

Information Summary

CITY FILE NUMBERS: OZS-2022-0028

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement, conformity with the Growth Plan for the Greater Golden Horseshoe, the Regional of Peel Official Plan, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (Area 36)

Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicant to this application include but are not limited to:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities (section 2 i);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing 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 (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
 - avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
 - 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 (section 1.1.1 e);
 - improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
 - ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
 - preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
 - *Settlement areas* shall be the focus of growth (section 1.1.3.1);
 - land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
 - efficiently use land and resources;
 - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - prepare for the impacts of a changing climate;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
 - 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 accommodate 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 (section 1.1.3.3);
 - appropriate development standards should be promoted which facilitate *intensification, redevelopment and compact form*, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
 - 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 (section 1.1.3.6);
 - Planning authorities should establish and implement phasing policies to ensure (section 1.1.3.7 a, b):

- That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,
 - The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs;
- 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 (section 1.4.3 b, c, d, e, f):
 - permitting and facilitating:
 - 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,
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - 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;
 - 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;
 - requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
 - 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;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
 - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - 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;
- long-term economic prosperity should be supported by (section 1.7.1 c, e):
 - Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
 - Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- 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 (section 1.8.1 a, b, e, f, g):

- promote compact form and a structure of nodes and corridors;
- promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

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

The subject lands are within the “Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
 - Have a *delineated built boundary*;
 - Have existing or planned *municipal water and wastewater systems*; and,
 - Can support the achievement of *complete communities*;
- Within *settlements areas*, growth will be focused in (section 2.2.1.2 c):
 - *Delineated built-up areas*;
 - *Strategic growth areas*;
 - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or planned; and,
 - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;

- 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;
- Expand convenient access to:
 - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - *Public service facilities*, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
 - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*;
- 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 (section 2.2.6.3);

Region of Peel Official Plan

The subject application is within the “Urban System” designation on Schedule D, and “Urban Growth Centre” on Schedule D4 as established in the Regional Official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- 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 (section 5.3.2.3);
- require *development* and *redevelopment* in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary *services* (section 5.3.2.4);
- 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 (Section 5.5.1.1)

- Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (Section 5.5.3.2.3)
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
 - support the Urban System objectives and policies in this Plan;
 - support pedestrian-friendly and transit-supportive urban development;
 - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
 - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- 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 (Section 5.5.1.1)
- 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 (section 5.8.2.3);
- collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential *development, redevelopment and intensification* in support of Regional and *area municipal official plan* policies promoting *compact forms of development* and residential *intensification* (section 5.8.2.6);
- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

City of Brampton Official Plan Amendment

The property is designated “Central Area”, on Schedule A – General Land Use Designations. The “Central Area” designation permits a broad range of office, commercial and housing opportunities, ranging from museums to apartments and institutional uses or major transit infrastructure.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable, but not limited to, for this application include but are not limited to:

- 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 (ii) a variety of residential uses (section 4.1.2);

- 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.
- Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following: Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development. (4.1.8)
- The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0 (section 3.2.8.6);
- The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate (section 4.2.1.3);
- The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development (section 4.2.1.9);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
 - Variety of housing types and architectural styles;
 - Siting and building setbacks;
 - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;

- Incorporation of multiple unit dwellings and apartments; and,
 - Landscaping and fencing on private property;
- The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas (section 4.2.1.18);
- Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan (section 4.2.7.1);
- The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways (section 4.5.2.8);
- Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends (section 4.5.2.9);
- From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to iii):
 - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - Requiring the provision of adequate off-street private parking; and,
 - Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;
- The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced

passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities (section 4.5.4.9);

- The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets (section 4.5.5.5);
- The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by (section 4.7.2.1 ii):
 - Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the *Planning Act* and Section 5.21 of this Plan;
- The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system (section 4.7.2.5);
- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
 - Communicate the image and character of the community;
 - Reinforce the street network and enhance special community roads (primary streets);
 - Promote an urban relationship between built form and public spaces;
 - Enhance the daily experience of the residents and visitors;
 - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
 - De-emphasize the importance of the car/garage on the streetscapes;
 - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
 - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity (section 4.11.2.2.2);

- The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage (section 4.11.2.6.1);
- A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art (section 4.11.2.6.3);
- These spaces should be linked physically and visually to the pedestrian network and other public spaces (section 4.11.2.6.4);
- The developer should promote the active management and programming of these semi public spaces (section 4.11.2.6.6);
- 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 wide Cityscape (section 4.11.3.1.2);
- In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development (section 4.11.3.1.3);
- Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section (section 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);

An amendment to this plan is not required.

Secondary Plan:

The property is designated "Central Area Mixed Use" in the Queen Street Corridor Secondary Plan Area SP36. The Secondary Plan outlines the policies associated with this designation. It is also noted that in the Secondary Plan Schedules there are a number of appendices. Within the appendices, the property is identified as having a maximum FSI of 3.5 in Appendix A with a maximum FSI of 2.0 for residential uses, and that it is part of the Community Improvement Area in Appendix C. It is noted that the proposal is requesting an FSI of 10.7.

Central Area Mixed-Use

- Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. The City shall encourage a mix of uses within each proposed development, including

active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.(5.1.2.1)

- The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An increase beyond the maximum density specified above shall require a site-specific rezoning application as specified in policy 5.1.1.4. (5.1.2.2)
- Lot consolidation, particularly for smaller lots, shall be encouraged while ensuring that long-term redevelopment is not precluded. The submission of a Tertiary Plan and/or planning justification addressing lot consolidation may be required by the City in association with a development application to ensure that a redevelopment proposal does not negatively affect redevelopment opportunity for nearby and adjacent lots (5.1.2.5)

The proposal is generally consistent with the policies of the Queen Street Corridor Secondary Plan Area 36.

Zoning By-law Amendment

The subject property is currently zoned: “Queen Street Mixed Use Transition (QMUT)” and “Future Development (FD). The Queen Street Mixed Use Transition zone permits a wide range of commercial, office and institutional uses up to 4 storeys in height, but does not permit residential uses. The future development zone only permits the use that is existing. The current zones will have to be amended to permit the proposed development.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed a zone to permit the requested use. The “XXXX” indicate that a Special Section number will be allocated to this zone at a later time when staff have reviewed the application and can assign a number to these sections. The Special Sections refer to unique provisions within the by-law that only apply to one specific area. They are as follows:

- Residential Apartment B (R4B-XXXX)
 - o Highlights of this zone would permit:
 - Building height of 45 metres, and
 - FSI of 10.7,
 - Yard depths of 0.0m to Queen Street East, June Ave and the Interior side yard. A 7.5m rear yard depth.

Sustainability Score and Summary

A full review of the Sustainability Score and Summary will be undertaken and discussed within a future report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 47. This meets the City's Silver threshold.

Documents Submitted in Support of the Application

The following is a list of the documents that were provided in support of the Zoning by-law amendment application.

- Cover Letter
- Concept Plan
- Master Plan
- Landscape Plan
- Wind Study
- Phase 1 & 2 Environmental Site Assessment
- Planning Justification Report
- Draft Zoning By-law Amendment
- Vibration Analysis
- Urban Design Brief
- Tree Inventory and Preservation Plan
- Arborist Report
- Traffic Impact Study
- Sustainability Matrix and Summary
- Shadow Study
- Architectural Drawings
- Hydrogeological Report
- Geotechnical Report
- Functional Servicing Report

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in a future report.