6	8,070	750							3	6	11	
7	8,070	750							3	6	11	
8	8,070	750							3	6	11	
9	8,070	750							3	6	11	
10	8,070	750							3	6	11	
11	8,070	750							3	6	11	
12	8,070	750							3	6	11	
13	8,070	750							3	6	11	
14	8,070	750							3	6	11	
15	8,070	750							3	6	11	
16	8,070	750							3	6	11	
17	8,070	750							3	6	11	
18	8,070	750							3	6	11	
19	8,070	750							3	6	11	
20	8,070	750							3	6	11	
21	8,070	750							3	6	11	
22	8,070	750							3	6	11	
23	8,070	750							3	6	11	
24	8,070	750							3	6	11	
25	8,070	750							3	6	11	
total	283,004	26,300	712	863	60	193	51	36	340			
							1,575	18%	57%	15%	11%	100%

Block 3											
floor	Residential GFA		Indoor Amenity sm	Outdoor Amenity sm	Unit Mix				total		
	sf	sm			ba	1br	2br	3br			
1	11,882	1,104	297	201					1	2	4
2	11,882	1,104							3	5	11
3	11,882	1,104							1	8	15
4	11,093	1,031							1	8	14
5	10,305	958							1	7	13
6	9,517	885							1	7	12
7	5,979	556							6	1	8
8	5,979	556							6	1	8
total	78,519	7,298	297	201	4	46	25	10	85		
					498	5%	54%	29%	12%	100%	

Block 4											
floor	Residential GFA		Indoor Amenity sm	Outdoor Amenity sm	Unit Mix				total		
	sf	sm			ba	1br	2br	3br			
1	11,427	1,062	234	241					1	5	7
2	11,427	1,062							14	2	16
3	11,427	1,062							14	2	16
4	11,427	1,062							14	2	16
5	11,427	1,062							11	2	15
6	11,427	1,062							11	2	15
7	8,498	790							3	4	10
8	8,498	790							3	4	10
total	85,558	7,952	234	241	1	75	19	10	105		
						475	1%	71%	18%	10%	100%

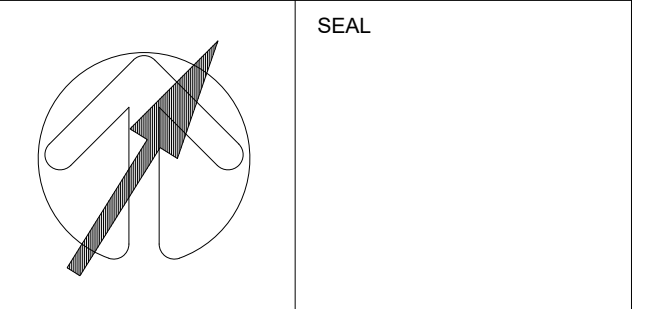
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PROJECT
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 Brampton, ON

SHEET TITLE
SITE STATISTICS

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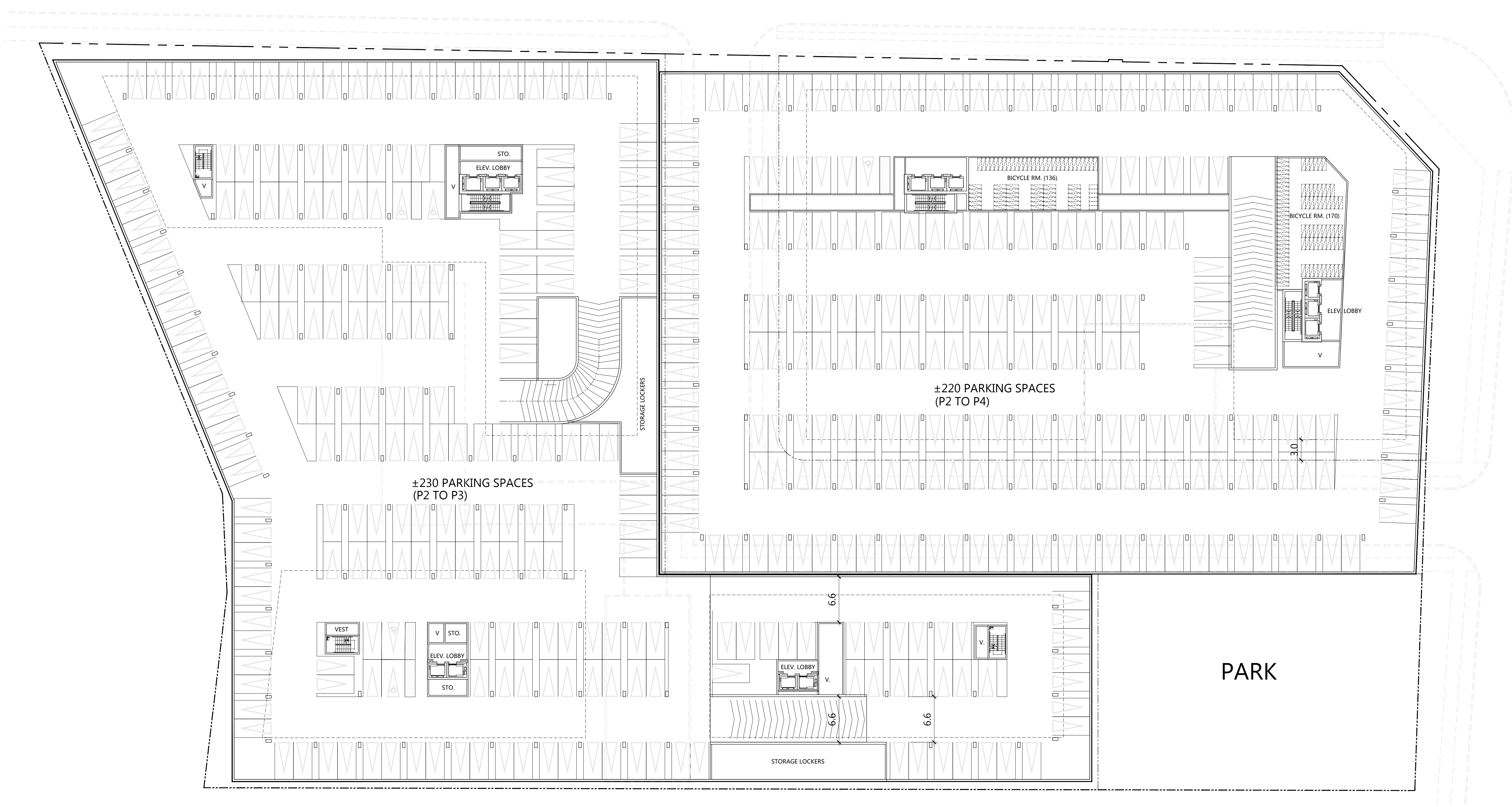
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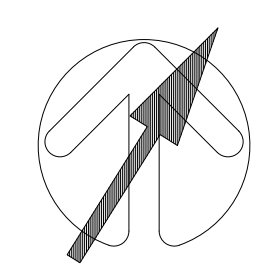


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**LOWER PARKING
LEVEL PLAN**

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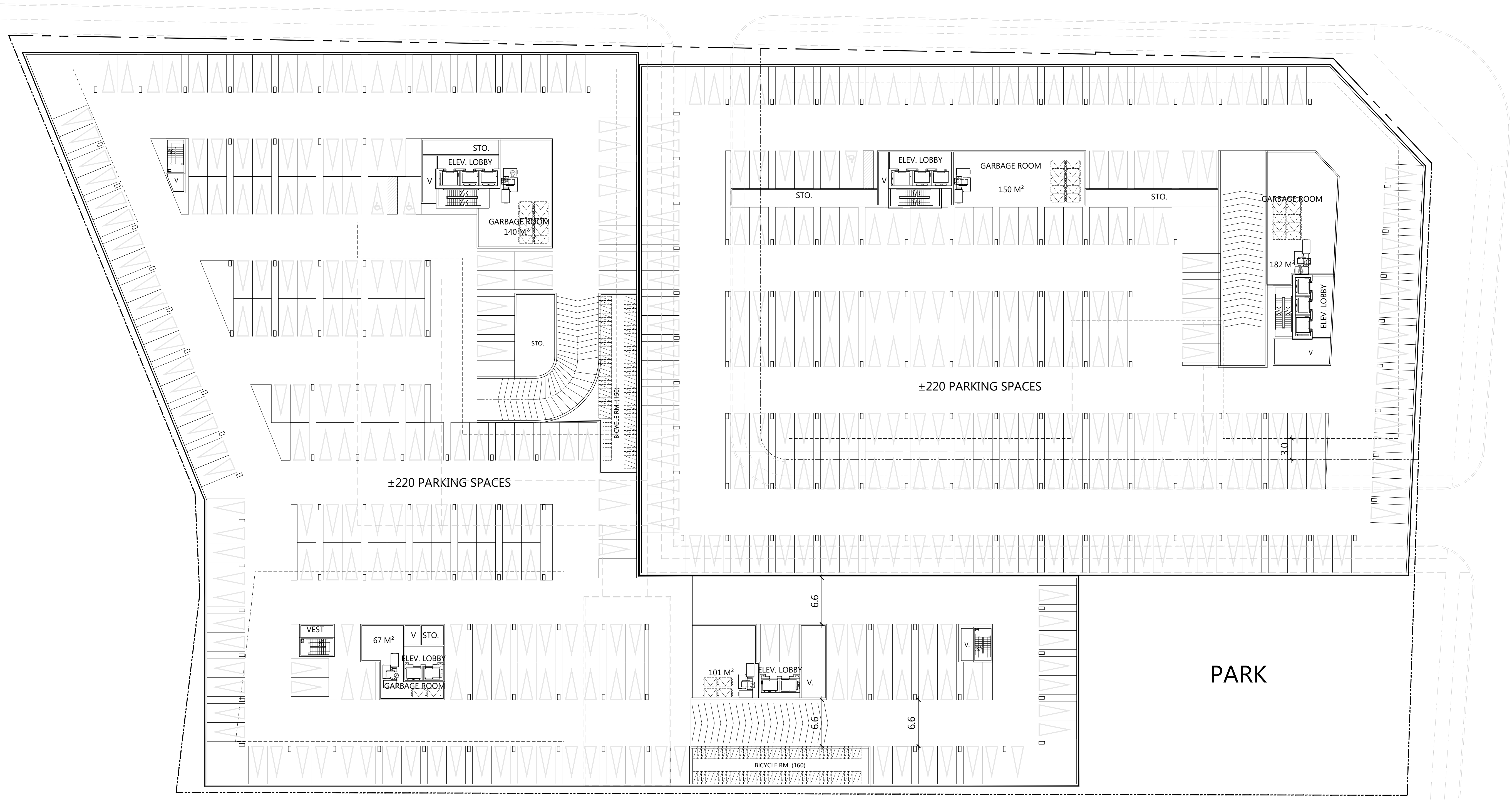
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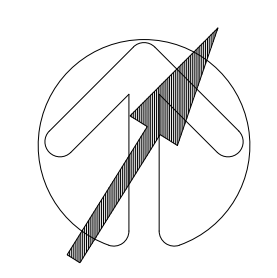


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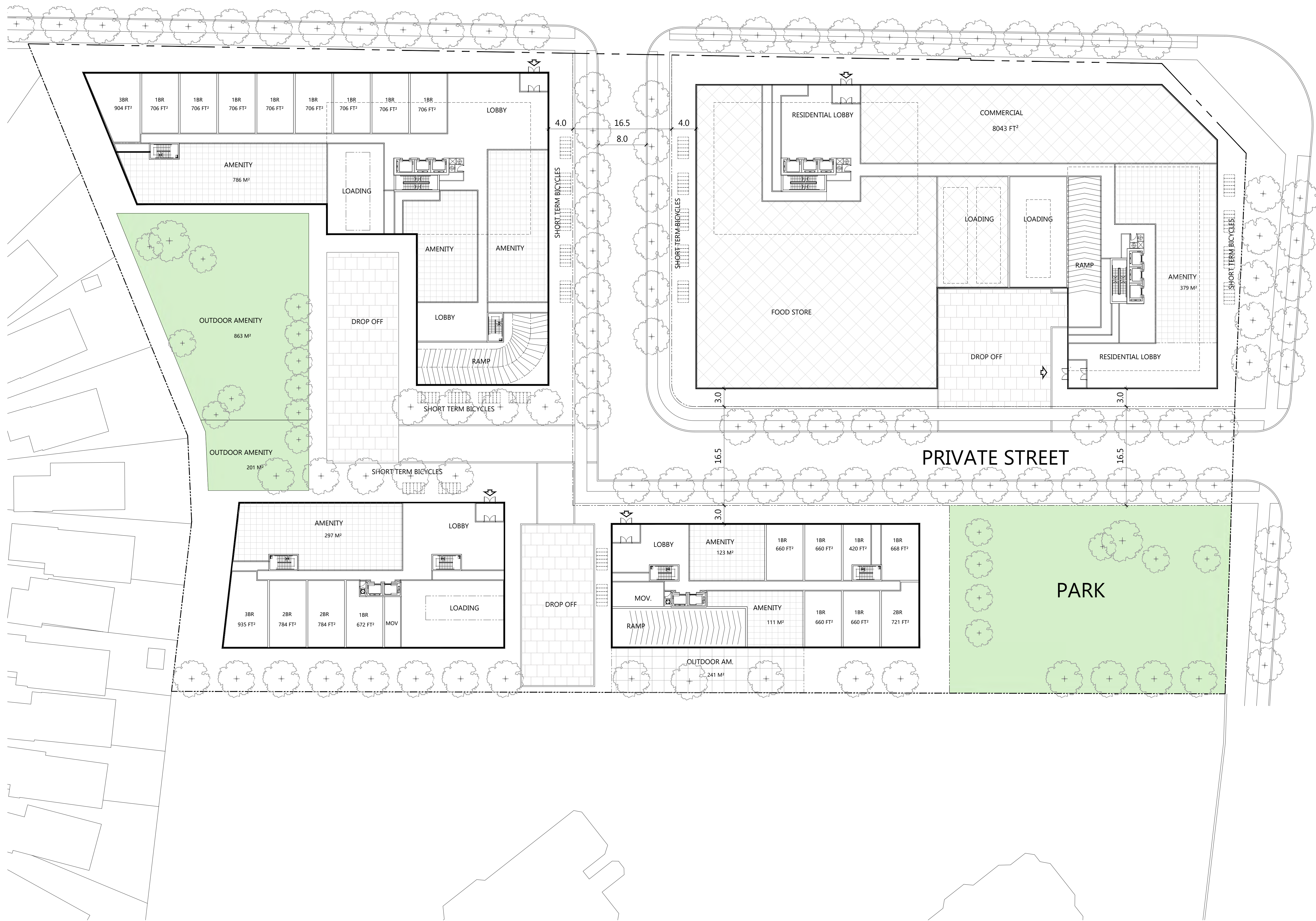
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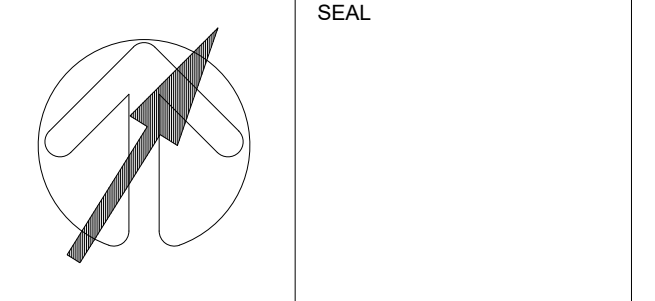


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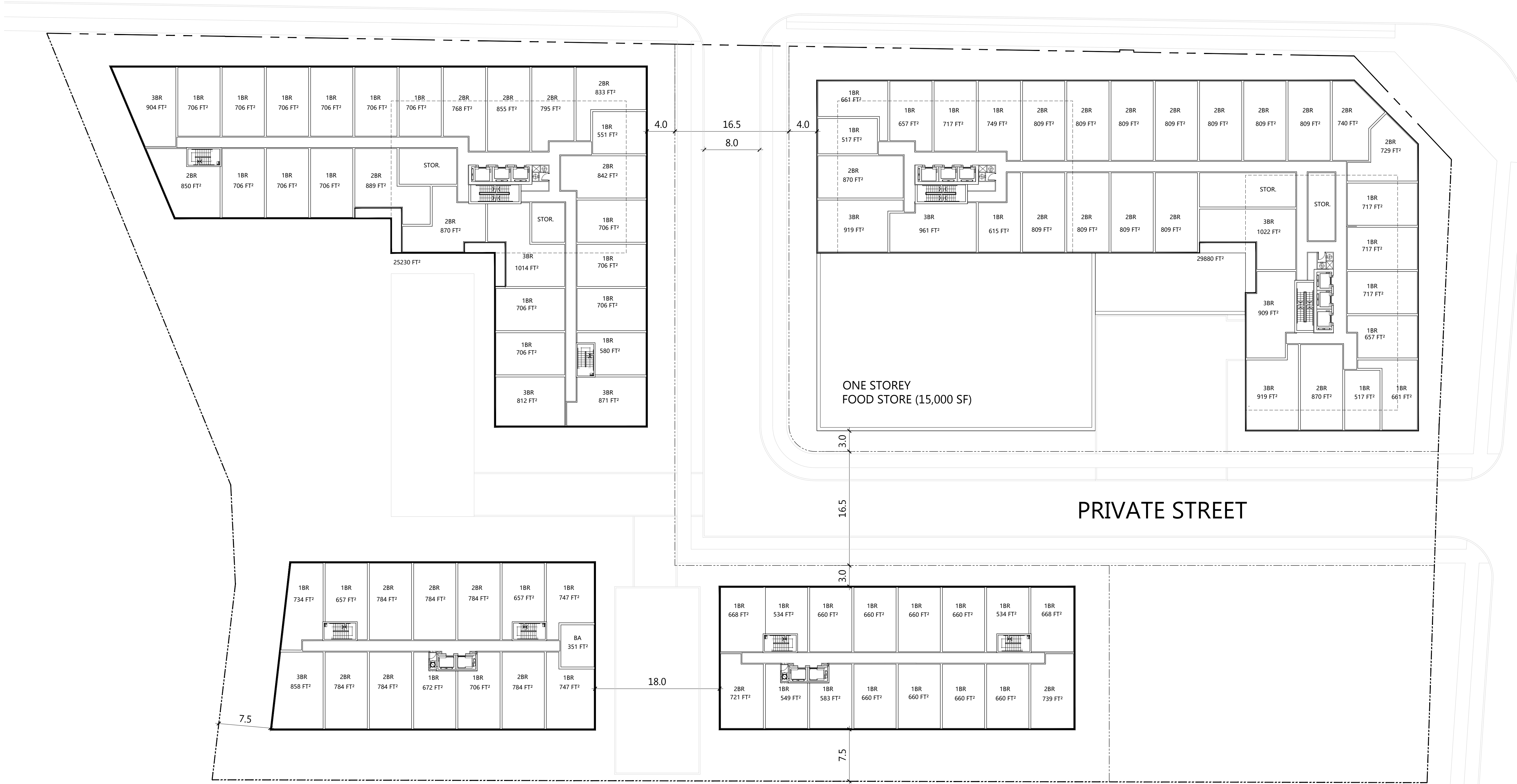
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PROJECT NO: 140526	DWG NO. A203
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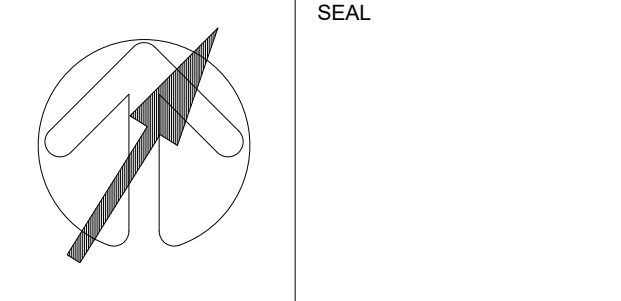
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REVISIONS

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tel (416) 596-1930 fax (416) 596-0644
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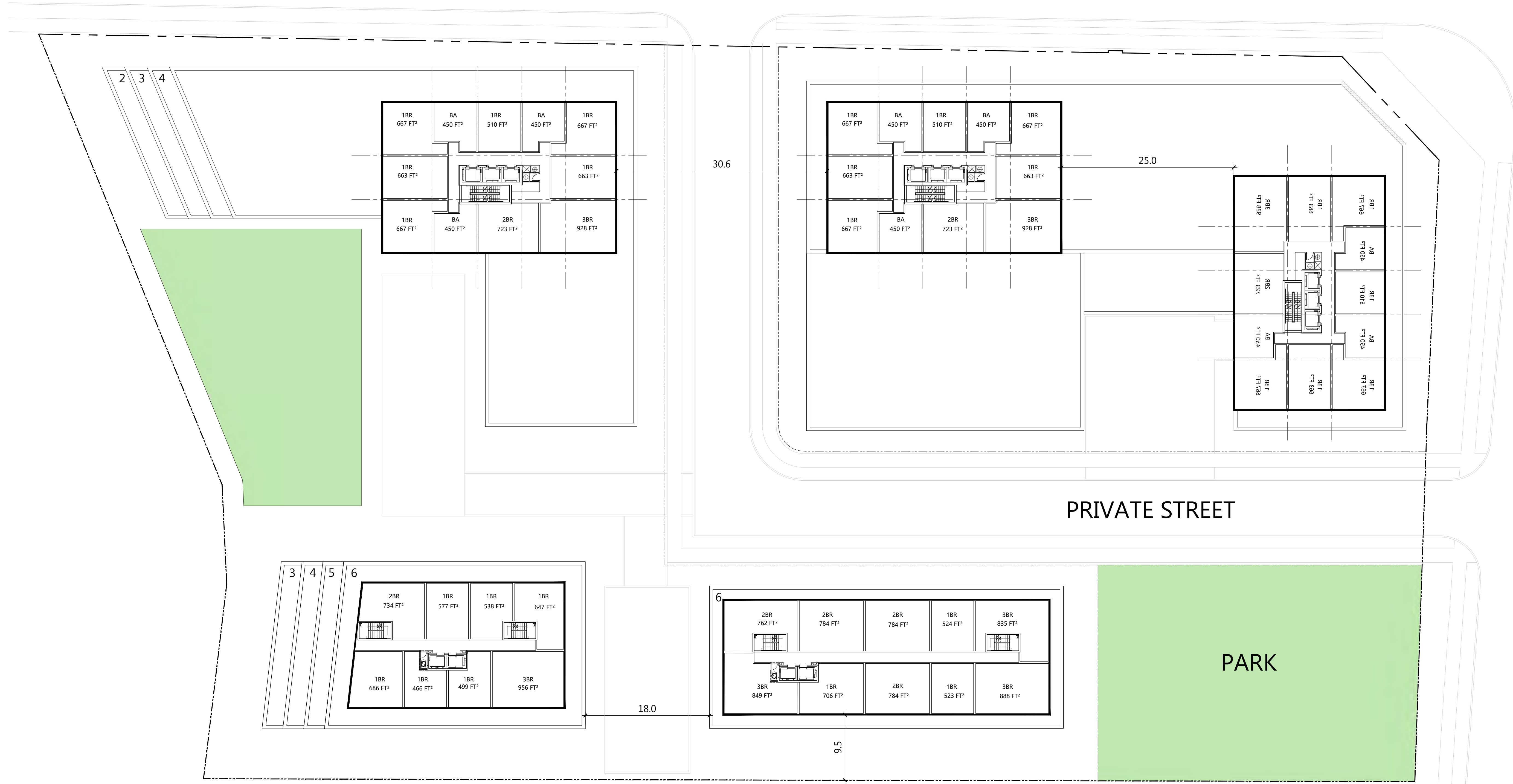
PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
FLOOR PLAN

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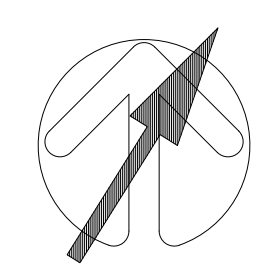


No.	DATE	DESCRIPTION
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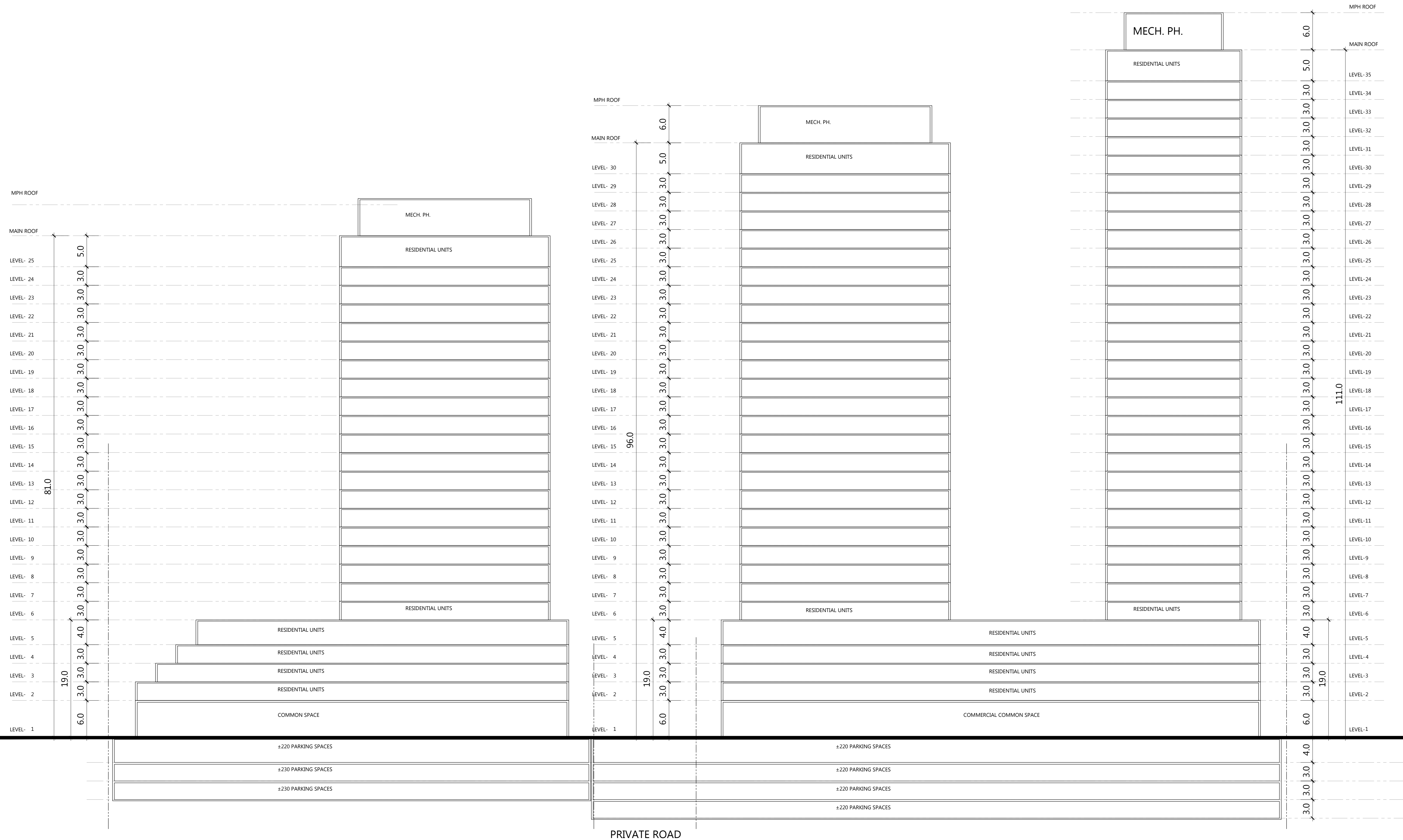
PROJECT
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Brampton, ON

SHEET TITLE
FLOOR PLAN

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SECTION A-A

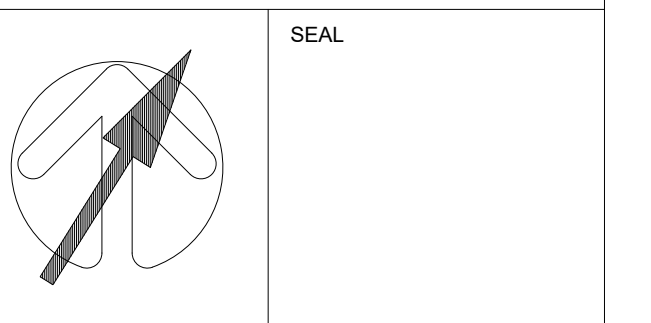
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No.	DATE	DESCRIPTION
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PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
SECTION

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PROJECT NO: 140526	DWG NO. A301
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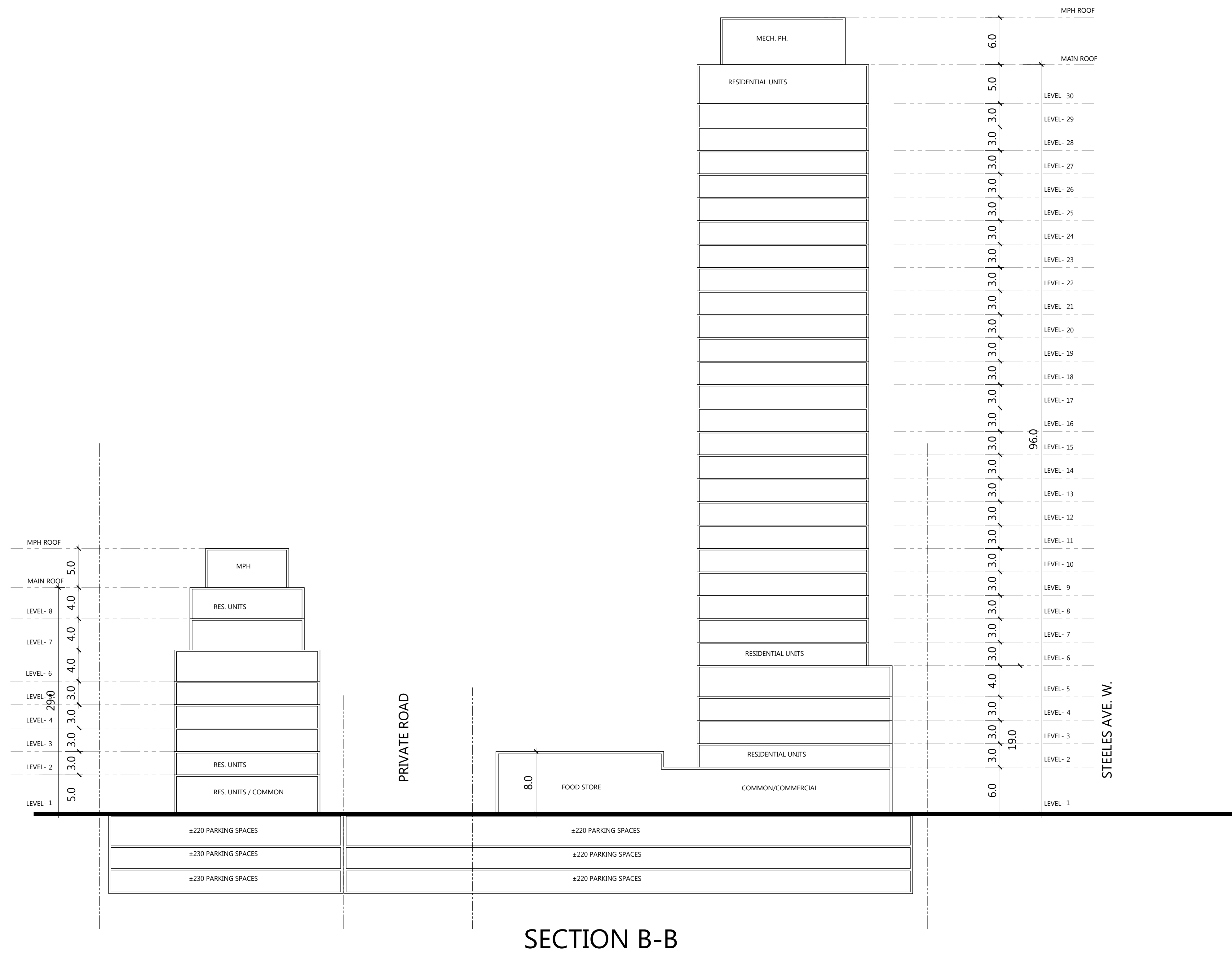
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SECTION B-B

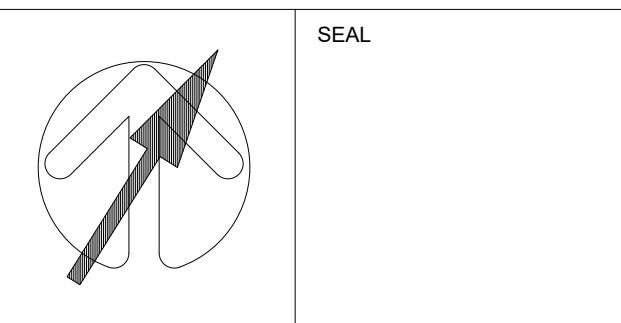
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PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
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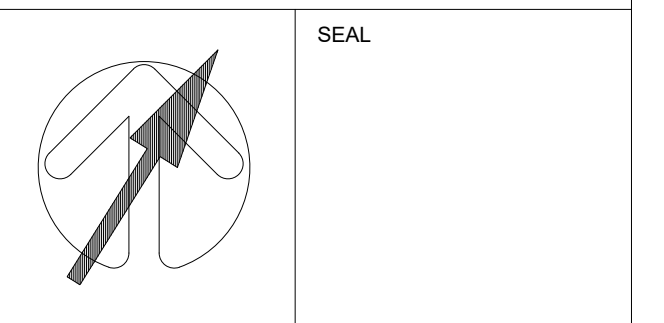
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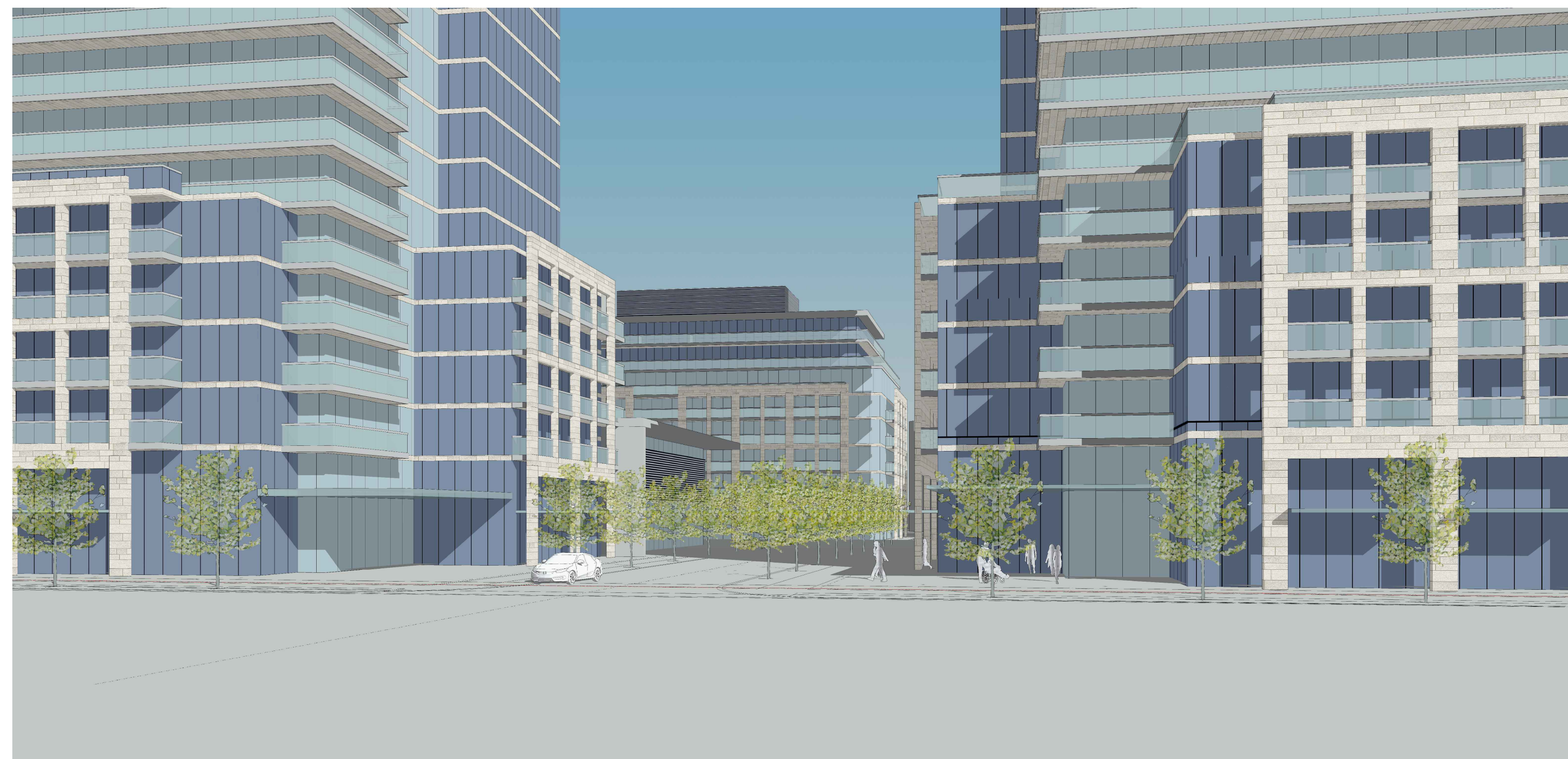


PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
VIEW

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PROJECT NO: 140526		DWG NO. A401	

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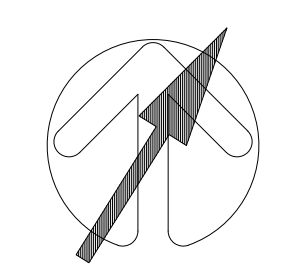
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PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
VIEWS

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PROJECT NO: 140526		DWS NO. A402	

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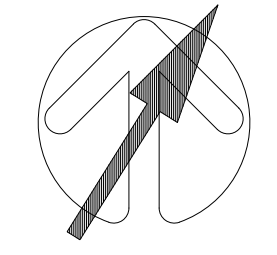
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SEAL



PROJECT
545 STEELES AVE. W.
Brampton, ON

SHEET TITLE
VIEWS

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PROJECT NO: 140526	DWS NO. A403		

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ONTARIO REGULATION XXXX/23

made under the

PLANNING ACT

Made: MM DD, 2023

Filed: MM DD, 2023

Published on e-Laws: MM DD, 2023

Printed in *The Ontario Gazette*: MM DD, 2023

ZONING ORDER - CITY OF BRAMPTON

Interpretation

1. (1) In this Order,

“temporary leasing office” means a building, structure, facility or trailer used for the purpose of the leasing of residential units to be erected on the lands;

“Zoning By-law” means City of Brampton Zoning By-law No. 270-2004.

Application

2. (1) This Order applies to lands in the City of Brampton, in the Province of Ontario, described as Part of Block 250, Registered Plan 43M-652, and further identified by Property Identification Number 14082-0120 (LT) registered in the Land Registry Office for the Land Titles Division of Peel (No. 43).

(2) For the purposes of this Order, the lands described in subsection (1) shall be considered a single lot.

Permitted uses

3. Every use of land and every erection, location or use of any building or structure is prohibited on the lands described in subsection 2 (1), except for,

- (a) the residential uses permitted in section 18.1.1 of the Zoning By-law;
- (b) the commercial uses permitted in section 28.1.1 of the Zoning By-law;
- (b) the institutional uses permitted in section 43.2.1 of the Zoning By-law; and,
- (c) a temporary sales office;

Zoning requirements

4. (1) The zoning requirements for the lands described in subsection 2 (1) are as follows:

- 1. The maximum floor space index shall be 5.16.
- 2. The maximum number of dwelling units shall be 1300 units.
- 3. There shall be no minimum lot area requirement.
- 4. For the purposes of this section, McLaughlin Road shall be deemed to be the front lot line.
- 5. The minimum lot width shall be 200 metres.
- 6. There shall be no minimum lot depth requirement.
- 7. The maximum building height shall be 35 storeys.
- 8. The maximum total gross floor area shall be 97,500 square metres.
- 9. The minimum non-residential gross floor area shall be 2,500 square metres.
- 10. The minimum distance for the portion of buildings above 8-storeys shall be 25.0 metres.
- 11. Minimum setback from the northern lot line abutting Steeles Avenue West to:
 - (i) the first 5-storeys: 3.0 metres;

- (ii) any portion of the building above 5-storeys: 6.0 metres;
- 12. Minimum setback from the eastern lot line abutting McLaughlin Road to:
 - (i) the first 5-storeys: 3.0 metres;
 - (ii) any portion of the building above 5-storeys: 6.0 metres;
- 13. Minimum setback from the western lot line to:
 - (i) the first 2-storeys: 7.0 metres;
 - (ii) the first 3-storeys: 7.5 metres;
 - (iii) the first 4-storeys: 10.5 metres;
 - (iv) the first 5-storeys: 13.5 metres;
 - (v) any portion of the building above 6-storeys: 16.5 metres;
- 14. Minimum setback from the southern lot line to:
 - (i) the first 5-storeys: 7.5 metres;
 - (ii) any portion of the building above 6-storeys: 9.5 metres;
- 15. Maximum permitted encroachment of a balcony or patio into any required yard shall be 2.0 metres but no closer than 0.6 metres to any lot line;
- 16. A maximum of 1.0 parking spaces for each dwelling unit and 0.27 parking spaces for each dwelling unit for visitors and non-residential uses shall be provided.
- 17. A minimum of 0.5 long-term bicycle parking spaces for each dwelling unit and 0.1 short-term bicycle parking spaces for each dwelling unit shall be provided.
- 18. There shall be no maximum lot coverage requirement.
- 19. There shall be no minimum landscaped open space requirement.
- 20. A minimum of 3 loading spaces shall be provided.

Terms of Use

- 5. (1) Every use of land and every erection, location and use of buildings or structures shall be in accordance with this Order.
- (2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.
- (3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.
- (4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

Commencement

- 6. This Regulation comes into force on the day it is filed.

Made by:

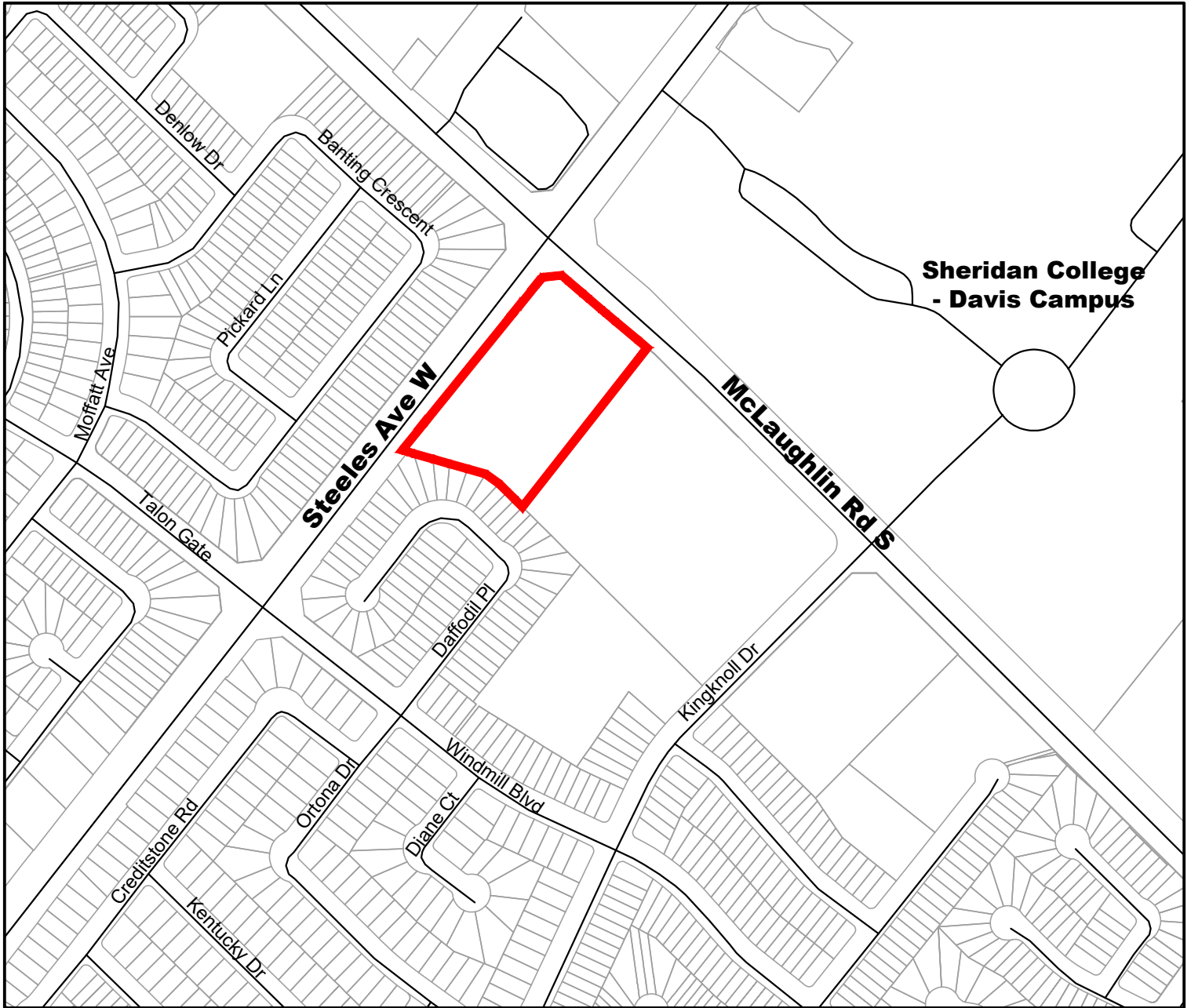
STEVE CLARK
Minister of Municipal Affairs and Housing




Date made: MM DD, 2023

[Back to top](#)

PART OF BLOCK 250, REGISTERED PLAN 43M-652
CITY OF BRAMPTON, THE REGIONAL MUNICIPALITY OF PEEL

Address: 545 Steeles Ave W, Brampton



-  Lands Subject to Zoning Order
-  Assessment Parcel
-  Road

