

Detailed Planning Analysis

City File: OZS-2022-011

Overview

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 Downtown Brampton Secondary Plan (Area 7) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical and well designed manner that supports sustainable long term economic viability.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

Section 2(d) - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Section 2(e) - the supply, efficient use and conservation of energy and water;

Section 2(f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

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

Section 2(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

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

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

Section 2(o) - the protection of public health and safety;

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

Section 2(q) - the promotion of development that is designed to be sustainable,

to support public transit, and to be oriented to pedestrians.

Regard for these sections is reflected in the proposed Official Plan and Development Permit System By-law Amendments that:

- Support orderly development and appropriate growth in the area;
- Rely on the existing water, sanitary, storm, and existing/planned transit services;
- Provide a land use that is compatible with the surrounding land uses and the future vision for the area;
- Respect the financial and economic wellbeing of the City and support local business;
- Rely on a road network that is walkable;
- Support public transit and oriented to pedestrians;
- Respect features of significant architectural, cultural, and historical interest;
- Efficiently use and conserve the use of energy and water;
- Constitute orderly development of safe and healthy communities;
- Benefit from the existing educational, health, social, cultural and recreational facilities; and,
- Support adequate provision of a full range of housing, including affordable housing.

Provincial Policy Statement (2020)

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

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *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;*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

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.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through

provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

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

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

1.7.1 *Long-term economic prosperity should be supported by:*

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*

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

- a) *promote compact form and a structure of nodes and corridors;*

- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

PPS Analysis:

This site is located within a settlement area that is defined in provincial and municipal planning documents. The Official Plan also identifies the property as being in an *Anchor Mobility Hub Area*, within the *Urban Growth Centre*, and on a *Primary Intensification Corridor*. These are areas where intensification is encouraged. The proposal for two 48-storey mixed-use towers with 1149 units and ground floor commercial uses delivers high density development intended to utilize lands that are within the urban context and makes efficient use of existing services by redeveloping and intensifying a site ensuring there is no unnecessary land consumption and servicing costs by utilizing the existing infrastructure that will service the proposed development.

It is expected that due to the location of the property in Brampton's Downtown, and in close proximity to public service and commercial facilities, transit, and the existing transportation network, the future residents will take advantage of active transportation modes, which minimizes motor vehicle usage, facilitating a reduction in greenhouse gas emissions. The Urban Design Brief Submitted with the application notes that the development will adhere to sustainability principles by implementing green building features such as green/landscaped roofs, using native tree and shrub species and implementing low impact development features. Note that the Sustainable Development Summary completed for this project indicates a score of 44, which is a *Bronze* standard. Through detailed design, staff will work with the applicant to improve this score. The intensification of the property and the use of existing services satisfy Sections 1.1.1a, 1.1.1e, 1.1.2, 1.1.3.1, 1.1.3.2a, 1.1.3.2b, 1.1.3.2c, 1.1.3.2d, 1.1.3.2e, 1.1.3.2f, 1.1.3.3, 1.1.3.5, 1.1.3.6, 1.4.1, 1.4.3e, 1.6.7.2, 1.6.7.4, 1.7.1c, 1.8.1 of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. The Toronto and Region Conservation Authority (TRCA) have noted that the property is not located within a regulated area. This satisfies 1.1.1c of the Provincial Policy Statement.

The increased density on this site will provide improved natural surveillance that is expected to enhance public safety. The proposed development has been designed

so that it has a compact built form while also considering risks to public health and safety through the architectural and landscape design. Through the detailed design stage, the design of the site will be further refined, and staff will ensure that Crime Prevention through Environmental Design (C.P.T.E.D) principles are incorporated into site design. This satisfies 1.1.3.4 of the Provincial Policy statement.

The proposed Official Plan and Development Permit System By-law amendment will provide development standards that will allow for a compact development form and the opportunity to increase the stock of residential units, offering a range of one to three bedroom residential units. The proposed unit mix contributes to the provision of a range of housing types that will meet the needs of current and future residents. The proposed development accommodates additional housing in a location that is in close proximity to available infrastructure and public services facilities, including transit and the Downtown. The Planning Justification Report submitted by the applicant also notes that the development will diversify the City's housing stock and contribute to the provision of more affordable market ownership housing options. The range of units, and the provision of affordable housing opportunities that are identified satisfy conditions 1.1.1b, 1.1.1g, 1.4.3a, 1.4.3b.1, 1.4.3b.2, 1.4.3c, 1.4.3d, 1.4.3f and 1.7.1b of the Provincial Policy Statement.

The proposed development will generate opportunities for recreation and interaction in the community by generating opportunities for residents to conveniently access existing nearby recreational services (e.g. nearby walking paths, the Rose Theatre, Gage Park, walking paths along Etobicoke Creek). Accessibility to recreational facilities satisfies Section 1.5.1(a and b) of the Provincial Policy Statement.

The proposed density will provide additional population to support nearby commercial establishments located within walking distance. This is expected to enhance the vitality and viability of nearby commercial establishments found in the Brampton Downtown. This will help support long-term economic prosperity and satisfies Section 1.7.1d of the Provincial Policy Statement.

A Heritage Impact Assessment (HIA), was submitted in support of this application to evaluate impacts on heritage resources in the area. The HIA recommends, if feasible, the relocation of the structures on 219-221 Main Street North, and the documentation and salvaging of the remaining structures with cultural heritage value of interest. These recommendations and report were accepted by the City of Brampton Heritage Board which was subsequently approved by Council. The HIA report and its recommendations satisfy Section 2.6.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Official Plan and Development Permit System By-law amendments are consistent with the policies of the Provincial Policy Statement.

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

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe. The Growth Plan is designed to support economic prosperity and help communities achieve a high quality of life by planning for complete communities that prioritize intensification, support a range of housing options, and use land efficiently. This application conforms to the Growth Plan as outlined below.

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 a delineated built boundary;*
 - ii. have existing or planned municipal water and waste water 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;*
- d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

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;*
- 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;

d) expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*

e) provide for a more compact built form and a vibrant public realm, including public open spaces.

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

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.*

2.2.3.1 *Urban growth centres will be planned:*

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*

- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.*

2.2.3.2 *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*

- b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

2.2.4.10 *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential*

developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment*

Growth Plan Analysis:

This property is located within a settlement area and an urban growth centre that is defined in provincial and municipal planning documents. The development is taking place within a delineated built boundary that has access to existing municipal water and wastewater systems. The applicant is proposing to develop the site with apartment buildings that incorporate one to three bedroom units, adding to the overall housing stock in Brampton. This will provide additional choices and opportunities for housing for people at different stages of life, household sizes and incomes. In addition, intensifying the site will place residents within walking distance of public services, commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. This is expected to reduce the number of automobile trips that are generated by the development.

The intensification of the site will contribute to the Growth Plan target of achieving 50 percent of all development within the built-up area. Further, the proposed density of 1880 units/hectare will help the City meet its goals for intensification within an *Urban Growth Centre*.

The proposed development is compact in form, provides a range of housing options and is close to nearby amenities. As such, the proposal satisfies Sections 2.2.1.2 (a, c and d), 2.2.1.3 (a and c), 2.2.1.4 (a to e), 2.2.2.1(a), 2.2.2.3, 2.2.3.1, 2.2.3.2, 2.2.4.1, 2.2.4.2, 2.2.4.10, 2.2.6.2, 2.2.6.4 of the Growth Plan.

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 site is located within the *Urban Boundary* and is designated *Urban System* in the Region of Peel Official Plan. The proposed Official Plan and Development Permit System By-law amendments to implement this proposal conform to the Regional Official Plan as outlined below.

Cultural Heritage Objectives:

- 3.6.1.1 *To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.*

Cultural Heritage Policies

- 3.6.2.3 *Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Tourism, Culture and Sport's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.*
- 3.6.2.4 *Require and support cultural heritage resource impact assessments, where appropriate, for infrastructure projects, including Region of Peel Projects.*
- 3.6.2.8 *Direct the area municipalities to only permit development and site alteration on adjacent lands to protect heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact 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.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment,*

- intensification and mixed land use; and*
- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 5.3.3.1.1 *To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*
- 5.3.3.1.2 *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*
- 5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- 5.3.3.1.4 *To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.*

Urban Growth Centres and Regional Intensification Corridor Policies

- 5.3.3.2.1 *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).*
- 5.3.3.2.3 *Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*
- b) the provision of opportunities for residents to live and work within the urban growth centre;*
 - c) the establishment of a higher intensity compact form, with a wide range and mix of land uses;*
 - d) the provision of a transit-supportive and pedestrian-oriented urban form.*

Growth Management Objectives

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major*

transit service areas.

5.5.1.5 To optimize the use of the existing and planned infrastructure and services.

5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, 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.

Growth Management Policies

5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, 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 public open space and easy access to retail and services.

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

Intensification Objectives:

5.5.3.1.1 To achieve compact and efficient urban forms.

5.5.3.1.2 To optimize the use of existing infrastructure and services.

5.5.3.1.3 To revitalize and/or enhance developed areas.

5.5.3.1.4 To intensify development on underutilized lands.

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

5.5.3.1.6 To optimize all intensification opportunities across the Region.

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

Intensification Policies

5.5.3.2.2 Facilitate and promote intensification.

5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.

5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built up area.*

5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.*

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;

5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

Housing Objectives:

5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Housing Policies:

5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

Inter and Intra-Regional Transit Network Objectives:

5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region.*

5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

Inter and Intra-Regional Transit Network Policies:

5.9.5.2.10 *Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

Region of Peel Official Plan Analysis

The objectives of the Regional Official Plan are to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multi-modal transportation. In addition, policies direct new growth to the built-up areas and the urban growth centres which are expected to absorb a significant amount of new residential growth. This is intended to be accomplished through intensification that is able to support transit and multi-mode transportation.

As multi-story residential buildings with ground floor commercial, located within the *Urban Growth Centre*, and the *Urban System*, the proposal represents a dense, compact urban form that supports the objectives of these designations. The proposed development will efficiently use the existing service infrastructure to provide a range of residential units within a compact development form. The increase in density, combined with its close proximity to municipal services, commercial establishments, parks, open space, major bus routes and the Brampton GO Transit station, means that residents will be able to take advantage of the range of services and opportunities that are available in the vicinity of the site.

The proposed development and associated Official Plan and Development Permit System By-law amendments will help promote the Urban System Objectives 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, Urban Growth and Regional Intensification Corridor Objectives 5.3.3.1.1, 5.3.3.1.2, 5.3.3.1.3, 5.3.3.1.4, Growth Management Objectives 5.5.1.1, 5.5.1.5, 5.5.1.6, Intensification Objectives 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.3, 5.5.3.1.4, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.1.8, Housing Objectives 5.8.1.1 and Inter and Intra Regional Transit Network Objectives 5.9.5.1.1, 5.9.5.1.4.

The development also conforms to Urban System Policies 5.3.2.2, 5.3.2.3, 5.3.2.6, Urban Growth and Regional Intensification Corridor Policies 5.3.3.2.1, 5.3.3.2.3, Growth Management Policies 5.5.2.1, 5.5.2.2, Intensification Policies 5.5.3.2.2, 5.5.3.2.3, 5.5.3.2.4, 5.5.3.2.5, 5.5.3.2.7, Housing Policies 5.8.2.3, and Inter and Intra Regional Transit Network Policies 5.9.5.2.10.

As noted in this report, the applicant evaluated impacts on cultural heritage resources located in the vicinity of the subject site through their approved Heritage Impact Assessment, which was endorsed by the City of Brampton Heritage Board and the City Council. In light of this, the proposed heritage mitigation measures conform to Cultural Heritage Objectives 3.6.1.1 and Cultural Heritage Policies 3.6.3.3, 3.6.2.4, 3.6.3.8.

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

City of Brampton Official Plan:

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

The site is designated *Central Area* in *Schedule A – General Land Use Designations* and is located within the *Urban Growth Centre* in *Schedule 1A – Urban Growth Centre*. The vision for lands within this designation and within the *Urban Growth Centre* is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. The lands designated *Central Area* are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The City's Sustainable Planning Framework directs a significant amount of new growth to the City's existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

The property is also located within an *Anchor Mobility Hub*. Anchor Mobility Hubs are regional transportation hubs, providing interregional, regional and local transit connections to the City's Urban Growth Centre and other Urban Growth Centres across the Greater Toronto Area.

The property has frontage along Main Street North which is designated as a *Primary Intensification Corridor*. Primary Intensification Corridors are planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service.

The following Official Plan Policies are applicable to the application:

3.1 Residential

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.*
- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification*
- *Develop, healthy, sustainable complete communities that are compact,*

transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.

- *Respect and enhance the existing built, social, and environmental context to instill a sense of pride and identity and contribute to the stability and vitality of the community.*

3.2. Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.

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:

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

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

3.2.5.2.2 Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.

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.

- 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:*
- i. A full range of office, retail and service activities;*
 - ii. A variety of residential uses;*
 - iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
 - v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
 - vi. Major transit infrastructure.*
- 4.2 Brampton's residential policy will focus on the following:*
- i. Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
 - iii. Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
 - v. Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- 4.2.1.8 Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*
- 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*
- i. Variety of housing types and architectural styles;*
 - ii. Siting and building setbacks;*
 - vi. Incorporation of multiple unit dwellings and apartments*
- 4.10.9.2 The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act and the Municipal Act in*

implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- ii. Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District;*
- iii. Using zoning by-law provisions to protect heritage resources by regulating such matters as use, bulk, form, location and setbacks;*
- iv. Using the site plan control by-law to ensure that new development is compatible with heritage resources.*

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.

(For clarity the following policy is referenced in Section 4.11.3.1.3:

4.11.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;*
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- Servicing (i.e. loading, garbage, parking);*
- Separation between commercial and residential;*
- Access to transit;*
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- Build along the streetline and maintain common setback; and,*
- Ground floor uses.*

4.11.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan.

4.11.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.

4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed

development.

- 4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Official Plan Analysis:

Land-use and Intensification

Similar to the Provincial and Regional planning documents discussed so far in this report, a major theme in the Official Plan is intensification. Intensification as part of a growth strategy enables more efficient use of existing infrastructure including transit, parks, municipal and health services and water and waste water infrastructure. The Official Plan encourages compact, transit supportive growth by including policies that direct high-density development within the *Central Area*, the *Urban Growth Centre*, the *Anchor Mobility Hub*, and *Primary and Secondary Intensification Corridors*. The proposed Official Plan and Development Permit System By-law amendments conform to Official Plan policies by:

- Introducing new residential and commercial growth in the *Central Area* and in the *Urban Growth Centre*;
- Providing transit supportive development within an *Anchor Mobility Hub* and along a *Primary Intensification Corridor*;
- Designing the development so that it is compact;
- Utilizing existing infrastructure;
- Providing an affordable housing option;

- Encouraging the use of transit which will facilitate the reduction of greenhouse gas emissions, promotes energy efficiency through the use of existing services; and,
- Using urban design principles and guidelines to provide appropriate transition to adjacent residential areas.

The proposal on the subject site supports the policies of the Official Plan. The *Central Area*, *Urban Growth Centre*, *Anchor Mobility Hub* and *Primary Intensification Corridors* have or are planned to have an intensive concentration of residential development, in conjunction with employment, shopping, and recreational facilities. These are areas that are intended to develop with the highest density in the City of Brampton, and are areas that are planned to accommodate a large proportion of the City's population growth in order to support transit and other nearby amenities and services. As a compact 48-storey high-density mixed use development close to the Downtown, and the Downtown Brampton GO Station, the proposal supports the City's compact form, transit-supportive densities, and housing mix envisioned by the Official Plan. This development also supports the City's sustainable planning framework and will facilitate the achievement of approximately 26,500 residential units within the built-up area and a minimum density of 200 units/hectare within the Urban Growth Centre by 2031.

Intensification is expected to continue in the vicinity of the property. The benefits of the intensification of the site, which is expected to deliver additional residential units, and commercial floor area, satisfies sections 3.1, 3.2, 3.2.1.1(i to vii), 3.2.2.1, 3.2.3.2, 3.2.3.3, 3.2.5.2.2, 3.2.6.1, 4.1.2(i to iii and v-vii), 4.2, and 4.2.1.8 of the Official Plan.

The proposal will add to the amount and range of unit types providing:

- 602 one-bedroom units;
- 535 two-bedroom units; and,
- 12 three bedroom units.

The provision of this collection of units satisfies section 4.2.1.14 of the Official Plan.

Urban Design:

The proposed redevelopment of the property aligns directly with several of the City's policies concerning areas of intensification and the development of high-rise buildings. These policies are intended to ensure areas of intensification are developed while ensuring interesting and superior urban design.

The property is located just north of the main commercial area of Brampton's Downtown in close proximity to the Downtown Brampton GO Station. Official Plan policies indicate that this area is expected to accommodate taller buildings, which will generate greater walkability and transit supportive densities. The design of the site is intended to promote an urban feel that will be expanded and enhanced as the area develops. Through detailed design, staff will work to ensure the site and building reflect high quality architectural and landscape design that will enhance the public realm.

Additionally, the site and building design screens the operational aspects of the proposal. All parking and service functions such as loading facilities, and garbage storage will be located below grade. The design strategies proposed will be further reviewed and refined through a future site plan application.

Through detailed design, more detail will be required to ensure that the impacts to heritage properties in the vicinity are mitigated to the greatest degree possible.

Provisions in the proposed Development Permit System By-law amendment will rely on accepted urban design principles that will create the ability for the site to be developed in a manner that is consistent with this development proposal.

This proposed development satisfies section 4.10.9.2, 4.11.3.1.2, 4.11.3.1.3, 4.11.3.2.1, 4.11.3.2.3, 4.11.3.2.5, 4.11.3.2.7, 4.11.3.3.1, 4.11.3.3.3, 4.11.3.3.4, and 4.11.3.8.1 of the Official Plan. Based on the above, staff is satisfied that the proposed Official Plan and Development Permit System By-law amendments conform to the City of Brampton Official Plan.

Secondary Plan:

Downtown Brampton Secondary Plan (Area 7)

The property is designated *Proposed Development Permit System Area - Main Street North Development Permit System (DPS) Area* in the Downtown Brampton Secondary Plan (Area 7). New investment for lands within this designation is generally supported, while maintaining and enhancing the character of Main Street North.

Section 5.7 and 9.4 of the Secondary Plan are policies establishing the DPS area and provide guidance and procedures with respect to the content of a DPS By-law. Among the other relevant policies in the Secondary Plan, only *DPS* Secondary Plan policies that help evaluate a development application are included in the list of policies outlined below.

The application has been evaluated against the General Vision and Objectives and the Cultural heritage policies of the Secondary Plan. These include:

5.2.5.1 Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

5.7.2.1 It is the goal of the Main Street North Development Permit System Area to protect and enhance the character of the district and to encourage its transition into a diverse, liveable, safe, thriving and attractive component of the historic Downtown precinct and the City as a whole. Main Street North has several distinct sub-character areas that have specific attributes that will be addressed through detailed policies and objectives.

6.1.1 The general intent of this chapter is to promote the development and

maintenance of an efficient transportation network that will:

- i. promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*

- 6.2.2 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*
- 7.1 The Downtown Brampton Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Fletcher's Creek. New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.*
- 7.2 New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.*
- 8.2.2 All physical development and redevelopment activity in the Downtown Brampton Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*
- 8.2.3 In this Secondary Plan Area, the City shall promote development which reinforces the district character principles of: pedestrian orientation, human scale massing, mixed-use projects, heritage conservation, urban forest protection and enhancement, transit accessibility and the ceremonial functions associated with City Hall.*
- 8.2.4 The primary node in the Downtown Secondary Plan will be "The Four Corners." This primary node will provide opportunities for enhanced pedestrian and visual amenities within the Secondary Plan Area and the enhancement of the numerous existing landmark buildings and the landscapes within the district.*
- 8.2.5 The two primary visual corridors in the Downtown Secondary Plan are Queen Street and Main Street. These corridors will provide the primary visual orientation for the Secondary Plan and the focus for the enhanced pedestrian and visual amenities.*
- 8.5.4 When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Heritage Board and other*

appropriate authorities having jurisdiction.

9.4.6 Density and/or Height Increases

- a) Notwithstanding maximum densities or heights that may set out in the policies for a Development Permit System Area and related By-law, the maximum permitted height and/or density may be exceeded in site specific areas set out in the detailed policies for a particular Development Permit System Area, in exchange for contributions towards a public facility, service or matters.*
- b) These public benefits include, but are not limited to:*
 - i. the provision of parking for use by the public;*
 - ii. the provision of transit infrastructure above standard City requirements in relation to a development permit application;*
 - iii. the provision of public art or contribution to a City art program;*
 - iv. the dedication of lands to a public authority for active park purposes beyond standard City requirements for dedications or provision of cash-in-lieu;*
 - v. preservation and integration of any identified heritage resources beyond standard City requirements;*
 - vi. Provision of off-site community improvements to the streetscape, parks and open space and other elements of the public realm.*
- c) Increases in height shall not create adverse negative impacts including wind and shadow and the proposal shall be compatible with the character and scale of the surrounding neighbourhood.*
- d) Notwithstanding Section 5.12.8 of Part 1 of the Official Plan, and in accordance with regulations set out under Section 70.2 of the Planning Act, in areas subject to a Development Permit System, the general provisions or site specific Development Permit By-law shall:*
 - i. specifically set out a proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the density and/or height of development that may be allowed; and,*
 - ii. identify the area in which a density and/or height increase in exchange for the provision of specified facilities, services and matters may be considered and imposed as a condition of issuance of a Development Permit, prior to any exchange of height and/or density for provision of facilities, services and/or other matters may be considered or undertaken.*
- e) The provision of specified facilities, services and matters in exchange for a specified height and/or density of development shall be set out as a condition in the agreement to a Development Permit approval.*
- f) Consideration for density and/or height increases shall be subject to the policies under Section 5.12 of the Official Plan, as applicable.*

- 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.*
- 1.3.2 *To promote human-scale development, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back a minimum of 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall be considered where the proposed development is adjacent to existing residential development areas.*
- 1.3.3 *Front yard setbacks are established for different areas of the Downtown Brampton Secondary Plan as follows:*
- i. in the area known as “The Four Corners”, extending north from Wellington Street to Church Street, and west from the CNR underpass to Elizabeth Street, front yard setbacks are pre-determined by existing built form at 0 metres from the right-of-way. New development shall, where appropriate, complement the historic setback pattern, with building fronts setback a maximum of 4 metres from the right-of-way; and,*
 - ii. in the area of Main Street North (from Church Street to Vodden Street), Main Street South (from Wellington Street to the southern limit of the Secondary Plan Area), Queen Street East and Queen Street West, front yard setbacks shall be a minimum of 4 metres and a maximum of 5 metres.*
- 1.3.4 *For new development which proposes a colonnade, the City shall consider relief to the front yard and side yard setback requirements.*
- 1.3.6 *Notwithstanding any of the foregoing setback parameters, new development in the Secondary Plan Area shall complement the existing setbacks of any heritage features to be retained on-site.*
- 1.4.1 *The City shall encourage creative detailing of building facades, 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.*
- 1.4.2 *The City shall encourage the provision of safe, attractive pedestrian environments which promote walking as a primary means of access within the district. On commercial frontages such pedestrian amenities shall include ample space for sidewalk merchandising, displays, seating, planters, snow storage, bicycle racks.*

- 1.4.4 *The use of overhead shelter through such means as colonnades, canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.*
- 1.4.5 *All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.*

Downtown Brampton Secondary Plan Analysis

There are a number of goals in the Downtown Brampton Secondary Plan applicable to this site and include:

- To promote the intensification and improvement of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton;
- To provide a distinctive downtown by creating a specialty shopping and office district to serve the future population of Brampton;
- To allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton
- To promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
- to promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
- To provide for the identification, preservation and protection of heritage resources;
- To ensure that building height and massing of new development is compatible with adjacent residential or commercial areas.

The proposed intensification of the site brings more residents to the area, facilitating a strong pedestrian and transit environment that will support nearby businesses, and increase the use of nearby recreational, and public facilities. The development of this site is anticipated to stimulate further development in the downtown and facilitate rejuvenation of the area.

The proposed development will help achieve the goals of the Secondary Plan due to its density and location within an *Anchor Mobility Hub* near public and private establishments, and close to the Downtown GO Station. The proposed overall site density conforms to the goals outlined in the Secondary Plan. In addition, as noted in policy talk about density bonusing, appropriate community benefits will be procured from the developer in exchange for the increased density and height for the proposed development.

The Secondary Plan provides objectives to ensure the development and maintenance of an efficient transportation network. The promotion of public transit is strongly encouraged

together with a drive to increase ridership to efficiently utilize the existing transit infrastructure and future improvements. The proposed development specifically emphasizes the use of transit by providing convenient, accessible access to transit stations and bus stops. This proposed development satisfies Section 6.1.1(iv).

In 2021, Council adopted a By-law 45-2021 which sets no minimum limits to required parking, other than to provide 0.2 parking spaces per unit for visitor parking within apartment buildings within the Downtown, Central Area, and Hurontario/Main Corridor. The principle is to reduce the reliance on the automobile, and make use of the transit system more desirable. The applicant is proposing a parking rate of approximately 0.4 parking spaces per unit, providing a total of 466 parking spaces, which exceeds the number of parking spaces required. All parking spaces will be located below grade.

The Secondary Plan contains a number of urban design policies and interim design guidelines that serve as a guide to development within the Secondary Plan area. These are intended to guide the built form elements that will create an environment where people want to live, play, shop and work as the development occurs in the Downtown Brampton Secondary Plan area.

The site and building detail design will be reviewed further once a formal development permit application is submitted to review detailed design. At this stage in the approval process, it is noted that the proposal is conceptual in nature, and the studies submitted to date will provide a basis for the detailed design of the proposal. Elements including materials, landscaping, location of amenity areas, pedestrian access, massing/articulation and road widening requirements will be reviewed through the detailed design process. In addition, operational requirements such as the appropriateness of turn radii, below grade parking ramp slopes, site lines, waste management requirements and engineering matters may require adjustment to the building and site design. This detailed review ensures the site is developed in a manner that is functional, while also supporting accepted urban design standards that are generally consistent with the intended principles of the interim design guidelines included in the Secondary Plan. Sections 8.2.2, 8.2.3, 8.2.4, 8.2.5 of the Secondary Plan and Sections 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.3.6, 1.4.1, 1.4.2 and 1.4.5 of the interim design guidelines are satisfied. The conclusions and acceptance of the Heritage Impact Assessment satisfies Sections 8.5.4 and 1.3.6 (Interim Design Guidelines) of the Secondary Plan.

Official Plan Amendment:

The purpose of the proposed Official Plan amendments (Appendix 12) is to amend the Development Permit System Area: Main Street North section of the Downtown Brampton Secondary Plan Area 7 to add policies that will guide the development of the lands for high density mixed uses that will reflect the current Provincial policies while adding to the City's housing stock for its current and future needs.

The proposed Official Plan amendment will add the following policies to Section 5.7 DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH of the Development Permit System Area: Main Street North section of the Downtown Brampton Secondary

Plan Area 7:

- a) Allow the lands to be developed for high density mixed-use development that incorporates a combination of commercial, retail, office, institutional, daycare, and residential uses with a maximum building height of 48-storeys, a maximum podium height of 6 storeys, and a maximum floor space index of 12.
- b) Approximately 1,400 square metres of gross floor area to be dedicated to non-residential uses on the ground floor. Approximately 1,000 square metres of the non-residential uses facing Main Street North shall have direct frontage on the street.
- c) Being located within the Downtown GO Major Transportation Station Area, the development is strongly encouraged to achieve compact transit-oriented development with a diverse mix of housing unit sizes and tenure, and contribute towards affordable housing and housing choice that aligns with the principles and action items of *Housing Brampton 2021*.
- d) Bicycle parking to be provided to serve the users of the development to encourage alternative modes of transportation in lieu of vehicular parking spaces.
- e) Site specific urban design principles to apply to the design of the proposed high density mixed-use buildings.

Staff is satisfied that with the proposed Official Plan amendment, the proposed development conforms to the policies of the Official Plan. In conjunction with the adjacent residential, commercial and institutional uses, and respecting the area's heritage character, it conforms to the intent of the Secondary Plan by creating a well-balanced complete community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

Development Permit System By-law Amendment:

This property is located in an area of the City, generally located along Main Street North between Church Street and Vodden Street, which is regulated by the Main Street North Development Permit System (DPS) By-law 230-2012. The DPS By-law provides a policy framework for the area that sets out general goals, objectives and regulations. It provides policies and development standards that are intended to guide decisions for new development or redevelopment in the DPS By-law area.

The site is located in the *Commercial Mixed-use 3 District (CMU3-DPS)*, which permits a mix of commercial, residential and institutional uses. The proposed development does not conform to the Development Permit System By-law. The amending DPS by-law attached to this report (Appendix 13) will facilitate the development of the property with 48 storey mixed use buildings containing 1149 residential units and retail at grade. Special zoning sections and zoning exceptions have been included to address the zoning requirements

of the proposed high density development.

A Development Permit will not be issued until the approval of a number of technical studies submitted in support of the application, and the execution of a development agreement to procure from the developer appropriate community benefits in exchange for the increased height and density in accordance with Section 9.4.6 of the Downtown Brampton Secondary Plan Area 7.

Staff is satisfied that the proposed amendment to the DPS By-law captures the intent of the Official Plan amendment, particularly that relating to high density mixed use development, as well as the vision of the Urban Design Brief, and will facilitate the development of the subject property with a high density mixed use building that fits into the existing/planned residential, retail and institutional development in the area.

Land Use

The application to amend the Official Plan and Development Permit System By-law, proposes a mixed use development containing two 48 storey buildings containing 1149 residential units with retail at grade in accordance with the intent of the applicable Official Plan and Downtown Brampton Secondary Plan Area 7 policies for the Main Street North Development Permit System Area. While most of the apartment units (602 units – more than 52 percent) are planned to be one bedroom units, there will be 535 two bedroom apartment units, and 12 three bedroom apartment units provided in the apartment buildings, making most of the proposed residential units to be more affordable for low and medium income persons. A gross floor area of 1,038 square metres of retail/commercial space, and 600 square metres of day-care will be provided at grade. A total of 466 parking spaces (all underground), including 233 visitor parking spaces will be provided. A total of 578 bicycle parking spaces will be provided at different levels of underground parking. Currently, the only vehicular access to the site is to be from Thomas Street.

Staff have requested the primary vehicular access to be located at Main Street North (facing Ellen Street) as a signalled intersection, and use the one at Thomas Street as a secondary access. This matter will be resolved through revision of the concept site plan and the Traffic Impact Study to be approved prior to approval of a Development Permit.

The site falls within Brampton's 'Built Boundary', where the proposed mixed use development will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located at the intersection of Main Street North (a BRT Corridor) and Market Street (a Collector Road) which provides it with a high degree of connectivity and walkability. Additionally, the property is located in close proximity to the Brampton GO Station which supports regional and inter-regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing recreational facilities, parks and open spaces in the area via existing road network.

The proposal will result in a compact and intensified development of a property which is served by the existing municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community. In association with the surrounding existing residential development, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the built-up area.

From a density and intensification perspective, the proposal is a good fit for the key location of the property within the City's built-up area, Central Area, Anchor Mobility Hub, Urban Growth Centre, and situated along Main Street North, a Primary Intensification Corridor, served with BRT service, and Brampton GO Station. Architecturally, it is intended that the proposed building will be developed with an attractive architectural design to make it a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detailed design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

Urban Design

An Urban Design Brief dated March 22, 2022 prepared by SGL Planning & Design Inc. has been submitted in support of this application. The vision for the site is to create an intensified built form that will be a landmark feature along Main Street, act as a catalyst for future development in Downtown Brampton, and encourage walkability, active transportation, and transit usage in proximity to the planned higher order transit.

The proposed development is comprised of two 48 storey mixed use buildings (containing 1149 units) and retail at grade with six storey podiums along Main Street North and four storey podiums along Thomas Street. The development will provide shops, a daycare, a Privately Owned Publicly Accessible (POPS), bicycle parking, and spaces for sitting and gathering along Main Street North to ensure an active public realm.

The unit mix is comprised of 602 one bedroom units, 535 two bedroom units, and 12 three bedroom units. Approximately 1,000 square metres of gross floor area will be provided for retail uses, and a day-care over a gross floor area of approximately 400 square metres, both at grade level. Outdoor amenity areas will be provided on the 5th floor and rooftop. A total of 466 parking spaces (all underground), including 233 visitor spaces, will be provided. The proposed development will also include various landscaped features which will be provided along the perimeter of the proposed building. The primary vehicular access point is being proposed from Thomas Street to provide access to the proposed development.

The main building entrances are located along the street edges for better accessibility and to offer pedestrian friendly environment. In addition to a BRT bus stop located on Main Street North, the Brampton GO Station is located at the intersection of Main Street North

and Nelson Street West, providing excellent public transit opportunities to and from the proposed development.

The proposed development will provide a transit supportive built form along Main Street through 6 storey mixed use podiums, ensure transition with adjacent low density residential properties with 4 storey podium along Thomas Street, and establish a unique architectural style along Main Street. The proposal will be designed to contribute to the creation of a sustainable development that facilitates active transportation, implement green building features such as green/landscaped roofs, uses native tree and shrub species, and implement other low impact development (LID) features. The focus of the landscaped areas is to buffer from adjacent sites, preserve /protect existing vegetation on neighbouring properties, and propose replacement tree planting for trees designated for removal within the site.

The proposed development addresses the Vision and Design Goals of the Development Design Guidelines by considering the existing community structure, open space and street network, streetscapes, and overall site planning and built form. Detailed architectural and landscape drawings will be based on the approved Urban Design Brief as part of the future Site Plan Approval application to the City. It is anticipated that the use of the Development Design Guidelines will be emphasized during the detailed design and Site Plan Approval process.

As part of the Urban Design Brief, SGL Planning & Design Inc. has also prepared a Shadow Study in support of the proposed development application to demonstrate the impacts of the proposed high-rise buildings on the subject lands, the surrounding context, and the public realm. The study has reviewed the sun shadow from the proposed buildings during the months of March, June, September, and December to determine shadow impacts on the surrounding sensitive uses and the road network. The Shadow Study has concluded that shadow impacts are deemed to be acceptable during summer as minimal impacts are seen on the neighbouring streets, shadow sensitive properties and open space. However, shadowing impacts will be more pronounced in spring and winter during the morning and afternoon hours.

The proposed development has been purposefully designed and oriented to address certain design principles intended to create a vibrant, street focused development that pays special attention to the interface between the public and private realm. The following built form principles have been applied to the proposed development:

- Placing the building and primary facade parallel to Main Street North
- Locating the building's main entrance along Main Street to maintain visibility
- Providing transition in scale to neighbouring streets by providing a 6 storey podium along Main Street North and a 4 storey podium along Thomas Street
- Limiting tower floor plate size to less than 800m²
- Orienting the tower and podium of the proposed building to Main Street North to define the edge of the street
- Providing building setbacks and stepbacks to create staggered tower blocks and maximize views, natural light and privacy, and reduce downward wind flows

- Providing a minimum 25 metre spatial separation between towers
- Designing the building with a podium base, towers, and unique top that contributes to Brampton's skyline and acts as a gateway to the Main Street North Neighbourhood
- Integrating mechanical penthouses into the roof of the building design with details and material that match the rest of the building
- Providing shade trees for weather and wind protection to make Main Street attractive, interesting, comfortable, and functional for pedestrians
- Providing parapet walls for rooftop outdoor amenity areas to increase the effect of canopies and block wind effects
- Conforming to the active pedestrian edge guidelines by: providing an animated street wall with active commercial and POPS on the ground floor, providing at least 70% facade street frontage, providing at least 75% openings such as doors and windows in the façade zone, locating parking and drop off areas to the rear of the building along Thomas Street.
- Situating entrances for residential uses in the central courtyard of the block, away from retail entrances to clearly differentiate residential and retail areas. Residential entrance areas are enhanced as a focal point through unique paving material, seating areas, and planter boxes.
- Providing retail frontages along Main Street North with transparent storefronts
- Providing large outdoor rooftop amenity areas and indoor amenity areas for residents that include yoga spaces, work stations/wifi zones, and barbeque areas
- Providing balconies above the base of the building along Main Street North
- Providing underground parking
- Providing ramps to underground parking perpendicular to the courtyard driveway to conceal vehicular traffic along Thomas Street
- Providing servicing, loading, and drop off areas to the rear of the building along Thomas Street.

Staff has reviewed the Urban Design Brief (including the Shadow Study), and suggested a number of revisions to the design principles to be addressed in an updated Brief. An updated Urban Design Brief will need to be approved prior to approval of a Development Permit.

Wind Study

A Pedestrian Level Wind Study dated February 28, 2022 prepared by Gradient Wind Engineers and Scientists was submitted to assess the wind conditions for the proposed development. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in the area, the study concludes that subject to mitigation measures for certain areas, wind conditions over the pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Staff has reviewed the study and advised that the study indicates uncomfortable wind conditions in both seasons where the POPS is proposed. The applicant has been advised to reconsider the design of the POPS space or apply structural and mechanical measures to mitigate the effect of wind in this space.

An updated Wind Study would need to be approved prior to the issuance of a Development Permit.

Heritage Impact Study

The applicant has submitted a Heritage Impact Assessment (HIA) dated April 27, 2022 (and revised on May 11, 2022) prepared by Stantec Consulting Ltd. in support of the application. According to the assessment, the subject lands contain four properties listed on the City's *Municipal Register of Cultural Heritage Resources* (the Register). The HIA includes an assessment of impacts to the listed and designated properties adjacent to the Study Area, as well as a streetscape analysis of Main Street North in connection with the Main Street North Development Permit System (DPS) Area. Determination of cultural heritage value or interest (CHVI) for the 11 properties in the Study Area was undertaken according to the criteria outlined in *Ontario Regulation 9/06* made under the *Ontario Heritage Act*. Four of the properties were determined to have CHVI and Statements of Cultural Heritage Value or Interest were prepared for each property. The impact assessment determined that direct and indirect impacts are anticipated to identified CHVI with the proposed undertaking, and mitigation measures were prepared. The mitigation measures include the following:

- a) Relocation of 219-221 Main Street North;
- b) Delisting of 205, 207-209, 215-217 Main Street North from the City's Register (to allow for the documentation and salvage process to occur);
- c) Preparation of a commemoration plan;
- d) Use of red brick with similar tones to what is currently found along the frontage of Main Street North within the podiums of the proposed development;
- e) Appropriate landscape plan;
- f) Isolation of adjacent listed and designated properties from construction-related activities;
- g) Stabilization measures and protective barriers for the directly adjacent 193-195 and 223 Main Street North; and,
- h) Vibration studies for the adjacent listed and designated properties

Staff has reviewed the HIA and found it to be complete. Meanwhile, the City Council has approved delisting of 205, 207-209, 215-217, and 219-221 Main Street North from the City's Municipal Register of Cultural Heritage Resources (Resolution C137-2022). The recommendations of the HIA will need to be implemented prior to approval of a Development Permit.

Archaeological Assessment

A Stage 1 Archaeological Assessment dated February 14, 2022 prepared by Archeoworks Inc. has been submitted in support of the proposed development. As part of the assessment, a detailed background study was undertaken to provide a record of the study area's archaeological and land use history and present condition. An optional property inspection was not conducted. Background research established archaeological potential within the study area due to the proximity of documented pre-1900 Euro-Canadian

settlement (roadways and historic structures) and several listed and designated cultural heritage resources. The study area proper encompasses four listed properties that are included in the City of Brampton's heritage register. To determine if the archaeological potential classification of the study area is relevant, a desktop review of ground conditions was undertaken using an aerial photograph and orthophotographs from the mid-20th century to the present. This review revealed areas of deep and extensive land alterations (e.g., building footprints, walkways, driveways and parking areas) and areas that retain archaeological potential (e.g., overgrown vegetation and manicured lawns and gardens dotted with trees) within the study area. Considering these findings, the assessment recommends that:

- a) Parts of the study area that were identified as having archaeological potential removed are exempt from requiring Stage 2 AA (extents of these areas to be confirmed during a Stage 2 AA as per Section 2.1.8 of the 2011 S&G).
- b) Parts of the study area that were identified as retaining archaeological potential must be subjected to a Stage 2 AA. These areas must be subjected to test pit survey at five-metre intervals in accordance with the standards set within Section 2.1.2 of the 2011 S&G.
- c) No construction activities shall take place within the study area prior to the MHSTCI (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Staff has reviewed the assessment and agree with its recommendations. A Stage 2 Archaeological Assessment, and Ministry's acceptance of the Archaeological Assessment will be required prior to approval of a Development Permit.

Environmental Site Assessment

The Phase One Environmental Site Assessment (ESA) dated March 04, 2022 prepared by Soil Engineers Ltd. was submitted in support of this application. Based on the information obtained through record review, available interviews and visual observations recorded during site reconnaissance of the accessible area, the Phase One Environmental Site Assessment (ESA) did not identify Potentially Contaminating Activities (PCAs) on and in the vicinity of the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site. Therefore, the Phase One report did not recommend a Phase Two investigation for the subject site.

Staff has reviewed the assessment and required a more in depth ESA, whose results may lead to a Phase 2 ESA. A Phase One/Two ESA will need to be approved prior to issuance of a Development Permit.

Arborist Report

An Arborist Report prepared by Strybos Barron King was submitted in support of the proposed development. According to the Report, in order to accommodate the concept

site plan for the proposed development, all of the existing trees within the subject site, including one neighbouring tree and one City owned tree require removal. Of these, twenty-four (24) are healthy table land trees. Compensation planting of sixty-two (62) new trees or cash-in-lieu payment will be required. Staff have reviewed the report and required a revised report to be approved prior to the issuance of a Development Permit.

Environmental Noise Study

The applicant has submitted an Environmental Noise Study dated March 02, 2022 prepared by Valcoustics Canada Ltd. According to the study, the significant transportation noise sources in the vicinity are road traffic on Main Street and rail traffic on the Canadian National Railway (CN) Halton Subdivision/GO Kitchener Line. It was confirmed during a site visit that there are no stationary sources in the vicinity with the potential to impact the subject site. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. In order to meet the the applicable transportation noise source guideline limits, the study recommend the following measures:

- a) All dwelling units require mandatory adding air conditioning.
- b) Exterior wall construction meeting Sound Transmission Class (STC) 54 and exterior windows with the following ratings are required to meet the indoor noise criteria:
 - i. Up to STC 37 at Tower A
 - ii. Up to STC 40 at Tower B
- c) 1.2 m high parapet sound barriers are required at the 5th floor southwest outdoor amenity area at Tower B and the 3rd floor large private terraces at Tower A.

Staff has reviewed the Environmental Noise Study and find it to be satisfactory. A detailed Noise Study will need to be evaluated at the Development Permit review stage.

Traffic Impact Study

A Traffic Impact Study (TIS) dated March 2022 prepared by Paradigm Transportation Solutions Limited has been submitted in support of the application. The purpose of the TIS is to review the existing transportation network conditions and assess how the proposed development will impact the surrounding road network. Based on the investigations carried out, the study concludes that:

- a) The study area intersections operate with acceptable levels of service and within capacity during the weekday AM, midday, and PM peak hours.
- b) The proposed development is forecast to generate 306 new vehicle trips in the AM peak hours, and 349 new vehicle trips in the weekday PM peak hours.
- c) The study area intersections are forecast to operate at acceptable levels of service and within capacity. Development of the site is forecast to have a minimal impact on traffic operations in the study area.
- d) There are no conflicts noted with the proposed geometry of the site driveway or internal site layout.
- e) For the day-care pick-up/drop-off area, demand is likely to exceed the available

capacity. However, establishing a suitable split between the external and on-site demand will be sufficient to alleviate the potential issue.

Based on the above analysis, the study recommends that:

- a) The development be approved with no requirement for off-site improvements.
- b) The Region and City monitor the signal timing at the two signalized street intersections.
- c) The size of the pick-up/drop-off area be reconsidered following additional analysis of potential demand.

Staff has reviewed the Traffic Impact Study and required an updated TIS to be reviewed to address issues highlighted in staff comments. An updated TIS would need to be approved prior to the issuance of a Development Permit.

Functional Servicing Report

A Functional Servicing Report (FSR) dated February 2022 (revised in July 2022) prepared by Odan-Detech Group Inc. to evaluate the serviceability of the site with respect to sanitary, water, and storm services, and determine the stormwater management (SWM) strategy that will be implemented to meet the City of Brampton and Region of Peel requirements.

Sanitary Waste Water Disposal

The existing sanitary sewers adjacent to the site contain a 250mm sanitary sewer on the east side of Main Street, a 300mm sanitary sewer on the west side, and a 450mm sanitary sewer draining south. Also a 250mm and a 300mm sanitary sewer along Thomas Street on the north/south side of Joseph Street, respectively. Each building/tower will be provided with a separate sanitary connection. The proposed sanitary connections for the site will both connect to the existing 450mm diameter sewer on Main Street North.

Water

Existing watermain adjacent to the site include a 300mm water main along the Main Street, a 200mm water main along Market Street, and a 150mm water main along Thomas Street. The domestic water supply for the proposed Tower A and Tower B are proposed to connect to the existing 300mm watermain on the East side of Main Street North. Fire flows for the proposed Tower A and Tower B will be supplied by a 200mm PVC incoming fire service proposed to connect to the existing 300mm watermain on Main Street North.

Storm Water Management

Topographic survey data provided by R-PE Surveying Ltd. (dated November 19, 2021) indicates that the existing topography conveys stormwater drainage overland to Main Street North and Thomas Street. The predevelopment system drainage ultimately drains to the municipal right of way.

In order to control the post development flows to the allowable flow rate, on-site storage will be required. Storm runoff from each tributary (tower A and B) area will be controlled through dedicated stormwater management tanks (SWM Tank) below grade in underground parking levels of each building. Rooftop storage will also be utilized to reduce peak flows to the SWM Tank.

The report concludes that the site is serviceable utilizing existing sanitary, storm and watermain infrastructure adjacent to the site. Storm water management can be accommodated with on-site storage. The post development storm design has been maintained below the allowable flow rate for the site for each storm event.

The Region of Peel staff has reviewed the FSR and found it to be satisfactory. The City staff has required that a detailed Storm Water Management Report will need to be approved prior to the approval of a Development Permit.

Sustainability Score and Summary

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 44, achieving the City's Bronze threshold. The proposal meets City's required minimum sustainability standards. Please see the attached Sustainability Score Snapshot at Appendix 14.

