

Detailed Planning Analysis

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation that sets the rules for land use planning in Ontario. 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:

(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;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(k) the adequate provision of employment opportunities;

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

(o) the protection of public health and safety;

(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;

(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. Regard for these sections is reflected in the proposed Zoning By-law Amendment, in which the development proposal incorporates the following qualities:

- The development proposal supports the orderly development of safe and healthy communities and allows for economic growth and employment opportunities through the proposed institutional development. The proposal contemplates an expansion to the Peel Memorial Hospital, thus adding a variety of employment and contributing to the provision and distribution of health facilities within the city of Brampton in accordance with Sections 2 (h), (k) and (o) of the Planning Act.
- The subject lands are located within an established urban area with existing services and infrastructure including transportation, communications, sanitary, water and waste management systems. With respect to transportation, the subject lands are located within a Major Transit Station Area (MTSA) as identified in the Official Plan and are served by public and active transportation and near existing transit terminals that provides connections throughout the City and beyond.
- A portion of the subject property is currently occupied by the Peel Memorial Hospital (Phase 1) while the remaining portion of the lands are vacant and underutilized. The proposed Phase 2 expansion to the Peel Memorial Hospital is aligned with the planned intent and function of the area. As such, the subject lands are an appropriate location of growth and development.

Given the above rationale 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;*
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs*

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

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

- a) *Efficiently use land and resources;*
- b) *Are appropriate for, and efficiently use, the infrastructure and public services and avoid unjustified and/or uneconomical expansion;*
- e) *Support active transportation;*
- f) *Are transit-supportive, where transit is planned, exists or may be developed; and*

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.

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and projected needs.*

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

1.6.4 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

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

1.7.1 Long-term economic prosperity should be supported by:

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

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) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

Analysis:

The property is located within a Settlement Area that is defined in provincial and municipal planning documents. It is designated 'Central Area/ Major Institutional' as per 'Schedule A' of the City of Brampton Official Plan, and 'Institutional' Queen Street Corridor Secondary Plan. These designations permit a wide range of institutional uses, including hospitals. The proposed development represents an appropriately scaled development within a 'Primary MTSA'.

The proposed institutional 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 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 that will provide essential institutional public service facilities near Downtown Brampton.

Based on the above, staff are 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:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. 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;*

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- d) expand convenient access to:
 - ii. Public service facilities, co-located and integrated in community hubs;**

- e) Providing for 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 builtup 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.*

3.2.8 *Public Service Facilities*

- 1. *Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.*
- 2. *Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*
- 3. *Priority should be given to maintaining and adapting existing public service facilities and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments.*
- 6. *New public service facilities, including hospitals and schools, should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.*

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 institutional intensification, and is accessible to existing transit services. This supports the establishment of a mix of appropriate land uses to achieve complete communities. The proposed institutional use is appropriate for the subject lands and the surrounding neighbourhood and community.

The proposed development supports the objectives of increasing job densities along Transit Corridors and Major Transit Station Areas. The subject lands are located within the delineated Centre Street Major Transit Station Area, which includes the Priority Transit Corridor as illustrated in Schedule 5 of the Growth Plan. The subject lands are further within the City's delineated Urban Growth Centre.

The proposed development functions as an extension of an existing Institutional use, which is the Peel Memorial Centre. This extension serves to improve accessibility and capacity for health-care services within the immediate community, the City and the Region. The scale of the development provides an appropriate built form within a transit corridor, while expanding an existing public service facility to meet the needs of the growing community and support complete communities. This satisfies section 2.2.1 (2) and (4), as well as 2.2.3, and 3.2.8 of the Growth Plan.

Staff are 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 within the “Urban Growth Centre” as per Schedule E-1, and further within a “Primary Major Transit Station Area” as per Schedule E-2 and E-5 of the Regional Official Plan. The subject lands are located in proximity to Queen Street East, which is identified as a Bus Rapid Transit (BRT) Route as per Schedule F-1. The subject application was evaluated against the Region of Peel Official Plan and it was determined that the proposed development satisfies the pertinent Regional Official Plan policies.

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

4.3.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.

4.3.10 Use, in cooperation with the local municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2051. Forecasts beyond the 2051 planning horizon may be used for long-term infrastructure planning, and community planning within the urban boundary, undertaken by the Region and/or local municipalities, as long as there is consistency with the objectives and intent of the provincial Growth Plan and the Region of Peel Official Plan.

4.3.11 Forecasts beyond the 2051 planning horizon may be used when planning for Strategic Growth Areas within the Delineated Built-up Area that are delineated on Schedule E-2 of the Region of Peel Official Plan, provided that:

- a) *integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacities;*
- b) *the type and scale of built form for the development would be contextually appropriate;*
- c) *the development would support the achievement of complete communities, including a diverse mix of land uses, a full range of housing, office employment, transportation options, and sufficient open space; and*
- d) *the development would not require the conversion of viable employment lands within an Employment Area.*

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.

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

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.

5.4.9 To protect and promote human health.

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.3 To revitalize and/or enhance developed areas.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

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.

5.6.18.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.

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.

6.3.1 To contribute to safe, accessible, and healthy communities where people of all ages, backgrounds and capabilities can meet their needs throughout their lives by providing opportunities for emotional, physical, and socio-economic well-being.

6.3.3 To provide human services in an efficient, planned, and cost-effective manner consistent with public needs and financial realities.

6.3.4 Ensure Regional human service facilities and programs are provided in a manner consistent with local need, changing demographics, and in keeping with the Region's financial objectives.

6.3.7 Ensure that Regional human services facilities are located and designed to be fully accessible and are supportive of the Regional Structure policies of this Plan (Chapter 5).

6.3.8 Advance health promotion and disease prevention as the primary means of achieving people's best health status.

6.3.9 Ensure access to health services that address local needs.

6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age in place within their community including the integration of community facilities and services with residential land uses.

6.4.4 To promote active aging for seniors by establishing healthy, complete, and accessible complete communities that are in close proximity to amenities, support services, and transit.

6.4.8 Work with the local municipalities to assess supporting services and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to universal accessibility and opportunities to better support Peel residents.

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 Queen Street East, which is identified as a Bus Rapid Transit (BRT) Route. Staff are satisfied that the site design will result in the development 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 expand the Peel Memorial Centre Hospital, which will support active aging of residents within their communities by improving accessibility to health care services, including supporting emotional, physical, and socio-economic well-being of residents, particularly seniors. The proposed hospital supports the objective of establishing and maintaining a healthy City and Region. The proposal lends itself to becoming a transit oriented and pedestrian friendly development which assists in achieving the goals of the MTSA.

Staff are satisfied that the proposed development is consistent with Regional interests and the Region of Peel Official Plan. The proposed development represents efficient and effective use of underutilized lands and resources including existing municipal servicing infrastructure and transportation infrastructure. The proposed development reinforces the existing institutional use further supporting the creation of complete communities and access to health care services. The proposed development will ensure that current and future health care needs of residents are met in accordance with forecasts, as well as improving the quality of life of residents.

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

City of Brampton Official Plan, 2006:

The subject lands are designated as "Central Area" on Schedule A and are located within the "Urban Growth Centre" on Schedule 1A 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.

3.2.3.1 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.

4.1(a) Continue to promote the Central Area and Urban Growth Centre as a major preferred location for investment in institutional and regionwide public services.

4.1.2 The Central Area, including the Urban Growth Centre, as designated on Schedules "1" and "A", serves as the major location for free-standing or mixed-use development including:

(v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan.

4.1.3 The City shall encourage Major Offices, hotels, convention centres and institutional uses to locate within the Central Area.

4.9 Institutional and Public Uses

- a) Ensure the equitable allocation and integration of Institutional and Public Uses throughout the City;*
- b) Encourage and support a partnership with all the providers of services in Institutional and Public Uses designation, including both public and non-profit agencies;*
- c) Identify needs and location of institutional and public services and promote public awareness; and,*
- d) Provide linkages between all major Institutional and Public Uses and other municipal services to ensure that these services are accessible to all residents of the community, including persons with disabilities.*

4.9.1.1 The City shall interpret the large scale Institutional Uses designation as shown on Schedule "A" to include hospitals [...].

4.9.5.2 The City shall encourage and support the establishment of facilities that provide a comprehensive range of health care services within existing and new communities in locations accessible by public transportation.

4.9.5.3 The City shall support, in association with the Region of Peel, the establishment and expansion of private and public ambulatory care centres in Brampton.

Brampton Plan (Council Approved):

The subject lands are designated as "Mixed Use" on Schedule 2 and are located within the "Community Areas" and "Urban Centres" on Schedule 1A – City Structure of the Brampton Plan. The property is further designated "Mixed-Use (Institutional)" as per Schedule 13d of the Brampton Plan. An amendment to the Brampton Plan is not required to facilitate the proposal. The policies that are applicable to the site include but are not limited to the following:

2.2.1.1 a. The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.

2.2.3.5 The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A: a. A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.

2.2.6.1 In 2051, Brampton's Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:

- b) Protect and Plan for the Future of Major Institutional Areas. Within the Mixed-Use designation, the intent is to build upon the role of the institutions by providing opportunities for urban, high intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.*

2.2.6.9 The City will, in conjunction with other levels of government and William Osler Health Network, continue to pursue funding from the Province and other sources for the development and improvement of Health Care Facilities in Brampton including:

- b) Reinvestment and conversion of the Peel Memorial Centre for Integrated Health and Wellness, located in the City's Downtown to a 24-hour Hospital Campus.*

2.2.6.11 The establishment of facilities that provide a comprehensive range of health care services within existing and new communities is encouraged in locations accessible by public transportation.

2.2.6.12 In association with the Region of Peel, the establishment and expansion of private and public ambulatory care centres are supported.

2.2.6.13 The evolution of Major Institutional areas within the Mixed-Use designation so that they function as important community resources and focal points will occur by:

- a) Incorporating public squares, urban parks, and other social spaces into new developments located in areas of high pedestrian activity, near Rapid Transit stations or Corridors.*
- b) Locating parking areas underground where possible or locating them behind or at the side of the building to reduce the visual impact of parking areas from the public realm.*
- c) Situating Rapid Transit stations on site in prominent locations where there is high level of pedestrian activity or where it can form a focal point for the site.*

Analysis:

The subject site is located within the Central Area, Urban Growth Centre, and Major Transit Station Area, which are intended to facilitate land uses including institutional and public services. These areas are planned to incorporate a high-level of transit services, active transportation infrastructure, a mix of compatible land uses, and efficient and sustainable development patterns. The proposed development contemplates an expansion to the Peel Memorial Centre Hospital to provide additional health care services and capacity to the immediate community, City and Region. The proposed development maintains the intent of the subject land's planning framework and is considered appropriate and an efficient use of underutilized lands.

The Official Plan states in Section 3.2.3 that the vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and regionwide public services, as well as commercial, recreation, cultural and entertainment uses. The Central Area is a major preferred location for investment and intensification, permitting a full range of office, retail, commercial and service activities as well as an array of residential, and institutional uses. The proposed development will contribute to the reinforcement of complete communities within the area by introducing a health care facility (hospital), which functions as an extension of the Peel Memorial Centre. This expansion will strengthen the City's health care network and improve the

City's ability to provide health care services to enhance the health, social well-being, and the quality of life of residents in a manner that excludes social, economic, or physical statuses. In accordance with growth forecasts, the proposed development serves to meet current and future health care needs of residents.

Staff are satisfied that the proposed development is consistent with the City of Brampton Official Plan and Council approved Brampton Plan. The subject lands are designated "Urban Growth Centre", "Central Area", "Communities", and "Major Institutional", which are appropriate for supporting the proposed development. Regard is given to matters outlined in the Official Plan including sustainability, complete communities, transportation, health, growth management, accessibility, compatibility, building design, infrastructure, and heritage. The proposed development also represents efficient and desirable land use patterns.

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

Secondary Plan - Queen Street Corridor Secondary Plan (Area 36):

The subject property is designated "Institutional" in the Queen Street Corridor Secondary Plan (Area 36). The "Institutional" designation is intended to accommodate major institutional uses as defined in Part I of the Official Plan, as well as local scale institutional uses such as schools and places of worship. The subject application was evaluated against the Queen Street Corridor Secondary Plan and policies applicable to the site include but are not limited to:

5.4.2 The purpose of the Institutional designation shown on Schedule SP36(A) is primarily to recognize the existing institutional uses in the Queen Street Corridor Secondary Plan, and to permit and encourage these uses to remain in order to maintain the existing quality of life.

5.4.3 In addition to the uses specified in Section 5.5.1 of this Plan, the expansion of Peel Memorial Hospital facilities may include the construction of structured parking and ancillary retail uses fronting along John Street and/or Lynch Street. The retail uses shall be subject to the policies of the Central Area Mixed-Use designation referenced in Section 5.1.2 of this Plan.

5.4.6 Development within any Institutional designation, including basic physical form elements, building heights, and setbacks, shall be subject to the urban form policies referenced in Section 8.0 of this Plan.

Urban Form

8.2.2 All physical development and redevelopment activity in the Queen Street Corridor Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.

Interim Design Guidelines

1.2.1 Spatial Organization

Every development shall be considered for its spatial relationship to the immediate neighbourhood. Building forms and the spaces between them shall be considered as visual compositions as viewed sequentially along the street rather than as individual developments.

Building Height and Massing

1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site-specific basis through the application of land use densities, parking standards and setback specifications.

Design in the Public Realm

1.4.1 The City shall encourage creative detailing of building façades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.

Site Access

1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, interconnectivity between sites, access and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.2 Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, efficient pedestrian connections to transit facilities, and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.3 Site design shall take into account the efficient movement of emergency and service vehicles.

1.5.6 On sites where loading areas are visible from main streets or residential areas, screening shall be provided to block public view.

Analysis:

The proposed development is for the expansion of the existing Peel Memorial Centre to include a building expansion to the hospital on the property. The subject lands are

designated “Institutional” in the Secondary Plan, which permits and encourages the intended use. Based on the location of the subject land, its relationship with the immediate area, surrounding land uses, and spatial separation, the requested increase in building height requirements is considered appropriate for the proposed development’s intended use. This satisfies Sections 5.4.2 of the Secondary Plan. The proposed development will support the continued use of the existing Peel Memorial Centre as well as improve the ability of the City to deliver of health care services to residents.

The proposed development includes various design elements that are considered desirable and appropriate for a health care facility and is further considered appropriate for the subject lands and surrounding area. The Secondary Plan provides interim design guidelines on the physical form of developments within the Secondary Plan area as it relates to spatial organization, building height and massing, design in the public realm, site access, environmental considerations, and transition of low-rise commercial uses.

A Planning Justification Report has been submitted alongside an Urban Design Brief, Sun and Shadow Study, and Wind Study to provide sufficient rationale for the requested increase in height. Furthermore, servicing, noise, and nearby heritage resources have been considered through detailed studies that accompanies the subject application and have been deemed satisfactory. The Urban Design Brief submitted with this application covers specific design principles to guide the site and building architectural design, including the incorporation of various high-quality architectural elements including high-quality material selection, landscaping, building articulation, and façade treatment that reinforces the Peel Memorial Centre as a landmark and focal point of the area. This satisfies Sections 8.2.2, 1.2.1, 1.3.1, and 1.4.1 of the Secondary Plan.

The proposed site design is considered to have efficient and appropriate site circulation including circulation for emergency and service vehicles. An existing bus stop is proposed to be relocated along a temporary road to accommodate the proposed development. The subject lands are located within a Major Transit Station Area which are served by existing transit routes, and the proposed development is supportive of transit and active transportation. This satisfies Sections 1.5.1, 1.5.2, 1.5.3, and 1.5.4 of the Secondary Plan.

As such, staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Queen Street Corridor Secondary Plan.

City of Brampton Zoning By-law 270-2004:

The property is zoned “Institutional Two (I2)” as per City of Brampton Zoning By-law 270-2004, as amended. An Amendment to the Zoning By-law Amendment is proposed to rezone the subject lands to “Institutional Two (I2)” with Special Section “XXXX” to facilitate the proposed development.

The Zoning By-law, included as Attachment 11 to this report includes regulations limiting the maximum building height to 14 storeys, providing a minimum building setback to John Street of 5.0 metres, as well as a landscaped open space strip measuring 3.0 metres wide along the lot line abutting John Street except at approved driveway locations. Staff are satisfied with the building performance standards associated with the Zoning By-law, which result in a built form that is desirable and efficient for the proposed hospital expansion.

Although the proposed height for the hospital building is 12 storeys when measured from Lynch Street, the Zoning By-law Amendment proposes to allow up to 14 storeys to provide flexibility in zoning permissions and to ensure that the Ontario Building Code interpretation of a storey is taken into account. The nature of the request relates to the grade differences across the site and the B1 level being located above ground as depicted in Attachment 1A – Building Elevations. This adjustment aims to streamline the Site Plan Approval process, without the necessity of seeking additional relief of the Zoning By-law for height.

Sustainability Score and Summary:

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of the subject application, a Sustainability Score and Summary was submitted.

The application has demonstrated a contribution to the City of Brampton' sustainability score by achieving a score of 71, which meets the criteria for a Silver Score. 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 Justification Report

The planning justification report (prepared by GSP Group Inc.) 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 Queen Street Corridor Secondary Plan are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

Traffic Impact Study

A Traffic Impact Study (TIS) was submitted by BA Consulting Group Inc. 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 no objections to the traffic impacts on adjacent roads and reduced parking calculation and meets the standards of the City of Brampton given the transit accessibility to site.

Urban Design Brief

An Urban Design Brief was submitted by GSP Group Inc. in support of the proposed design for the institutional 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 complies with Part 6, Section 4.0 of the City's Development Design Guidelines for institutional uses and will provide an appropriate development that will contribute to the City's vision for the Queen Street Corridor.

Noise and Vibration Impact Study

A Noise and Vibration Impact Study was submitted by Thornton Tomasetti for the proposed development. The proposed development, being a hospital, is recognized as having sensitivity to surrounding noises. The noise sources identified include road, rail, aircraft, and stationary noise sources such as HVAC and mechanical equipment. The study concludes that the proposed development is supportable if noise mitigation measures are implemented to manage the impact from road and rail activities as outlined in this report. The development is expected to meet Ministry of Environment, Conservation and Parks (MECP) and City of Brampton Land Use Planning Authority (LUPA) noise requirements. With respect to vibration, as the proposed development is located more than 75 metres from a railway, the study did not consider vibration as per the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) guidelines. City of Brampton Staff have reviewed the report and has found the proposed development to be supportable from noise and vibration perspective.

Sun and Shadow Study

A Sun and Shadow Study was prepared by HOK Inc. in association with EXP Services Inc. in support of the proposed development. The findings discovered that the shadowing impacts of the proposed development onto the mixed-use high-rise north of John Street will occur in the morning hours during the spring and fall equinox. This finding also discovered that the majority of shadowing impacts of the proposed development will be cast on the proposed parking area northeast of Lynch Street. The Sun and Shadow Study

supports the appropriate implementation and design of the proposed development to minimize the impact of shadowing onto adjacent properties.

Wind Study

A Wind Study was prepared by HOK Inc. in association with EXP Services Inc. to qualitatively assess the proposed development's shape, orientation, and massing and its impact on wind conditions at the pedestrian level. 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. The study also concludes that all patient terrace spaces are found to be comfortable in most seasons, except terraces at lower levels. Lower terraces facing Lynch St. exhibit occasional discomfort for all pedestrian activity, while lower-level terraces facing John St. will likely face occasional discomfort for sitting. Through future Site Plan application submissions, mitigation measures will be included that address these discomfort conditions for sitting in lower-level terraces facing John Street.

This study follows the City of Brampton's Terms of Reference and is considered to contain the necessary information for review by City Staff. As this application is currently under review, this Wind Study is anticipated to support the appropriate implementation and design of the proposed development to minimize the impact of wind on the pedestrian environment.

Functional Servicing Report

A Functional Service Report including associated site servicing and grading plan was prepared by EXP Services Inc. in support of the application. The Functional Servicing Report assess the requirements of the proposed development with respect to site servicing, grading and stormwater management requirements. It was determined that the proposed development's sanitary and water supply requirements can be accommodated through existing infrastructure, and that the proposed development can be support stormwater drainage on-site up to and including the 100-year event.

For Sanitary servicing, the existing 250mm sanitary sewer at Centre Street and John Street can support the proposed development's sanitary servicing requirements. A 300mm sanitary connection is recommended. For water supply, the proposed development can be supported through the existing 300mm watermain located on Centre Street and the 600mm watermain located on John Street.

With respect to stormwater management, for the proposed parking lot, stormwater will drain into the existing municipal storm sewer located on John Street. This includes a new underground storm sewer designed to accommodate the 5-year peak storm flows as per the Region and City guidelines. For a 100-year event, an overland flow route is provided to capture runoff onto Lynch Street. For the proposed building, stormwater will drain into

the existing municipal storm sewer located on Centre Street South. This underground storm sewer is capable of supporting the 5-year peak of storm flows. For a 100-year event, an overland flow route is provided that drains into Centre Street South, John Street and Lynch Street. It is understood that there will be no increase in the post-development flows compared to the pre-development levels.

Staff have reviewed the Functional Service Report and have found it supportable of the rezoning application.

Geotechnical Report

A Geotechnical Report was prepared by GHD Ltd. to evaluate the subsurface soil and groundwater conditions of the subject lands. 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.

Phase One & Two Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared by GHD Ltd. to identify the existence of any Potentially Contaminating Activities (PCAs) and Areas of Potential Environmental Concern (APECs) on the subject property. The entirety of the subject lands studied is considered an APEC whereby the soil contains fill of unknown quality. The source of the contamination is considered to originate from PCAs related to past development activities within the area. The Report concludes that a Phase II Environmental Site Assessment is recommended.

A Phase II Environmental Site Assessment was prepared by GHD Ltd. to investigate the Areas of Potential Environmental Concern (APECs) that were identified during the in the Phase I Environmental Site Assessment. The report identifies specific contaminants within the soil which includes metals, PAHs, and EC and SAR. The Report finds that a Record of Site Condition is not required, but the proposed development should be mindful of the presence of EC and SAR when considering disposal options for excess soil. Staff have reviewed the assessments and have found it supportable for the purposes of a rezoning application.

Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by Timmins Martelle Heritage Consultants Inc. to establish an understanding of archaeological potential of the subject lands. The subject lands are within 300 metres of sites that have potential for archaeological resources, namely, the Etobicoke Creek, registered heritage properties, and 19th century structures, buildings and thoroughfares. The assessment found that the

subject lands have been heavily disturbed through past development activities and as a result, does not exhibit any indication of potential archaeological deposits. The Report does not recommend any further archaeological assessments. The Stage 1 Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports on August 23, 2022. Staff have reviewed the report and have found it supportable for the purposes of a rezoning application.

Heritage Impact Assessment

A Heritage Impact Assessment was prepared by ERA Architects Inc. to assess the significance of a heritage resource, identify impacts of the proposed development, and recommend a conservation approach. The report identifies two heritage properties that are adjacent to the subject lands at 23 and 31 Centre Street South. The property located at 23 Centre Street South is in the process of becoming designated, while 31 Centre Street South is listed. The report finds that the proposed development's intended use, landscaping, building design, and overall site location does not adversely impact or alter the cultural heritage value of the adjacent heritage properties. Staff have reviewed the report and have found it supportable for the purposes of a rezoning application.