

**Detailed Planning Analysis**  
**City File Number: OZS-2023-0018**

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 (SP55) provide direction and policies that encourage the development of a transit-oriented community that promotes protection of employment lands, superior community design, and the creation of complete communities. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

**Planning Act:**

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

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

**Analysis:**

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

The site is located along Steeles Avenue West located within a "Primary Major Transit Station Area (MTSA)" as identified in the Official Plan. The subject lands are within an area planned for mixed-use, transit-oriented development, and intensification.

The development offers a range of one-bedroom, two-bedroom, and three-bedroom units that will serve a diverse range of income levels and age groups. Further, the proposed development will provide direct access to existing and future transit service while promoting a pedestrian-friendly site design that will encourage active transportation.

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

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

### **Provincial Policy Statement (PPS), 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 (PPS).

#### *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 range and mix of residential (including second units, 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) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- (e) 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 states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- (a) efficiently use land and resources; and,*

*(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*

*(g) 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 types and densities to meet projected requirements 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*
  - 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.*

*1.6.6.1 Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

1. *municipal sewage services and municipal water services; and*
  2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) ensure that these systems are provided in a manner that:*
1. *can be sustained by the water resources upon which such services rely;*
  2. *prepares for the impacts of a changing climate;*
  3. *is feasible and financially viable over their lifecycle; and*
  4. *protects human health and safety, and the natural environment;*
- d) integrate servicing and land use considerations at all stages of the planning process; and*

*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;*
- c) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- d) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

Analysis:

The property is located within a *Settlement Area* that is defined in provincial and municipal planning documents. It is designated 'Residential' as per 'Schedule A' of the City of Brampton Official Plan, and 'Mixed-Use One' within the Hurontario-Main Corridor Secondary Plan. These designations permit a wide range of uses and activities, including a range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and high density residential uses. The proposed development represents an appropriately scaled development within an 'Primary MTSA' and 'Mobility Hub' along Steeles Avenue West.

The proposed mixed-use development also represents intensification within the Urban System and utilizes existing municipal services and community uses. The development efficiently uses lands that are underutilized, adjacent to existing public transit services, and near a planned transit corridor. Through the use of zoning controls and urban design guidelines, the built form and character of the proposed development will both integrate into the existing neighborhood and enhance the character and design of the site itself. The development also represents a compact built-form which will provide of mix of land uses and housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with 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:*

- *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*

**Analysis:**

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 intensification, and is accessible to existing transit services.

The proposed development is also located within a 'Mobility Hub' and 'Primary MTSA' and is directly serviced by existing transit provided by Brampton Transit along Steeles Avenue West. Additional planned transit projects such as the Hazel McCalion LRT are underway and will also serve the surrounding area. The scale of the development provides an appropriate built form within a transit corridor, while providing a mix of housing and commercial uses to support complete communities. This satisfies section 2.2.1 (a), (c) and (d), as well as 2.2.3 (a), (b), (c), (d), (e), and (f) of the Growth Plan.

Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

**Region of Peel Official Plan**

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

The subject lands are located within the 'Urban System' and 'Built-up Area' and is located in proximity to the 'LRT' planned on Hurontario Street as depicted on Schedules E-1, E-3, and F-1 respectively of the Region of Peel Official Plan. The site is also situated within a Primary MTSA as depicted by Schedule E-2 and E-5. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

*5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*

*5.3.3 Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, in accordance with the PPS, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.*

*5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.*

*5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*

*5.4.6 To optimize the use of the existing and planned infrastructure and services.*

*5.4.7 Promote 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.*

*5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

*5.4.18.3 To revitalize and/or enhance developed areas.*

*5.4.18.4 To intensify development on underutilized lands*

*5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

*5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*

*5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.*

*5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel*

*6.5.1 To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.*

*6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.*

*6.5.3 No development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available*

## Analysis:

The proposed Zoning By-law amendment will facilitate intensification within an 'Urban System' and within the 'Regional Urban Boundary' as defined by the Regional Official Plan. The site also is within a Primary Major Transit Station Area (MTSA). The site is located in proximity to the planned Hazel McCallion LRT along Hurontario Street and the Brampton Gateway Transit Terminal. Staff is satisfied that the site design will result in the redevelopment of an underutilized site into a compact built form that is transit-oriented, while creating an attractive public realm surrounding the development. The proposal will also contribute to the overall supply of housing in Brampton, particularly one, two, and three-bedroom apartment typologies. This will help diversify the housing stock in the area while accommodating residential and employment growth, which will further assist in the achievement of regional population and employment forecasts. The proposed development is situated in an area that optimizes the use of existing infrastructure, including but not limited to, public transit (such as the future Hazel McCallion LRT), sanitary sewers, and water mains, resulting in an efficient urban form. The proposal lends itself to becoming a transit oriented and pedestrian friendly which assists in achieving the goals of planned MTSA's.

Policy 6.5.1 of the Regional Official Plan outlines the need to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities. Policy 6.5.2 requires full municipal sewage and water services to accommodate growth in the Urban System, subject to regional financial and physical capabilities. 6.5.3 ensures that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal.

Through the use of a H Provision, City and Regional staff are satisfied that the proposal conforms to the Regional Official Plan. Through the use of a H Provision, the orderly staging of development can occur by understanding both the interim and ultimate servicing solution for individual development applications within the Tertiary Plan Area. Further, the requirement of a draft approved Plan of Subdivision prior to Lifting the H will ensure that appropriate servicing agreements are made with the relevant municipal planning approval authorities.

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

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

*(i) Accommodate a significant portion of population and employment growth;*



- (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- (iii) Provide high quality public open spaces;*
- (iv) Support transit, walking and cycling for everyday activities;*
- (v) Develop in a compact form that will efficiently use land and resources,*
- (vi) Optimize the use of existing and new infrastructure and services;*
- (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency;*  
*and,*
- (viii) Achieve an appropriate transition of built form to adjacent areas.*

*3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

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

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

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

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

*3.2.5.1.1 Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*

*3.2.5.1.2 Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*

*3.2.5.1.3 Development within a Gateway Hub that has undergone a comprehensive high order transit/land use planning study may exceed the general height and massing guidelines of the Gateway Hub in accordance with the detailed provisions of the comprehensive study.*

*3.2.5.1.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12*

*3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; 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.*

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

*3.2.6.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*

*3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*

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

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

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

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

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

### *5.35 Tertiary Plans*

*5.35.1 A Tertiary Plan may be required as part of a complete application to support the following proposals: 1) Official Plan Amendments, which includes Secondary Plan and Block Plan Amendments; 2) Zoning By-law Amendments; 3) Plans of Subdivisions; 4) Site Plan Applications; and, 5) Consent to Sever Application*

*5.35.2 The City may require the applicant to prepare a proposed Tertiary Plan in the event that one or more of the following criteria are met: 1) A Tertiary Plan requirement is explicitly identified for a particular area within the Official Plan or Secondary Plan; 2) A site has multiple landowners; 3) A new public right-of-way or shared private right-of-way, public park, or other publicly owned facility is proposed; 4) Vehicular or pedestrian accessibility for neighbouring sites is affected by the proposal; 5) The proposal affects the development potential of neighbouring sites; 6) A new higher order transit station is proposed or the site is adjacent to an existing higher order transit station; or, 7) The proposal has the potential to prohibit future comprehensive re-development of an area.*

*5.35.3 Subject to any applicable Secondary Plan policies to the contrary, Staff are authorized to endorse Tertiary Plans for inclusion as non-statutory appendices to the applicable Secondary Plan prior to the approval of development applications. These appendices will serve as guidelines for both current application(s) as well as future planning applications in a given area, and could be subject to additional refinement. This additional refinement does not require Council approval, unless otherwise stated in the applicable Secondary Plan.*

*5.35.4 Tertiary Plans need not include the same level of detail as a Site Plan, but must be to scale and include the following items:*

- *Standard information including date, address, and north arrow;*
- *Location boundaries based on legal surveys;*
- *Identification of surrounding land uses; •*
- *written vision for the area;*
- *A written explanation of how the development proposal and tertiary plan proposal is consistent with the City of Brampton Development Design Guidelines;*
- *Identification of which landowners commissioned the Tertiary Plan and which landowners are non-participating;*
- *Building Envelopes, including proposed height, step-backs, typology, land use and size of buildings in square metres and square footage;*
- *Illustrated density in heights, with a particular focus on the built form relationship between proposed buildings and surrounding lands. Spacing dimensions between buildings must also be included;*
- *Clear differentiation between private common elements and public space;*
- *Proposed transportation infrastructure which includes public and private vehicular connections (rights-of-way);*
- *Proposed non-vehicular connections including sidewalks, cycling and walking trails; • Location of Parking;*
- *The location of key natural elements including mature trees and vegetation;*
- *Proposed strategies to protect key natural elements;*
- *Location of Stormwater Management Facilities and/or green infrastructure;*

- Identification of proposed site phasing; and,
- Any other requirements deemed appropriate by City staff.

*5.35.5 When a Tertiary Plan is identified as a submission requirement, the following studies may be requested and must be prepared comprehensively for all properties within the Tertiary Plan area to the satisfaction of the City and other reviewing agencies:*

- Urban Design Brief with an Open Space component;
- Environmental Implementation Report;
- Functional Servicing Report;
- Storm Water Management Plan;
- Traffic Impact Study;
- Parking Study;
- Planning Justification Report, which would include a proposed approach to Cost Sharing for participating and non-participating owners;
- Market Impact / Planned Function Study;
- Shadow Study;
- Phasing Plan; and,
- Heritage Impact Assessment.

*5.35.6 In addition to the requirement of Section 5.35.5, the applicant may be required to submit any other supporting information and material that may be identified by the Commissioner of Planning & Development Services during the Pre-Consultation process*

*5.35.7 Whenever a Tertiary Plan is identified as a requirement of a development application, prior to initiating the tertiary planning process, the City shall circulate a notice via registered mail to all landowners within the Tertiary Plan area inviting them to participate in the Tertiary Plan process. Should the City not receive a response within 30 days, the invited landowner will be deemed a non-participating landowner and will be notified accordingly. In such cases, the nonparticipating land, similar to the participating land, would be planned based on good planning principles.*

*5.35.8 The City will evaluate the proposed tertiary plan based on good planning principles. Through the Pre-Consultation process, staff will provide comments to the applicant and identify the most pertinent development principles that are to be achieved through the Tertiary Plan process, to the satisfaction of the Commissioner of Planning & Development Services. Upon submission of the draft Tertiary Plan, staff will ensure consistency with the City's Terms of Reference for Tertiary Plan submissions. If the submission is deemed consistent with the Terms of Reference, staff will determine if the principles identified in the PreConsultation process have been successfully achieved, which would enable staff to deem the Tertiary Plan submission complete and proceed with the development application, subject to Policy 5.32. Should a submitted Tertiary Plan not be consistent with the Terms of Reference or the development principles, staff reserve the right to refuse submission of the application under Section 5.35.1 in whole until such time that the deficiencies are corrected. The recommendation report for the original development application (and all subsequent development applications involved in this tertiary plan) will include a condition of approval stating that the proposed development will be consistent with the endorsed Tertiary Plan.*

#### Analysis:

The subject site is located along the Steeles Avenue '*Primary Intensification Corridor*' and is within the '*Gateway Mobility Hub*' centered at Main Street South/Hurontario Street and Steeles Avenue. These areas are planned to accommodate development of greatest mass and highest densities in Brampton. The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Mobility Hub policies to accommodate 100 to 150 people and jobs combined per hectare. With an FSI of 8.93 and heights of 45 and 50 storeys the proposed development exceeds the Gateway Mobility Hub target of a 3.0 FSI and targeted heights of 3 to 25 storeys. However, based on the emerging planning framework for the area, appropriate justification has been provided to support added height and density within a strategically important growth area of the City. It is also worth noting that there are a number of nearby development applications that are currently under review or approved at heights that range from 26 storeys to 50 storeys.

It is also anticipated that the overall FSI for the entire subject property will be lower once the second phase rezoning is submitted due to the transition from high, medium and low density due to the nearby lower density residential neighbourhood located south of the phase 1 lands, as well as the future conveyance of a public park.

The Official Plan also encourages a range of housing accommodation in terms of dwelling types through appropriate mix and density policies. The proposal adds an additional 1,147 new residential units in the area ranging from 1, 2 and 3-bedroom unit typologies. Additional regulations have been added in the Zoning By-law requiring that 50 % of all units be larger sized family friendly units, of two and three bedroom typologies. This will help contribute towards Brampton's Housing Pledge to support the construction of 113,000 new homes in the City of Brampton by 2031.

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

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

(future Phase 2). The podium and tower will provide a defining character to Steeles Avenue and provide the form of a narrow slender tower set atop a podium.

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

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

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

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

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

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

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

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

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

#### **5.1.2 Building Height**

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

*The minimum ground floor height should generally be 4 metres for all new buildings that are required to have a retail, commercial or institutional, or convertible frontage at grade,*

*as shown on Appendix B. Convertible frontage at grade shall mean residential frontage that is permitted to transition to commercial or institutional frontage in the future.*

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

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

- 5.3.1 (i) Permitted uses shall include a full range of major office, office, commercial, institutional, cultural, and entertainment uses, medium and high density residential dwellings, live/work units related community facilities and infrastructure.*
- (ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both MixedUse and single use buildings shall be permitted.*
- iii) High density residential dwellings in accordance with Section 4.2 of the Official Plan shall be encouraged.*
- iv) The co-location of community facilities will be encouraged.*
- vi) Required Street Wall along Frontage The primary building facades along a street represent a street wall. In order to provide an attractive and animated pedestrian environment, a minimum continuous street wall of 95% for most of the frontage on either side of Hurontario Street and Steeles Avenue will generally be in accordance with Appendix C. A minimum continuous street wall of 70% along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, will generally be in accordance with Appendix C.*
- vii) Building Setback Minimal building setbacks are vital to establishing a consistent street wall that invites pedestrian activity.*
- a) Buildings will generally be developed within the maximum setback permitted in locations identified on Appendix D.*
- viii) Setback above Podium*
- a) In addition to the above-noted setback requirement, buildings above the podium will generally be set back a minimum of 2.5 metres, in locations identified on Appendix D.*

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

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

*5.9.2 Public Transit The major public transit facilities within the Secondary Plan Area includes planning for a higher order transit corridor along Hurontario/Main Street along with associated transit stops at the general locations shown on Appendix F, a BRT corridor along Steeles Avenue West, a Mobility HubGateway designation around the intersection of Hurontario/Main Street and Steeles Avenue West and a Major Transit Station Area designation around the intersection of Hurontario/Main Street and Ray Lawson Boulevard.*

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

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

#### *5.9.3.1 Roads Policies*

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

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

#### *5.9.4.1 Pedestrian Orientation Policies*

*(i) New development and redevelopment shall support a pedestrian scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations.*

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

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

*v) Wherever possible, connections through blocks shall be developed and direct walkway routes provided to natural areas and parks, businesses, transit stops, schools, community facilities and other desirable destinations.*

*vi) New development shall promote pedestrian connections. Gated developments, cul-de-sacs and other approaches to development, which reduce connectivity, shall not be permitted.*

#### *5.9.5.1 Cycling Policies*

*ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and*



*employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities;*

#### **5.9.6 Parking**

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

#### **5.11.1 Urban Form Design**

*i) All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;*

*ii) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;*

*iii) Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;*

*v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;*

*vi) The layout of the streets, configuration of lots and siting of buildings shall ensure that:*

*a. There are a variety of frontage and setback arrangements adjacent to primary public streets in accordance with Appendices B, C and D of this Plan;*

*b. Streets and natural heritage and recreational open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;*

*c. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;*

*d. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;*

*e. Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,*

*f. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection through Environmental Design (CPTED) principles shall be applied to all public spaces.*

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

#### **5.11.5 Streets and Streetscapes**

*i) Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.*

*ii) Sidewalks located at major intersections along the Corridor shall be wider to cope with higher pedestrian activity associated with major transit stops and intensified development. All remaining sidewalks widths will vary depending on their location with respect to current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.*

*iii) Sidewalks shall:*

*a) Be wide and hardscaped when fronting commercial uses;*

*b) Include landscaping and walkways when fronting residential uses;*

*c) Link and enhance existing pedestrian paths and trails, while creating new ones wherever possible;*

*d) Provide for cycling routes;*

*e) Be sized in relation to the amount of anticipated pedestrian traffic. Generally a minimum 2 meter width will be maintained clear of obstructions such as street furniture, posts, or street plantings. In areas of higher pedestrian traffic the minimum width may increase to 4 metres. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery stall), an area of the public boulevard must be designed and allocated for this purpose and can vary in width from 1 metre to as much as 5 or 6 metres. Areas surrounding transit stops shall include 2 metres of width in addition to the standard sidewalk width employed in the area; and,*

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

#### **5.12.1 Phased Development**

*Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a tertiary plan prior to the approval of the development application to demonstrate how the ultimate density, built form requirements and overall objectives for the site can be*

*achieved in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan.*

- i) For phased development, a tertiary plan showing the proposed phase 1 buildings and potential building envelopes for future phases shall be submitted with all new development proposals. The tertiary plan shall show blocks and streets, building envelopes, vehicular and pedestrian access routes, parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Secondary Plan. Development on the Hurontario/Main Street frontage will generally be the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible.*
- ii) The tertiary plan shall show the proposed phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/Main Street and other major cross streets.*
- iii) All requirements of this Secondary Plan must be taken into consideration for both the initial phase of development and for all subsequent phases of development.*
- iv) In recognition of the need to stage the transition of existing developed sites from the existing low rise built form to the more intense form of development envisioned over the long term by the Official Plan including this Chapter, interim development consisting of expansions and renovations to existing buildings and the construction of new buildings that are consistent with the existing scale and built form shall be permitted.*
- v) Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City and other agencies to achieve a cost effective and functional sequence of transit oriented development*

### **5.13 COST SHARING**

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

### **5.15 SUSTAINABLE DEVELOPMENT**

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

Analysis:

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

alongside an Urban Design Brief, Tertiary Plan, Sun and Shadow Study, and Wind Study to provide sufficient rationale for the requested increase in density.

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

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

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

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

#### **City of Brampton Zoning By-law 270-2004**

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

The Zoning By-law, included as Attachment 10 to this report, includes regulations limiting tower heights to a maximum of 45 and 50 storeys, minimum tower separation distances of 25 metres, minimum podium separation distances of 18 metres, as well as minimum side yard setbacks ranging between 9 and 10 metres. Staff are satisfied with the building performance standards associated with the Zoning By-law, which ensures no negative impacts to the redevelopment potential of neighbouring landowners within the Tertiary Plan boundaries.

It is also worth noting that for high density development applications, maximum tower floorplates are typically regulated at 800 square metres to ensure towers have a slender mass to minimize shadowing impacts. The applicant is proposing larger tower floor plates of 850 square metres to accommodate for larger, family friendly units. An additional zoning regulation, requiring a

minimum of 50 % of all units to be either 2 or 3 bedroom typologies has been added to ensure that the larger building floorplate translates into larger family friendly units at the site plan stage.

Staff are also recommending the use of a H provision within the Zoning By-law to restrict development to ensure a satisfactory Functional Servicing Report and Traffic Impact Study is approved to the satisfaction of the City of Brampton, Region of Peel (or successor) and the Credit Valley Conservation Authority to address both interim and permanent servicing solutions. A draft approved plan of subdivision is also required prior to lifting of the Holding Symbol.

The following holding provision conditions are recommended as part of the proposed zoning by-law amendment:

- A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel (or successor), the City of Brampton and Credit Valley Conservation Authority for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane.
- A Traffic Impact Study supporting interim and permanent servicing for any proposed phase of development has been completed in accordance with the City of Brampton and Region of Peel Terms of Reference for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane to the satisfaction of the Region of Peel (or successor) and City of Brampton;
- The City's Commissioner of Planning, Building and Growth Management shall be satisfied that the submission of a Draft Plan of Subdivision is received for the entirety of the property and draft approved for the purpose of conveying of the public street network, future road widening's, underground infrastructure and public parkland;
- The City's Commissioner of Public Works shall be satisfied that a new public road providing access to the lands has been constructed via the extension of Malta Avenue and/or Lancashire Lane and conveyed to the City, or other alternative access arrangements to the satisfaction of the Commissioner of Public Works; and
- Any requisite permits or approvals from Credit Valley Conservation under O. Reg 160/06 be received.

### **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications.

The application has demonstrated a contribution to the City of Brampton' sustainability score by achieving a score of 49 points which would categorize it as a Bronze threshold. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage.

## **Documents Submitted in Support of the Application**

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

### Planning Rationale and Justification Report

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

### Traffic Impact Study

A Transportation Impact Study (TIS) was submitted by Trans-Plan to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network and reduced parking calculation. The study examines the trip generation, access requirements, and study area road network impact of the proposed development. City Staff have reviewed the application and have determined it is satisfactory for the purpose of recommending approval of the zoning by-law. Additional refinements to the TIS are required prior to the lifting of the H provision to further assess both interim and ultimate traffic scenarios for the site and the tertiary plan area.

### Urban Design Brief

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

### Noise Feasibility Study

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

### Tertiary Plan

Turner Fleischer Architects Inc. and Weston Consulting had submitted a Tertiary Plan in support of the application to guide future development within the tertiary plan boundaries. The Tertiary Plan includes the location of roads, public parks, and development densities that are consistent with the emerging land use framework for the Gateway Major Transit Station Area. Staff are supportive of the proposed tertiary plan which may be subject to future refinements based on the review of additional technical studies through subsequent planning applications.

### Sun-Shadow Study

Turner Fleischer Architects Inc. completed a Sun and Shadow Study in support of the proposed development. The findings discovered that the shadowing impacts were generally minimal, with some shadowing impacts from the proposed development onto Steeles Avenue West in the morning hours during the spring and fall equinox and winter solstice. Some impacts were also present onto the adjacent commercial properties to the east during afternoons and evenings during the spring and fall equinox in addition to the winter solstice.

### Functional Servicing Report (FSR)

A Functional Servicing Report was prepared by UrbanTech in support of the application. The report proposes an interim municipal servicing scheme that demonstrates the viability of storm drainage, sanitary sewers and water supply servicing for the proposed development. Staff have reviewed the FSR and require further refinements to the study to better understand both the interim and permanent servicing solution for the site and the broader tertiary plan area. Staff are recommending that the completion of an updated FSR be a requirement of the Lifting of the H application so that additional details can be assessed by the City of Brampton, Region of Peel and Credit Valley Conservation Authority.

### Geotechnical and Soils Investigation Report

A Geotechnical and Soils Investigation was undertaken by Exp. in support of the subject application. The report provides interpretation, analysis and advice with regards to geotechnical engineering aspects of the proposed development. The report discusses design consideration for constructability and outlines excavation, ground water controls, and site work process measures. Staff have reviewed the report and found it sufficient to City standards.

### Arborist Report/Tree Preservation and Inventory Plan

An Arborist Report and Tree Preservation and Inventory Plan were prepared by The MBTW Group. The study has found 16 trees that were tagged and inventoried. A total of 16 trees will be removed, with 6 requiring permit and compensation and 10 requiring compensation. Staff have reviewed the report and have found it supportable for the purposes of a rezoning application.

### Stage 1 & 2 Archaeological Assessment

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

### Phase One Environmental Site Assessment (ESA)

A Phase One Environmental Site Assessment was submitted by Exp consulting in support of the subject application. It was determined that no areas of potential environmental concern (APEC)

on the Phase One property were identified during this Phase One ESA and that a Phase Two was not warranted. A Record of Site Condition can be filed based on a Phase One ESA alone. Staff have reviewed the assessment and have found it supportable for the purposes of a rezoning application.

#### Pedestrian Wind Tunnel Study Report

A Pedestrian Wind Tunnel Study Report was conducted by GNobi Consulting Inc. in favor of the proposed rezoning. The study methodology involved wind tunnel testing of a 1:400 scale model representing the existing, proposed, and future configurations of the project. The model included the project site, surrounding buildings, and topography within a 480 m radius.

The analysis of the existing configuration revealed that the wind conditions at most locations surrounding the proposed site are generally comfortable for walking during the spring, summer, and fall seasons. However, there are localized areas between the towers near the southeast corner of Steeles Avenue West and Malta Avenue where uncomfortable wind conditions exist. In winter, wind speeds remain generally comfortable, with a few additional areas experiencing marginally uncomfortable conditions due to seasonally stronger prevailing winds. The future configuration, including additional developments, is expected to further increase wind speeds due to downwashing and channeling of prevailing winds between the towers. Despite these increases, most grade level areas are predicted to have suitable wind conditions for pedestrian use during the summer and fall seasons. However, certain localized areas along the southwest and northeast facades, as well as the south corner of the intersection, may occasionally experience discomfort during the fall. The winter and spring conditions are anticipated to be similar to the proposed configuration, with additional uncomfortable locations onsite and offsite. Wind hazard/gust exceedances are expected to occur in various areas surrounding the site.

Through a future site plan application, an updated wind study will be required which tests the proposed mitigation measures outlined in the report, including canopies, wind screens, moderate façade treatments and landscaping. Additional wind tunnel testing is recommended as the design progresses, to evaluate the efficacy of the recommended wind mitigation measures and to make appropriate changes where necessary for suitable wind comfort.