

Information Summary OZS-2021-0053

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.

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.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*

d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;*

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:*

- a) *promoting opportunities for economic development and community investment-readiness;*
- 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;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define*

- 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.*
- 3.1.2 *Development and site alteration shall not be permitted within:*
- c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points not subject to flooding.*
- 3.1.4 *Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
- a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications.*

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 within the *Urban Growth Centre*. These are areas where intensification is encouraged. This proposed mixed-use high density development will take advantage of a growing urban context and make efficient use of existing services and infrastructure.

Being within the heart of downtown Brampton, this development is within proximity to public services, commercial facilities, transit, and an existing transportation network. Future residents will take advantage of active transportation modes and transit, which minimizes motor vehicle usage and facilitates a reduction in greenhouse gas emissions. It is also noted that the Sustainable Development Summary completed for this project indicates a score of 53, 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. Since the developer first purchased the lands with ideas of developing on the site, the City and Toronto and Region Conservation Authority (TRCA) have noted that the property is located within a Special Policy Area. The developer intends to develop that site within the parameters of the existing Special Policy Area regulations in the Official Plan which regulates the permitted units in the set boundary. This satisfies 1.1.1c, 3.12 and 3.1.4 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, 1.4.3f 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 given the presence of a heritage resource that is designated under Part IV of the Ontario Heritage Act (OHA), known as the Haggertlea House. This HIA concludes that the integrity of the heritage resource on the subject property will be maintained. The existing building will be conserved in situ, adaptively re-used and restored to preserve its heritage attributes. Non-sympathetic later extensions will be removed, and exterior elements that have since been lost will be restored where feasible to allow the building's original architectural style to be fully appreciated. This conclusion was accepted by heritage planning staff. 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;*
- e) *Development will be generally directed away from hazardous lands;*

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.*

2.2.3.1 Urban growth centres will be planned:

- e) 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.*
- 2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 2.2.5.15 The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*
- 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.*
- 4.2.7.1 Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

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 11.1 FSI 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.

Natural and Human-made Hazards Objectives:

- 2.4.1.1 *To ensure that development and site alterations are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage.*
- 2.4.1.2 *To encourage a coordinated approach to the use of the land and the management of water in areas subject to flooding in order to minimize social disruption.*

Natural and Human-made Hazards Policies:

- 2.4.2.1 *Direct the area municipalities, in consultation with the conservation authorities, to include policies consistent with the policies of this Plan, and mapping in their official plans in order to:*
 - b) identify permitted uses and minimum setback standards; and,*
 - c) regulate land uses within and adjacent to floodplains, hazardous lands, hazardous sites, human-made hazards and lands that are regulated under the Conservation Authorities Act.*

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.*
- 3.6.1.2 *To promote awareness and appreciation, and encourage public and private stewardship of Peel's heritage.*
- 3.6.1.3 *To encourage cooperation among the area municipalities, when a matter having inter-municipal cultural heritage significance is involved.*
- 3.6.1.4 *To support the heritage policies and programs of the area municipalities.*

Cultural Heritage Policies

- 3.6.2.7 *Direct the area municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.*
- 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.*

5.5.3.2.5 *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.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

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.*

Supply of Affordable Housing Objectives:

- 5.8.3.1.1 *To increase the supply of affordable rental and affordable ownership housing.*

Supply of Affordable Housing Policies:

- 5.8.3.2.11 *Encourage residential development, redevelopment and intensification to include an affordable housing component by promoting incentives or funding from different levels of government.*

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 Region of Peel approved this subject development for funding under the 2021 Affordable Housing Incentives Pilot Program (AHIPP). The objective of the Peel Affordable Rental Incentives Program (PARIP) is to contribute to the creation of safe, affordable rental housing by providing capital grant funding to support eligible projects through an annual competitive Call for Applications. This program supports the outcomes of the Peel Housing and Homelessness Plan. The subject application received funding for 40 units under the program subject to the execution of municipal housing project facilities agreement.

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 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.

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

- i. A full range of office, retail and service activities;*
- ii. A variety of residential uses;*
- iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
- v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- vi. Major transit infrastructure.*

- 4.1.3 *The City shall encourage Major Offices, hotels, convention centres and institutional uses to locate within the Central Area.*
- 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.*
- 4.2.1.9 *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.*
- 4.3.1.5 *Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:*
- (i) Require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;*
 - (ii) Promote an appropriate massing and conceptual design of buildings;*
 - (iii) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
 - (iv) Encourage the provision of safe and attractive built environments;*
 - (v) Encourage a high quality of landscape treatment, which reflects*

the needs of both the site users and passers-by;

- (vi) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*
- (ix) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- (x) Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- (xi) Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading, include test management practices to address stormwater runoff and its impact on water quality and infrastructure;*

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

4.6.15.5.1.1 Development and site alteration shall not be permitted within a floodplain given the risk to public health and safety and/or property damage. Notwithstanding this, there are some exceptions where development and site alteration may be permitted. These include:

- i. in those exceptional situations where a Special Policy Area has been approved.*

4.10.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- (i) The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*

- (ii) The current condition and use of the building or structure and its potential for future adaptive re-use;*
- (iii) The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- (iv) Demonstrations of the community's interest and investment (e.g. past grants);*
- (v) Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
- (vi) Planning and other land use considerations.*

4.10.1.11 A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;*
- (ii) On site retention in an adaptive re-use;*
- (iii) Relocation to another site within the same development; and,*
- (iv) Relocation to a sympathetic site within the City.*

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;
- Encourage the use of transit which will facilitate the reduction of greenhouse gas emissions, promotes energy efficiency through the use of existing services; and,
- Uses urban design principles and guidelines to provide appropriate transition to adjacent residential areas.
- By introducing a new hotel to downtown Brampton that will complement the City's growing Innovation District, which includes postsecondary expansion and entrepreneurship.
- By bringing a hotel to downtown Brampton that will support tourism and the arts and culture industry.

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 37 and 42 -storey high-density mixed use development in the Downtown, and in close proximity to the Downtown Brampton GO Station, the proposal supports the City's compact form, transit-supportive densities, and housing mix envisioned by the Official Plan.

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

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

- 16 bachelor units;
- 614 one-bedroom units;
- 273 two-bedroom units; and,
- 25 three bedroom units.

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

Urban Design:

The property is at a prominent location in the downtown given its proximity to the GO Station, Main Street, amenities such as Gage Park and Rose Theater. Given the central location in the downtown, it is expected that the tallest buildings will be developed here and arising from that is the expectation of the highest quality of design including building form, site layout, and public realm.

The buildings are designed such that, gateway site, following required land conveyances, the base buildings would be setback a minimum of 2 metres from the new property lines. This will ensure that there is sufficient space at grade afforded to the public realm to support the increased population expected with the development. The details of the public realm designs will be addressed at the Site Plan stage.

The two towers have also been designed to relate well to the public streets and are setback enough from the street to minimize any impact at the street level. The base buildings are articulated in such a way to complement the existing heritage building located on the property which is to be retained and repurposed. Details related to cladding will be reviewed in detail at the Site Plan Stage. To ensure pedestrian comfort, all parking are proposed below grade and servicing are also proposed to be enclosed

and screened from the public realm. The buildings are also designed in a way to allow for a future connection from Elizabeth Street to George Street if a need arises.

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.

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 *Central Area Mixed-Use* in the Downtown Brampton Secondary Plan (Area 7). Lands within this designation are intended to accommodate mixed-use development incorporating any combination of a range of uses including commercial, retail, office, and residential.

A portion of this site is within Special Policy Area 3, which is an area that may be susceptible to flooding associated with the Etobicoke Creek. The Special Policy Area is divided into 4 sub-areas, each with distinctive characteristics in terms of their potential for redevelopment and opportunities to manage risk.

For this site, in addition to the general policies of Special Policy Area 3, the policies of subarea Special Policy Area 3A (SPA 3A) will also apply. Throughout the entirety of the subarea, a maximum of 900 new dwelling units and a total 41,000 square metres of non-residential uses are permitted. Flood protection measures will also be required to be incorporated into the building and site design.

The application has been evaluated against the Downtown Brampton Secondary Plan and these include:

- 5.1.2.1 *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. Mixed-Use development shall mean a free-standing use either/or a development which any combination of office, retail, commercial, institutional, or residential uses are developed and managed as a unit.*

- 5.1.1.5 *An increase beyond the maximum coverages specified by Policy 5.1.2.2 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.*

5.1.1.7 *To ensure compatibility with the adjacent residential areas, building height, massing and site specific design features shall be established in the implementing zoning by-law and through the site plan approval process. In this regard, the following principles shall be incorporated:*

- (i) maximum building heights;*
- (ii) massing and conceptual design of commercial and mixed-use developments shall provide for a graduation of building heights such that the predominant massing and building height are achieved away from the adjacent residential properties. In this regard, the implementing zoning by-law shall provide minimum separation distances between the adjacent residential uses and maximum building heights; and,*
- (iii) landscaping, fencing yard widths and depths and the location of service and refuse disposal areas shall be oriented to achieve a high degree of land use compatibility between commercial and mixed-use projects and the surrounding residential areas.*

5.1.2.2 The overall Maximum Floor Space Index (FSI) which is permitted in specific portions of the Mixed-Use designation is 3.5, with a corresponding maximum of 3.5 for residential uses in the immediate “Four Corners” area, and a maximum of 2.0 FSI permitted for residential uses in the mixed-use areas west of McMurphy Avenue. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 with 1.0 FSI permitted for residential uses. The specific density allocations for specific areas of the Central Area Mixed-Use designation are set out in Table 1 and identified in Appendix A. An increase beyond the maximum coverages specified above shall require a site specific rezoning application as specified in Policy 5.1.1.5.

5.1.2.3 The highest overall densities of 3.5 FSI shall be permitted in the area referred to as “The Four Corners.” This area is generally defined as extending from Elizabeth Street to the west, Union Street in the east, Wellington Street to the south and Church Street to the north. Street related retail and commercial uses shall comprise the majority of the at grade building frontages along Main Street and Queen Street in “The Four Corners.

Table 1 (Excerpt)
Central Area Mixed-Use Designations Density Structure
Downtown Brampton Secondary Plan

Area	Overall Maximum FSI	Maximum Residential FSI
“The Four Corners”	3.5	3.5

<p>area bounded by Elizabeth, Church, Union and Wellington Streets</p>		
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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.*

5.6.3.2 *The erection of new buildings or structures including new additions shall only be permitted subject to the following technical provisions:*

i. The placing or dumping of fill of any kind or the alteration of any watercourse shall not be permitted without the approval of the Toronto and Region Conservation Authority.

ii. Any new buildings or structures, including new additions, shall not be susceptible to flooding under the Regulatory Flood event, as defined by the Toronto and Region Conservation Authority. As a component of all applicable Planning Act applications, an analysis must be undertaken by the proponent to determine the maximum feasible level of floodproofing that can be achieved, while achieving the City’s urban design objectives to the extent possible. Where an assessment proposes a level of floodproofing less than the Regulatory Flood Event, the level of floodproofing and measures to be implemented must be satisfactory to the City and the Toronto and Region Conservation Authority. In this regard, the City shall collaborate with the Toronto and Region Conservation Authority to confirm, prior to the issuance of a building permit, appropriate flood damage specifications, including setbacks, basement elevations, the strength of the foundation walls, the placement of fill, the elimination of building openings, the installation of back-water valves and sump pumps, and the installation of waterproof seals and structural joints to the satisfaction of the TRCA and City of Brampton.

iii. Where it has been demonstrated to the satisfaction of the TRCA and City of Brampton that it is technically impractical to flood proof a building or structure in accordance with Section 5.6.3.2 (ii), new buildings or structures, including new additions must be floodproofed to the highest level technically feasible. The minimum floodproofing level shall be the 1:350 year storm event, as determined by the Toronto and Region Conservation Authority.

iv. In those unforeseen circumstances where the City and/or the Toronto and Region Conservation Authority determines that due to the velocity and/or depth of flows, or the nature of the development proposed, development would result in an unacceptable risk to human life or major structural damage as a result of a flood equal to or less than the Regulatory Flood event, new buildings or structures, including additions, shall not be permitted.

v. Where new residential uses, hotels, motels or similar commercial uses providing overnight accommodation are proposed, no residential habitable living space or suites for such uses shall be permitted below the Regulatory Flood level.

vi. Where new residential uses are proposed, emergency access/egress to and from the building to flood-free lands shall be required above the Regulatory Flood elevation, accessible to emergency vehicles. Such access may be provided by way of a permanent right-of-way over lands that are above the Regulatory Flood elevation and accessible to emergency vehicles. Interior and exterior components of the emergency access shall be designed to meet the anticipated occupant loads and be fully accessible, in accordance with the Building Code and the City's Emergency Management Plan. Access to flood-free lands may not entail access through more than two independent buildings.

ix. Where a site and/or building provides required emergency access to flood-free lands, the City may require the establishment of a right-of-way in perpetuity for use by other adjacent lands.

x. All new development (including those containing non-residential uses) shall be required to prepare a Building Safety Plan for the building, which shall be consistent with the City's Emergency Management Plan, to the satisfaction of the City of Brampton Emergency Management Office and the Toronto and Region Conservation Authority. Where new development includes a plan of condominium, appropriate provision to execute the operational elements and protocols must be included in the applicable Condominium Act Declaration.

xi. The City shall impose a condition on new development applications requiring the developer to notify prospective owners and tenants of buildings of the Building Safety Plan and emergency notification and protocol to the satisfaction of the City of Brampton Emergency Management Office and Toronto and Region Conservation Authority. These clauses shall also be included on any Community Information Map required for development by the City.

xii. All new development (including those containing non-residential uses) must locate primary building system controls such as service units and panels, above the Regulatory Flood level.

xiii. Underground parking is generally discouraged. Where an underground parking garage is proposed, it shall be floodproofed to the Regulatory Flood elevation. Where it is technically impractical to floodproof to the Regulatory Flood level, the entrance and all openings, including those associated with ventilation, shall be floodproofed to the highest level technically feasible and

practical. The minimum floodproofing shall be the 1:350 year storm event, as determined by the Toronto and Region Conservation Authority.

xvi. The sections under Special Policy Area 3 are to be read in conjunction with the other policies of the Downtown Brampton Secondary Plan. Where the Special Policy Area 3 policies may be construed to be more restrictive or limit the permissions under other sections of the plan, the Special Policy Area 3 provisions shall prevail.

- 5.6.3.3(a) Special Policy Area 3A on Schedule SP7(C2) is generally located at the edge of Special Policy Area 3, affording the opportunity for direct access to flood free lands. In recognition of the prime location of these lands in proximity to the Anchor Mobility Hub, proposals for development and redevelopment shall be considered subject to the following policies:*

Land Use and Density

i. May develop for a mix of uses in accordance with the Central Area Mixed Use designation set out in this Plan, including high-density residential.

ii. In addition to the number of units existing on May 7, 2014, a maximum of 900 new residential units shall be permitted over the entire Special Policy Area 3A.

iii. A maximum gross floor area of 41,000 m² (excluding mechanical penthouses, mechanical rooms, parking garages, loading areas, stairwells) of non-residential uses shall be permitted over the entire Special Policy Area 3A.

iv. Policy 5.1.1.8 shall apply to the calculation of the maximum floor space index for a development.

v. Policy 5.1.1.5 shall apply in the evaluation of proposal with a floor space index greater than identified in the Secondary Plan for the applicable lands, however in no case shall the limits set out in 5.6.3.3 (a)-(ii) and (iii) be exceeded.

Urban Design Principles

vi. The following broad design principles shall be the basis for further site specific design briefs, or other area design guidelines:

- *Character*

- *This area will evolve into a compact, contemporary urban setting with mix of uses including residential, employment, service/retail. These areas have potential for more intensive development.*

- *Built Form*
 - *High density, high intensity forms in support of the Urban Growth Centre targets.*
 - *Key sites with important role in the Downtown skyline are to be development with high rises for landmark role.*
 - *Establish a continuous mid-rise (4-6 storey) building wall along public streets and use point towers to terminate views and create an interesting skyline.*
 - *Use massing to provide transition to adjoining stable residential neighbourhoods.*
- *Open Space & Public Realm*
 - *Create plaza or public space within development.*
 - *The building and site design must also ensure, to the extent possible, that an attractive, functional streetscape design is provided that encourages pedestrian activity, supports ground level commercial uses, does not disrupt pedestrian connectivity, maintains the continuity of the pedestrian area from a functional perspective, and achieves City objectives with respect to built form and site function while addressing all required floodproofing measures.*
 - *Any raised pedestrian podium areas along a street for access to building entrances, in particular along George Street, should be designed to maximize connectivity to adjacent properties and minimize the number of transitions to the at-grade sidewalk areas and incorporate materials and design elements that support the creation of an attractive streetscape. Raised areas could be integrated into a building design in the form of a building “arcade”*

- 6.1.1 *The general intent of this chapter is to promote the development and maintenance of an efficient transportation network that will:*
- i. *promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*
- 6.2.2 *Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*
- 6.3.3 *The City shall attempt to promote increased transit usage in the Downtown Brampton Secondary Plan from the current modal split of 16% to the ultimate target of 29% by encouraging a decrease in the number of private automobile movements through “The Four Corners” and reducing current parking standards in relevant zoning by-laws.*

- 6.6.1 *The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development / redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.*
- 6.6.2 *Council may from time-to-time exempt commercial, residential and mixed use developments within the Downtown Brampton Secondary Plan from the on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive zoning by-law to establish reduced parking standards across the Downtown Brampton Secondary Plan.*
- 6.6.3 *For commercial and mixed-use developments, the parking supply resulting from applying the parking standards of the appropriate zoning by-law may be reduced through the provision of shared or swing parking. These provisions shall be calculated on a site-specific basis and shall be regulated through the appropriate zoning by-law.*
- 6.6.5 *Parking for business uses in the Mixed-Use designation may be provided in locations within 250 metres of the subject site provided that the City is supplied with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements.*
- 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.*
- 8.5.3 *Proponents of development/redevelopment are encouraged to retain and conserve buildings of architectural and/or historic merit on their original sites and to promote the integration of these resources into any plans which may be prepared for such development.*

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,*
- 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.*
- 1.4.3 *The roofs of buildings 5 storeys or less shall be considered as surfaces*

requiring design effort and attention, as they form a prominent part of the landscape as seen from higher buildings. Roof equipment and appurtenances shall be organized and neatly laid out. Rooftops may not be used for storage. On roofs of structured parking lots, rooftop recreation or garden provision is encouraged.

- 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.*
- 1.4.6 The City shall encourage signage which adds to the diversity and colour of the street while presenting an unobtrusive, positive image and identification for the tenants. The City shall also encourage attention to the placement of signs in relation to other streetscape components, such as trees, to ensure that signage remains reasonably visible from the street over the long term. Consistent identification of individual addresses, clearly visible from the street shall also be encouraged. The City may prescribe uniform signage for this purpose.*
- 1.4.7 Subject to the adoption of a decorative street light design and appropriate new lighting grid for the district, each new development shall incorporate special lighting to encourage night-time pedestrian activities.*
- 1.4.8 The City shall encourage the appropriate use of a variety of surface treatments such as brick pavers, concrete, grass and other vegetative ground covers.*
- 1.4.9 The City shall encourage the retention of large trees along streets and the provision of additional trees to promote the objective of continuous urban forest where practicable. If it is necessary to remove an existing large tree from within the street right-of-way, it shall be replaced by other specimen quality trees of an appropriate size and in a suitable location elsewhere within the right-of-way, as determined by the City.*
- 1.4.10 The City shall encourage the provision of street furniture in the district including benches, planters, lighting, trash containers and bicycle stands.*
- 1.4.11 The City shall encourage the use of floral displays as a seasonal streetscape improvement element in the Downtown Brampton Secondary Plan.*
- 1.4.12 The City shall encourage the use of special streetscape improvement features in the Secondary Plan Area including, but not limited to: flags, banners and water features.*
- 1.5.1 Site design shall take into account efficient vehicular circulation, including*

internal site movement, access and the relationship to the overall transportation network for the Secondary Plan Area.

- 1.5.2 *Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, and the relationship to the overall transportation network for the Secondary Plan Area.*
- 1.5.3 *Site design shall take into account the efficient movement of emergency and service vehicles.*
- 1.5.5 *The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above 20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.*
- 1.5.7 *The City shall discourage the proliferation of private roads in new development within the Downtown Brampton Secondary Plan. If private roads are built as part of a large development, they shall not have entry gates. Public sidewalks and vehicular access shall continue along the road as if it were a public street.*

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 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 3

As noted above, this property is within SPA3. SPA3 was put in to guide development of lands within the downtown that are susceptible to flooding. As noted later in this report,

there is a requirement for a technical analysis to manage flood risk. An emergency preparedness Guidelines has been shared with the City. This will be reviewed in detail at the Site Plan stage. The provision of this documents fulfills the requirements in Section 5.6.3.2. Further, the proposed development meets the requirement set out in Section 5.6.3.3 (a) considering that the residential units proposed within the special policy area 3A boundary, when combined with other approved developments in the same boundary does not exceed the maximum 900 new units that is allowed.

The proposal includes preservation and restoration of the existing heritage building on the site. It is anticipated that the building will be repurposed. This satisfies sections 8.5.3 and 8.5.4 for heritage preservation.

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. Although residential parking spaces are not required in the by-law, the applicant is proposing some parking spaces. To counter the reliance of auto decencies, adequate bicycle parking spaces are also being proposed for long term and short term uses. All parking spaces will be located below grade.

Zoning By-law:

The site is zoned *Residential Extended One Zone – R2B(1)*, and *Downtown Commercial One Zone - DC1* by *By-law 270-2004, as amended*. The *Residential Extended one Zone – R2B(1)* permits a range of residential uses containing no more than 4 dwelling units, lodging houses, group homes, places of worship, and purposed accessory to the permitted uses. The *Downtown Commercial One Zone – DC1* permits a range of commercial and residential uses, a place of worship and purposes accessory to the permitted uses.

The proposed development does not conform to the existing Zoning By-law. The amending zoning by-law attached to this report will allow the implementation of the development proposed by the applicant. The by-law includes development standards to facilitate the various building design and articulations that have been reviewed and accepted by staff.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report

The Planning Justification Report (PJR) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan,

the Region of Peel Official Plan, the City of Brampton Official Plan, and the Downtown Brampton Secondary Plan are satisfied, and the development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Traffic Impact Study

A Traffic Impact Study (TIS) was submitted to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study indicates that all the intersections in the vicinity of the site are forecasted to operate at an acceptable Level of Service (LOV) D or better with no critical movements that operate near or at capacity. The development is anticipated to generate approximately 289 trips during the a.m. peak hour and 371 trips during the p.m. peak hour. These forecasts were based on pre-Covid conditions and as such, it is expected that there could be less vehicle dependency which could reduce the forecasted trips. There are no specific upgrades to existing road network identified to support the proposed development. There are land conveyances identified for Elizabeth Street North, Nelson Street West and George Street North. The proposed buildings have been designed to accommodate these conveyances and provide sufficient building setback at grade for the future lot lines. These conveyances will be secured as part of the Site Plan application.

A total of 661 parking spaces including 436 for residents and 225 for visitors and all parking are proposed underground. A total of 650 bicycle parking spaces are also proposed including 557 long term and 93 short term. The TIS has been reviewed by Traffic staff and found to be satisfactory.

Urban Design Brief

An Urban Design Brief was prepared in support of the application. The brief establishes a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm and also builtform elements for visually appealing skyline

The principles established include:

- Pedestrian circulation through and around the site and connectivity to area amenities including the GO Station, future Centre for Innovation building, City Hall;
- Active transportation;
- Streetscape design;
- Outdoor amenity;
- Sustainability principles

Staff have reviewed the proposal and found in conjunction with the Urban Design Brief and found them to be generally satisfactory. Any remaining revisions to the brief will be finalized prior to approval of the Site Plan applications.

Functional Servicing Report

The applicant prepared a Functional Servicing Report in support of this application. The Functional Servicing Report provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development. The report concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. The report has been reviewed by City and Regional engineering staff and found to be satisfactory.

Water

The proposed development is to be serviced by a new 150mm diameter fire protection and domestic connection which will connect to an existing 150mm diameter watermain on Elizabeth Street North. The new connection should meet Region of Peel standards. A second 150mm diameter fire connection will be provided along Nelson Street that shall connect to the existing 150mm diameter watermain along Nelson Street West and this connection too should meet Region of Peel requirements.

Sanitary

The development is to be serviced by a new sanitary connection to the existing 250mm diameter sanitary sewer located along the Elizabeth Street North.

Storm Drainage:

An existing 600mm diameter sewer along the northeast of Elizabeth Street North that conveys flows southwest towards a 750mm diameter storm sewer on Queen Street West.

Emergency Preparedness Guidelines

As required in the Official Plan Special Policy 3, an Emergency Preparedness Guidelines have been prepared to evaluate flood risks for the proposed development. The documents sets out the various protocols to be followed at a time of a Regional Storm (a Hurricane Hazel type event).

As the building design is refined at the Site Plan stage and all ingress and egresses are identified, this study will need to be revisited to ensure that all flood safety measures are in place.

Noise

Transportation Noise and Vibration Assessment dated May 9, 2022 prepared by Gradientwind Engineers & Scientist was submitted to assess noise impacts related to the proposed development. The study has been reviewed by Engineering staff and satisfactory for zoning purposes. A detailed noise study, including stationary assessment will be required and evaluated prior to approval of Site Plan.

Heritage Impact Assessment

A Heritage Impact Assessment was submitted to assess the impacts of the new buildings on the existing heritage building to be retained on site. The assessment has been evaluated by Heritage staff and found to be complete and meeting the study terms of reference. The study recommends that the historic Haggertlea house be conserved in situ. Non sympathetic extensions are to be removed and the exterior of the heritage fabric of the remaining building is to be repaired and restored. Further, restoration of lost heritage features are to be conducted including the recreation of the original tower and front veranda. Additional reports needed include Heritage Conservation Plan, Heritage Protection Plan and Interpretation Plan. These are to be provided prior to the approval of the associated Site Plan applications.

Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment reports were submitted as part of the application. The report indicates that no further field investigation is needed. The report recommends that the site be cleared of any further archaeological concerns, with the Ministry Letter confirming the entry in the register and acceptance of the report is still pending. The Letter is required to be submitted prior to Site Plan approval.

Phase 1 and Phase II Environmental Site Assessment

A Phase 1 Environmental Site Assessment and Phase 2 Environmental Site Assessment were conducted for the development that have been reviewed by staff and found to have been carried out in general accordance with required regulations.

It is recommended that a soil remediation program meet applicable site conditions/specific standards, before filling the Record of Site Condition (RSC) for the site. It is also noted that the remediation will be completely concurrent with future site alteration activities planned for the development. Environmental Engineering staff have cleared the report for zoning purposes and noted further parameters to be met regarding the filling of the RSC.

Arborist Report

The Arborist Report and Tree Preservation Plan were submitted in support of the application indicates the removal of 66 trees on or within 6 metres of the subject site to accommodate the proposed development, of which 16 are due to poor conditions. Written consent will be required prior to removal of trees that are boundary trees or located on neighbouring property. The concept plan shows that approximately 30 new trees will be planted. Details of the new plantings and the tree removal compensation will be address during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the rezoning application

Wind Study

The applicant has submitted a wind study prepared by Gradient Wind Engineers and Scientists to support the proposed development. The initial study reviewed the initial proposal of 34 and 42 storeys. The study was updated to review the increased height of the 34 storeys to 37 storeys. Areas studied included grade level areas such as sidewalks, driveways, parking areas, landscaped spaces, transit stops, the pedestrian plaza and building access points. Wind comfort was also evaluated for the outdoor amenity spaces and rooftop top amenity spaces. Exceptions are sidewalks along Elizabeth Street North, the southeast side of the intersection of Elizabeth Street North and Nelson Street West and around the intersection of Nelson Street West and George Street North where conditions are uncomfortable during the winter months. The retail entrances at the northeast corner of the podium has been relocated to the east elevations where wind conditions are calmer and mitigation is not recommended. Mitigation will likely be required for the podium amenity terrace to ensure wind condition is comfortable. The Wind Study has been reviewed by Urban Design staff and found to be generally satisfactory. There are further review needed at the Site Plan stage to determine the appropriate mitigation features including windscreens, public art on facades and plaza, canopies along major entrances, etc. to ensure that wind conditions for the development and surrounding area are comfortable for the intended uses.

Based on the analysis, the study concluded most public sidewalks, driveways, landscape space and surface within and surrounding the development will experience conditions suitable for walking or better during each seasonal period, which is acceptable for the intended use.

Sustainability Score and Summary

In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. The development application received a sustainability score of 53 overall at the rezoning stage, which is a Silver rating. The extent of some of the criteria included in the Sustainability Metrics, such as the type of lighting used, bird friendly design, and green roof design will be verified and implemented at the detailed design stage. The applicant has now submitted a Site Plan application and the submitted Sustainability Score Snapshot indicates that the development achieves a score of 71 which is a rating of Gold. Staff will work closely with the applicant to ensure that sustainability score for this development remains at Gold.

