

Detailed Planning Analysis

City File: OZS-2021-0003

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, 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 Zoning 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;
- Rely on a road network that is walkable;
- 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;
- Support adequate provision of a full range of housing, including affordable housing; and,
- Support the financial and economic wellbeing of the City.

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 property 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 a 30-storey, high density development is 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 existing infrastructure capacity 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. Also note that the Sustainable Development Summary completed for this project indicates a score of 88, which is a *Silver* standard. 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, 1.1.3.2f, 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. Through the pre-consultation process for this file, the Toronto and Region Conservation Authority (TRCA) have noted that the property is not located within an area of high groundwater concern, and further review by TRCA is not required. 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 Zoning 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 bachelor 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 affordable housing options will be provided as part of the proposal. The range of units, and the provision of affordable housing options proposed on the site 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, 1.4.3e, 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 nearby heritage resources located in the vicinity of the subject site. These include 165 Main Street North, 156 Main Street North, 140 Main Street North and 34 Church Street West. The HIA concludes that the impact on the heritage resources would not be significant. This conclusion was accepted by heritage planning staff. The HIA conclusions satisfy Section 2.6.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law is 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;

- f) Mitigate and adapt to the impact of a changing climate, Improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) Integrate green infrastructure and appropriate low impact development.*

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 applicants are proposing to develop the site with apartments that incorporate one to three bedroom units, adding to the overall housing stock in Brampton. This will provide additional choices for people and provides additional 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 is 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 2005 units/hectare will help the City meet its goals for intensification within an *Urban Growth Centre*.

The proposed increased density on the property in close proximity to nearby amenities, the proposed compact form, and the provision of a range of housing choices satisfy 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 Zoning By-law Amendment to implement this proposal conforms 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 is 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 a multi-story residential building, with affordable housing options, located within the *Urban Growth Centre*, and the *Urban System*, the proposal represents a dense, compact urban form that supports these objectives and that efficiently utilizes existing land and servicing infrastructure and provides a range of residential units within a compact development form. The increase in density, combined with its close proximity to municipal and health 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 Zoning By-law Amendment helps 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 nearby heritage resources located in the vicinity of the subject site through their approved Heritage Impact Assessment, which concludes that the impact on the heritage resources would not be significant. The HIA conclusions 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:

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

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

3.2.5.2.2 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. Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
 - vi. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
 - vii. 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 Zoning By-law amendment conforms 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 30-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 an additional 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 vi), 4.2, and 4.2.1.8 of the Official Plan.

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

- 156 bachelor units;
- 127 one-bedroom units;
- 45 two-bedroom units; and,
- 33 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 at a prominent gateway site, located on the northern fringe of the main commercial area of Brampton's Downtown. This is an area expected to accommodate taller buildings, and the design of the site is intended to promote an urban feel. Due to the irregular shape of the site, the architectural design of the building includes a distinctive articulation and a mix of materials that add visual interest to the building, and the building footprint is sculpted in response to the lot configuration. The proposal provides a unique architectural style incorporating a J-shaped building with step backs on the fourth and eleventh floors, while maintaining the curvilinear form on the upper storeys. This distinctive style will create a landmark building that will enhance the existing and intended land-uses in the Central Area and will provide inspiration for future development in the area.

The conceptual plans submitted by the applicant shows an enhanced street to building relationship. The design ensures continuous and safe pedestrian circulation along Main Street North, Church Street West and Thomas Street. The establishment of a strong tree canopy, opportunities for seating and pedestrian scale lighting fixtures are intended to make the development appeal to pedestrians while avoiding conflict with vehicular traffic.

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. Access to parking will be from Thomas Street, and access to service functions will be from Main Street North. The design strategies proposed will be further reviewed and refined through a future site plan application.

The site design also considered the impact of the development on the heritage resources in the vicinity of the site. The proposed development has no physical impact on the nearby heritage resources and the design of the proposed building provides a compatible and contemporary response to the adjacent heritage resource located at 165 Main Street North. The podium steps back above the third floor to achieve a similar scale to the adjacent heritage building, and minimize the profile, reducing the impact of the overall massing. In addition, the colour of materials is a reference to the adjacent heritage resource. The building has been designed to respond to the scale and materiality of the adjacent resource.

Provisions in the proposed Zoning 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. The accepted conclusions indicate that the site design will conserve the cultural heritage value of the adjacent heritage resource.

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 Zoning By-law amendment conforms 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 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.

The property is also located within Special Policy Area 2 (SPA2). The purpose of this Special Policy Area is to ensure development is respectful of the heritage resources in a defined area which substantially contribute to the character of Main Street North. Redevelopment of properties within Special Policy Area 2 are expected to incorporate existing heritage resources. The maximum Floor Space Index (FSI) within this policy area is 0.75.

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.*
- 5.6.2.1 *The area identified as Special Policy Area Number 2 on Schedule SP7(c) includes a number of significant heritage resources which substantially contribute to the character of the Main Street North Area. Parts of this Special Policy Area, which are located on the west and east sides of Main Street North are also identified as a prospective Heritage Conservation District Areas. The east side of Main Street North is generally bounded by Alexander Street, Church Street, Union Street. The area to the west of Main Street North consists of Lorne Avenue, David Street and Isabella Street. These lands are subject to the following provisions:*
 - i. *redevelopment of these properties shall incorporate existing significant heritage resources to the extent practical, in accordance with the Urban Design policies of this Plan. Properties listed in the Brampton Inventory of Heritage Resources are subject to the Heritage Resource Management policies referenced in Section 8.5 of this Plan;*
 - ii. *notwithstanding section 5.1.1.3 of this Plan, sites under 0.20 hectares (0.50 acres) in area shall be developed to a Maximum Floor Space Index of 0.75 FSI; and,*
 - iii. *residential or commercial parking shall be located in the rear yard only, and be appropriately screened and buffered from adjacent residential properties.*
- 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:*

iv. 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 Brampton Downtown Brampton Secondary Plan Office Consolidation Secondary Plan Area 7 February 2019 50 Heritage Board and other appropriate authorities having jurisdiction.*

Interim Design Guidelines

- 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 of 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;

Special Policy Area 2

As noted above this property is located within SPA2. SPA2 was put in place to study the practicality of implementing a Main Street North Development Permit System (DPS) generally on both sides of Main Street North from Church Street to Vodden Street. At approximately the same period of time, the City was also undertaking a study to develop a Special Policy Area, now known as Special Policy Area 3 (SPA3), which allows development within the floodplain subject to mitigating criteria. As a result of this study, there was uncertainty about the location of hazardous lands due to flooding that would have necessitated that the subject lands be part of SPA3. Due to this uncertainty, it was determined that the subject lands not be included within the DPS area, and the DPS By-law was enacted in this manner.

As the SPA3 study and policies were being finalized, it was determined that the site at 151 Main Street North would not be included in the SPA3 boundary, since it was outside the regulatory floodplain. As a result, SPA2 is now a residual designation of the Secondary Plan with policies that are not appropriate for this site.

In addition to the above, although Schedule SP7(C) of the Secondary Plan indicates that the subject site is within Special Policy Area 2, the policy wording does not include this

site as part of the policy area, making the existing policies unclear. The proposed amendment to the Secondary Plan will provide clear policy direction for the subject property.

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 the rejuvenation of the area.

Although the proposed FSI is higher than what is permitted in Section 5.6.2.1(ii) of the Secondary Plan, as noted above, the policy context for this site is unclear. In the Planning Justification Report submitted in support of the rezoning application, the applicant has satisfactorily demonstrated that the proposed FSI will help achieve the goals of the Secondary Plan due to its 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.

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. 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 0.33 parking spaces per unit, providing a total of 195 parking spaces, which exceeds the number of parking spaces required. All parking spaces will be located below grade. The proposed development satisfies Section 5.6.2.1(iii) and 6.6.1 and 6.6.2 of the Secondary Plan.

The approved Functional Servicing Study/Stormwater Management Report that was prepared in support of this application indicates that no external upgrades to the existing infrastructure is required. Section 7.1 and 7.2 of the Official Plan are satisfied.

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 begin the delivery of 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.

As noted in the Urban Design Section of this report, the architectural design of the building includes a distinctive articulation and a mix of materials that add visual interest to the building, and the building footprint is sculpted in response to the lot configuration. The site

and building detail design will be reviewed further once a formal site plan application is submitted. 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 detail design of the proposal. Elements including materials, landscaping, location of amenity areas, pedestrian access, massing 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 of the Secondary Plan.

Proposed Official Plan Amendment

The purpose of the proposed Official Plan amendments (Appendix 11) is to re-designate the subject lands from Open Space to Residential in the Official Plan, and re-designate it from “Proposed Development Permit System Area: Main Street North Development Permit Area” to “Commercial – Central Area Mixed-use” in the Downtown Brampton Secondary Plan Area 7, and remove the subject lands from the “Special Policy Area 2” to permit a 30 storey mixed use building containing 361 residential units and retail at grade, that will reflect the current Provincial policies while adding to the City’s housing stock for its current and future needs.

The following amendment to the Official Plan is proposed:

- a) by changing on Schedule SP7(A) of the Downtown Brampton Secondary Plan Area 7, the land use designation of the lands shown outlined on Schedule ‘A’ to this amendment from “Proposed Development Permit System Area: Main Street North Development Permit Area” to “Commercial – Central Area Mixed-use”;
- b) By deleting on Schedule SP 7(C) of Downtown Brampton Secondary Plan Area 7, the ‘Special Policy Area 2’, shown on Schedule B to this amendment; and,
- c) by adding to Section 5.1.2 Central Area Mixed Use, as follows:
 - 5.1.2.6 On lands designated Central Area Mixed Use located at the north-west corner of Main Street North and Church Street West intersection as shown on Schedule SP7(A) of the Downtown Brampton Secondary Plan Area 7, the following shall apply:

- i) A maximum density of 2006 units per net residential hectare.
- ii) A maximum floor space index of 13.46.

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 development, 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.

Zoning By-law:

The parcel is zoned '*Highway Commercial – (HC2)*', and '*Residential Apartment (R4A)*'. The HC2 zone permits uses such as service stations, motor vehicle washing establishments, restaurants, animal hospitals, places of worship, and accessory uses. The R4A zone permits a range of residential uses including an apartment dwelling, a group home and a lodging house. The proposed development does not conform to the existing Zoning By-law.

The proposed amendment to the Zoning By-law (Appendix 12) is required to rezone the subject lands from current '*Highway Commercial – (HC2)*', and '*Residential Apartment (R4A)*' zones to 'Downtown Commercial-Section 3655 (DC-3655)' zone to facilitate the development of the property with a 30 storey mixed use building containing 361 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.

Staff is satisfied that the proposed amendment to the Zoning 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 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 Zoning By-law, proposes a mixed use development containing a 30 storey building containing 361 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 Central Area Mixed Use development.

While most of the apartment units (283 units – more than 78 percent) are planned to be one bedroom units, there will be 45 two bedroom apartment units, and 33 three bedroom apartment units provided in the apartment building, making most of the proposed residential units to be more affordable for low and medium income persons. A gross floor area of 298 square metres of retail/commercial space will be provided at grade. A total of 195 parking spaces (all underground), including 73 visitor parking spaces, and 9

accessible parking spaces will be provided. 217 bicycle parking spaces will also be provided at various levels of the underground parking. While the primary vehicular access to the site will be from Thomas Street, a secondary services (limited) access will be provided from Main Street North.

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 right at the intersection of Main Street North (a BRT Corridor) and Church Street West (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 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 built-up area and 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 Brief

The proposed development will comprise a 30 storey mixed use building (containing 361 units), and retail at grade. The building will contain 283 one bedroom units, 45 two bedroom units, and 33 three bedroom units, and 298 square metres of gross floor area for retail uses at grade. Indoor amenity areas will be provided on the 4th floor, and outdoor amenity areas on the 4th floor and rooftop. Terraces will also be provided on the 4th and 11th floor. A total of 195 parking spaces (all underground), including 73 visitor, and 9 accessible parking spaces will be provided. 217 bicycle parking spaces will be provided on different levels of underground parking. 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 secondary services (limited) access will be provided from Main Street North.

In addition to a BRT bus stop, the Brampton GO Station is located near to the subject site. The main building entrances are located along the street edges for better accessibility and to offer a pedestrian friendly environment. In addition to a BRT bus stop located on Main Street North, the Downtown Transit Terminal 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 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.

The Urban Design Brief dated May 02, 2022 prepared by Sajecki Planning has been submitted in support of this application. As part of the Urban Design Brief, Sajecki Planning has also prepared a Shadow Study in support of the proposed development application to demonstrate the impacts of the proposed high-rise building on the subject lands, the surrounding context, and the public realm. The study has reviewed the sun shadow from the proposed building 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 the proposed development will have minimal impact on the adjacent properties, and the commercial, institutional and residential uses in the area. It is noteworthy that a degree of shadowing impact on the area already exists resulting from two existing high-rise buildings located immediately to the north of the proposed building and a high-rise building located to the south-west (on the south side of Church Street West). The proposed building will not significantly exacerbate the existing shadow impact on the adjacent area. Staff has reviewed the Shadow Study and found it to be satisfactory.

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:

- Providing massing that will build out the existing street walls along Main Street North in order to provide a visually appealing streetscape at the corner of the intersection.
- Designing the main entrance of the building as the focal point of the proposal as special attention has been given to the entrance and massing at the intersection of Main Street North.

- Making the built form reflect a contemporary architectural aesthetic, with design excellence to be showcased to provide a positive contribution to the neighbourhood on a gateway site.
- Ensuring the built form respects the surrounding neighbourhood, references to heritage buildings in the area.
- Creating a positive street front presence for pedestrians and cyclists.
- Providing a compact development which offers appropriate intensification which effectively supports public sector infrastructure investments in terms of servicing and transit investments and thereby capitalizes on infrastructure investment.
- Providing a building with stepped massing to create an appropriate transition with street scale and adjacent buildings.
- Encouraging visual interest through the use of appropriate architectural detailing on the building's facade.
- Accommodating vehicle parking below grade and limiting surface parking.
- Creating a landscape strategy that integrates the building into its surroundings.
- Making efforts to discreetly locate the utility and mechanical equipment away from public view, and screen the loading, servicing, and garbage areas from public view.

Staff have reviewed the proposal in conjunction with the Urban Design Brief (including the Shadow Study) and found them to be generally satisfactory. However, more detailed Urban Design Brief will be required to be approved prior to site plan approval.

Noise and Vibration Feasibility Report

The applicant was submitted a Noise and Vibration Feasibility Report date December 2021 prepared by BMP3 Cognizant Associates Inc. in support of the proposed development. According to the report, the major sources of traffic noise for the proposed building are Main Street North to the east, Church Street West to the south, and CN Rail to the far south. An environmental noise assessment was carried out for the proposed development. The modeling of future noise level conditions due to traffic noise were performed using the Ontario MECP approved acoustical modeling software, STAMSON.

The results of this study indicate that with suitable noise control measures integrated into the design of buildings, it is feasible to achieve the indoor MECP guideline sound levels from the road traffic sources. The recommended noise control measures include appropriate wall and window glazing assemblies, and air-conditioning of the rooms so that windows can be kept closed and noise barrier wall for the Outside Living Areas. Physical mitigation in the form of acoustic screens or other localized landscaping features can be considered in the design of any potential outdoor living areas on the roof to help create

quieter zones. In addition, mechanical equipment should be installed in such a way and of such specifications that the noise impacts of the development on the environment, and of the development on itself, are maintained within acceptable levels.

Staff reviewed the Noise and Vibration Feasibility Report and found it to be capable of supporting the proposed Official Plan and Zoning By-law amendment application. Staff have required that prior to SP approval, the noise report be updated to include the traffic data obtained from City of Brampton in Ultimate AADT format, as well as addressing stationary noise source from the underground parking facility.

Traffic Impact and Parking Study

A Traffic Impact and Parking Study dated December 2020, and memorandum dated December 2021 prepared by BA Group was submitted by the applicant in support of the proposed development. The proposal contemplates the construction of a 30-storey mixed-use building comprising 361 residential units and 298 m² of at-grade retail space. The vehicular access to the building's parking garage is provided via a driveway on the west side of the site, located on Thomas Street. A secondary, inbound only driveway on Main Street North is proposed to accommodate service vehicles. A total of 195 vehicular parking spaces, including 73 visitor parking spaces, and nine accessible parking spaces, will be provided on six levels of the underground parking garage. It is noteworthy that as per By-law 45-2021, there is no minimum parking requirement for the Central Area and Hurontario / Main Corridor wherein this property is located. Staff have reviewed the proposed number of vehicular parking spaces and concluded that they will adequately meet the site's parking needs. The total of 217 bicycle parking spaces to be provided on different levels within the parking garage will also meet the minimum parking requirements of By-law 259-2020.

The Traffic Study indicated that the development proposal is expected to generate in the order of 110 and 130 two-way trips during the morning and afternoon peak hours, respectively. The analyses conducted as part of the study concluded that new traffic generated by the development proposal could be appropriately accommodated without the need for improvements to the road network or signal timings. Staff has reviewed the Traffic Impact and Parking Study and found it to be generally satisfactory. A more detailed Traffic Study will be required at the site plan approval stage.

Environmental Site Assessment

The applicant submitted a Phase One Environmental Site Assessment (ESA) dated February 24, 2017, and a Phase Two Environmental Site Assessment dated March 17, 2017 prepared by Terraprobe Inc. The Phase One ESA identified a number of potentially contaminating activities (PCAs) and areas of potential environmental concerns (APECs) for the soil and water resulting from the past use of the site as a gas station. The report concluded that prior to preparation and submission of a Record of Site Condition, a Phase Two ESA will be required to investigate issues of potential environmental concern that have been identified on the property and in Phase One Study Area and which may have resulted in adverse impact to the environmental condition of the property.

The Phase Two ESA was conducted to investigate the areas of potential environmental concern (APECs) identified in the previous investigations and determine the environmental status of the Property. The results of the Phase Two ESA confirmed that the remaining soil and ground water at the Phase Two Property meet the applicable April 15, 2011 Table 3 Standards for Residential/Parkland/Institutional Property Use. No parameters were found at levels exceeding the applicable site condition standards and no contaminants were identified in, at, or under the Phase Two Property.

Staff agree that the Phase One and Two ESAs were carried out in accordance with Ontario Regulation 153/04, as amended and have successfully supported the filing of a Record of Site Condition with the Ministry of Environment, Conservation and Parks for the subject property, facilitating the proposed development/land use. A Record of Site Condition can be filed for the Property. A Record of Site Condition (RSC) will be required to permit the development of the site for residential purposes.

Heritage Impact Assessment

The applicant submitted a Heritage Impact Assessment dated December 18, 2020 prepared by ERSA Architects Inc. in support of the proposed development.

According to the study, the Site has no heritage recognition, but is near a number of properties listed on the City of Brampton Heritage Register, or designated under Part IV of the Ontario Heritage Act. ERA's research does not indicate cultural heritage value on the Site, and concludes that the Site is not worthy of heritage recognition under the Ontario Heritage Act. As such, the study does not recommend the preparation of follow-up plans such as conservation or adaptive reuse plans. The assessment found that the proposed development provides a design that mitigates impact to the nearby heritage properties while meeting the planning goals of the Urban Growth Centre for Downtown Brampton. Impacts to the nearby heritage resources have been mitigated in the built form of the new construction, which includes step backs and materials that refer to the heritage building at 165 Main Street North. A landscape treatment will enhance the Site and further mitigate the impact of new construction. Staff has reviewed the Heritage Impact Assessment provided by ERA Architects Inc. and support the study's findings.

Pedestrian Level Wind Study

The applicant provided a Pedestrian Level Wind Study dated November 15, 2021 prepared by Gradient Wind Engineers and Architects in support of the proposed development. The study involved wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the study site. Grade-level areas investigated included sidewalks, driveways, parking areas, landscaped spaces, transit stops, and building access points. Wind comfort was also evaluated over the various elevated outdoor amenity spaces.

Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in the area, the study concluded that wind conditions over many

pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Notable exceptions are over a portion of the Church Street West sidewalk at the west end of the south elevation, for which mitigation, as recommended in the report, is required. Regarding the Level 4 and rooftop amenity terraces, without mitigation, conditions will be suitable for standing and for a mix of sitting and standing, respectively, during the summer months. Certain mitigation is recommended for these areas, as indicated in the report.

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience wind conditions that could be considered unsafe. Staff has reviewed the Pedestrian Level Wind Study and found it to be generally satisfactory. An updated study will be required at the detailed design/site plan approval stage.

Functional Servicing Report

The applicant submitted a Functional Servicing Report (FSR) dated May 19, 2022 prepared by IBI Group in support of this application. The FSR provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development.

Storm Water Management

According to the existing conditions survey, the site currently drains to Main Street, Church Street and Thomas Street. The grading along the adjacent roads ultimately all drain towards Thomas Street and the existing storm sewers drain from Thomas to Church and then to Main Street heading South East.

Quantity control for the site will be maintained using a detention tank in combination with an orifice control structure. Water balance will be achieved by retaining stormwater within a retention tank for irrigation reuse. Water quality will be achieved by using a Jellyfish Filter at the downstream end of the site. The details of the stormwater management system will be finalized during the detailed design stage of the Site Plan.

Sanitary Servicing

The local sanitary infrastructure consists of a 300 mm sanitary sewer within Thomas Street which flows southeasterly, a 450 mm sanitary sewer within Church Street West which flows easterly, and a 525 mm sanitary sewer within Main Street North which flows southeasterly. The proposed development will connect into the existing 300 mm sanitary sewer on Thomas Street via a 200 mm sanitary service connection with a minimum slope of 2.0%.

Water Supply Servicing

The local water infrastructure consists of a 150 mm watermain within Thomas Street, a 150 mm watermain within Church Street West and a 300 mm watermain within Main Street

North. There are existing fire hydrants located on the northeast corner of Market Street and Thomas Street and on the southeast corner of Church Street West and Thomas Street.

The proposed development will be serviced by a 200 mm fire service and a 150 mm domestic water service. They will be connected to the existing 300 mm watermain within Main Street North with a tapping sleeve and valve. Additionally, as the building is over 84 m in height, the OBC requires a secondary fire service separated by an isolation valve. Accordingly, a 150 mm fire service shall be provided, connected to the existing 150 mm watermain within Thomas Street. The existing water supply network has sufficient capacity to support the proposed fire and domestic water demands for the proposed development without improvements to the system.

The FSR containing the above servicing scheme has been reviewed by staff at the City and Region of Peel. The staff have concluded that the Report satisfactorily demonstrates that there is adequate water and sanitary capacity for the change in use. The Region has recommended minor revision to FSR for the proposed water connection to be in accordance with the OBC standards, and is required prior to Site Plan approval.

Geotechnical Investigation

The applicant submitted a Geotechnical Report dated September 17, 2020 prepared by Terraprobe Inc. in support of the application. The anticipated construction conditions pertaining to foundation design, seismic site classification, slab on grade design, earth pressure design, excavation, and other constructability recommendations are discussed in the Geotechnical Investigation. The outcome of this study will provide information required for a future building permit application. Staff has reviewed the Geotechnical Investigation and found it to be generally satisfactory. An updated report will be required at the building permit stage.

Arborist Report and Tree Preservation Plan

An Arborist Report and Tree Preservation Plan dated September 23, 2020 prepared by 7 Oaks Tree Care & Urban Forestry Consultants Inc. was submitted in support of the proposed development. The report indicates that three mature trees were identified in the inventory of trees; two of them located on the adjacent private lands, and one on a shared boundary line. A total of three privately-owned trees are recommended to be removed due to the proposed development. As all trees identified for removal are located on or shared by the adjacent neighbouring property, consent from the adjacent property owner has been obtained. Due to the removal of three trees measuring 54, 53 and 68 cm diameters, a total of 13 trees are required to be planted on site. Trees specified to be planted will shall be done using the most current arboricultural methods once all construction activities have ceased. Staff has reviewed the Arborist Report and Tree Preservation Plan and found it to be satisfactory.

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 87, achieving the City's Gold Threshold. The proposal meets City's required minimum sustainability standards. Please see the attached Sustainability Score Snapshot at Appendix 13.