

Detailed Planning Analysis
City File Number: OZS-2022-0035

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, the Downtown Brampton Secondary Plan (Area 7) and other applicable City of Brampton guidelines and priorities.

Planning Act:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) The orderly development of safe and healthy communities;

(j) The adequate provision of a full range of housing, including affordable housing;

(o) The protection of public health and safety;

(p) The appropriate location of growth and

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,
- ii. Encourages a sense of place, and
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Regard for these sections is reflected in the proposed Official Plan and Zoning By-law Amendment, the development proposal incorporates the following qualities:

- The proposal contemplates 362 total units comprised of residential apartments, student residence, and ground floor commercial, adding a variety of housing types and commercial uses to downtown Brampton.
- This proposal is within an appropriate location for growth and development, serviced by municipal services and located within the Brampton GO Major Transit Station Area (MTSA).
- The Region of Peel and City of Brampton have provided notice that the proposed development can be adequately serviced with existing municipal wastewater however, an upgrade to the existing watermain on Chapel Street is required.
- The proposed development will contain well-designed, high-quality, and a vibrant built form with modern architecture that will encourage a strong sense of place and community.

Provincial Policy Statement (PPS):

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 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;

The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, services, and amenities.

- 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;

This proposal will provide a total of 362 residential units comprised of 1 and 2 bedroom dwelling types coupled with student residence housing units, providing an appropriate mix of residential types.

d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

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;

The proposed development is located within an established 'Urban Growth Centre' and development of the subject site will contribute to the range of housing opportunities, serving both the local community and future residents who may wish to live and work in the area.

f. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The proposed apartment structure is in walking distance to public transit such as the Brampton GO (rail and bus), local public transit and other public service facilities such as the Brampton library, Garden Square and City Hall.

Section 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 25-year time horizon.

The proposed Zoning By-law amendment contemplates the intensification of the subject parcel from existing single-detached homes to a 39-storey high-rise apartment with 362 units and commercial uses at grade, contributing to the City in meeting its residential unit and employment forecasts.

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

Section 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; and

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.

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

The proposed high-rise, mixed-use development abuts existing built-up areas within the downtown and proposes a compact form, mixed use, and high-density built form. The location of the structure will allow future residents multi-modal transit options such as public transit (Brampton GO, Queen Street BRT), walking and bicycling, mitigating impacts to air quality.

Section 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.
- c) 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.

The proposed Official Plan and Zoning by-law amendment will intensify a currently underutilized parcel and provide 362 dwelling units comprised of 25 bachelor, 142 one-bedroom, 115 two-bedroom and 77 student residences, helping facilitate residential intensification comprised of varying demographics.

Section 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 where it 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.

Section 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.

Section 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.

The proposed development meets these requirements by introducing a variety of residential dwelling units within an area that is extensively serviced by existing municipal infrastructure and services, thus making efficient use of land and resources. The proposal will allow for increased density that is accessible via public transit and active transportation within the downtown core of Brampton.

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

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Urban Growth Centre' and within the 'Built-Up Area' within the Growth Plan. The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- b) Growth will be limited in settlement areas that:
 - i. are rural settlements;
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or
 - iii. are in the Greenbelt Area;
- 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 higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public services facilities;
- d) Development will be directed to settlement areas, except where the policies of this plan permit otherwise;

The subject site is located within the 'Built-Up Area' of the Growth Plan, serviced by existing municipal water (subject to the owner paying for and constructing the 300 mm watermain upgrade) and wastewater with convenience access to the Brampton GO two BRT Corridors: Main Street North/South and Queen Street.

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 impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

This proposal supports the creation of complete communities by introducing a thirty-nine (39) storey residential apartment and student residence dwelling with ground floor commercial, consisting of three hundred and sixty-two (362) units of varying sizes in the Central Area of Brampton. The subject development will contribute to the facilitation of a diverse range and supply of housing options that will benefit from convenient access to public facilities such as City Hall, Brampton library, Rose Garden and Garden Square.

Section 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;
- c) Provide connection points for inter-and intra-regional transit; and,
- d) To accommodate significant population and employment growth.

Section 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;”

Section 2.2.4.10 – Lands adjacent to or near 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.

The subject property is designated as Central Area in Schedule A of the Brampton official Plan, the Brampton GO Major Transit Station Area (MTSA) and serviced by two BRT Corridors (Main Street North/South and Queen Street). The proposed high-density development will help the City achieve the designated Urban Growth target while also providing residents easy access to inter- and intra-regional transit.

Section 2.2.6.1 – Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. Identifying diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and
 - ii. Establishing targets for affordable ownership housing and rental housing.

Section 2.2.6.2 – 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.

The proposed development features a high quantity and extensive range of dwelling typologies (student residences, bachelor, single bedroom and two bedroom) resulting in a diverse range of household sizes and income, while also supporting downtown Brampton commercial, retail and recreational spaces.

Regional Official Plan

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” and “Urban Growth Centre” areas, as established in Schedule D of the Regional Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

Section 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.

Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.

Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.

Section 5.3.3.1.1 – To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high density compact forms and activities while taking into account the characteristics of existing communities and services.

Section 5.3.3.1.2 – To achieve Urban Growth Centres that support and secure communities, public transit, walking and cycling.

Section 5.3.3.1.3 – To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.

Section 5.3.3.1.4 – To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectares by 2031 or earlier.

Section 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.

The proposed development contributes to a healthy, complete urban community. It provides a range of residential dwellings consisting of residential apartment and student residence units. Future residents will have access to higher order inter and intra-regional transit. The proposal is representative of efficient growth and development, which will assist in achieving the regional household targets for the City of Brampton. The redevelopment of the subject property is consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner.

Section 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.

The mix of dwelling types will provide a range of housing options for residents at different stages of life, including student residence units. The proposed development achieves an intensified and compact form, while efficiently using infrastructure in consideration of the characteristics of existing communities and services.

Section 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, including a diverse mix of land uses, accommodate people of 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.

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

Section 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.

5.8.1.1 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.

Section 5.9.1.3 – to support the provision of improved transportation mobility and choice to all residents, employees and visitors.

Section 5.9.1.4 – To promote and encourage the increased use of public transit and other sustainable modes of transportation.

The subject parcel is located within the 'Urban System' and 'Urban Growth Centre' as per Schedule D of the Region of Peel Official Plan. The Region of Peel has confirmed that the proposed development can sufficiently be serviced with existing municipal services, subject to the owner upgrading the watermain on Chapel Street. The proposed development assists in accommodating growth within the built-up area while making efficient use of planned services and infrastructure.

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 City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated 'Central Area' on Schedule A of the City of Brampton Official Plan and the proposed development conforms to the intent of this plan.

The Official Plan policies that are applicable to this application include but are not limited to:

Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. A significant portion of the Central Area has been designated by the Province as an Urban Growth Centre as depicted on Schedule 1A generally extending from McLaughlin Road to Highway 410 along Queen Street and is an area that is planned to accommodate the highest densities. The vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses.

Section 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 minimize potential impacts on air quality and promoting energy efficiency; and
- viii) Achieve an appropriate transition of built form to adjacent areas.

Section 3.2.5.2.1 – Lands in the immediate vicinity of the Anchor Hub should generally be planned to accommodate the highest combined people and jobs per hectare within the Urban Growth Centre.

Section 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.

As identified in Schedule 1 “City Concept” of the Brampton Official Plan, the subject parcel is within the immediate vicinity of the Mobility Anchor Hub. The proposed development represents an excellent opportunity to broaden the range and mix of housing within the Anchor Mobility Hub and Central Area. The proposed development is in walking distance to the Brampton GO station and conveniently accessible by two BRT Corridors (Main Street North/South and Queen Street). These corridors serve to organize accessible public transportation to the City’s regional transit hubs and facilitate transfers between various transit services.

Section 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, and,
- ii) A variety of residential uses.

Section 4.1.8 – Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions of categories of the Central Area, including the following:

- i) Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City of provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;
- ii) Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
- iii) Provision of special services of facilities; and
- iv) Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.

Section 4.2.1.6 – Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.

The subject development proposes a 39-storey high-rise apartment containing 362 units, resulting in a maximum floor space index (FSI) of 22.0. The intensification of the subject lands will increase the vitality of the central area, as new residents will support the commercial, retail and recreational services in the area.

Section 4.2.1.14 - In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are: (i) Variety of housing types and architectural styles; (ii) Siting and building setbacks; (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways; (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms; (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes; (vi) Incorporation of multiple unit dwellings and apartments; and, (vii) Landscaping and fencing on private property.

The proposed development contributes to broadening the range and mix of housing available within the Downtown Planning Area and the City. Characterized as a quality, high density residential infill re-development, which will enhance the overall vibrancy and promote the redevelopment of the Downtown Brampton precinct. The development of the site will result in a final composition consisting of variable building heights, mass, and materials that conforms with the Official Plan’s general urban form principles and policies, contributing to achieving the City’s long-term vision and character of the Downtown.

Section 4.10.1.4 – Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a cultural heritage resources is embodied in its heritage attributes and other character defining elements including materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:

- Aesthetic, design, or physical value;
- Historical or associative value; and/or

- Contextual value

Section 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.

A Heritage Impact Assessment (HIA), prepared by ATA Architects Inc., was submitted for review, a report was also brought forward to the Brampton Heritage Board in December 2022. The HIA concluded that the properties do not demonstrate significant enough historical, architectural, and contextual value to warrant designation. The assessment noted that the two properties are fair examples of their respective architectural styles, however, are neither rare nor unique. As such, the loss of the existing buildings as a result of the proposed development are not anticipated to negatively impact the overall character of the area.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

The proposal will enhance and contribute toward revitalizing the character of the area. Increased pedestrian activity is anticipated as a result of the proposed development helping the economic vitality of the downtown area.

- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

The addition of the proposed thirty-nine (39) storey development will serve as a place making structure in the downtown.

- iv) Diversity: How the physical development promotes a diversity of design, form, and use.

The proposal achieves a high-quality design with a variety of housing unit types/sizes, providing overall diversity and variation while still serving to integrate itself within the local setting.

- vii) **Scale:** How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- viii) **Circulation:** How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.

The development supports public transit, pedestrian, and bicycle transportation by promoting an intensified housing form that is transit supportive. The proposal is to be developed to meet the City's accessibility guidelines.

- xi) **Human Services:** How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) **Land Use Compatibility:** How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

The proposed development represents an appropriate form of urban infill that efficiently utilizes existing infrastructure (water and wastewater), public transit (Brampton GO, BRT corridors), local commercial and retail and public recreation facilities such as, City Hall, Rose Garden, Brampton Library and Gage Park.

Downtown Brampton Secondary Plan:

The subject properties are designated 'Central Area Mixed Use' and 'Office Node' within the Downtown Brampton Secondary Plan (SPA 7). The policies that are applicable to this application include but are not limited:

Section 4.0 – The following general objectives/criteria constitute the basis for the formulation of the Downtown Brampton Secondary Plan:

- 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, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.
- To allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton;

- To promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
- To promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
- To promote for the identification, preservation and protection of heritage resources;
- To ensure that building height and massing of new development is compatible with adjacent residential and commercial areas;
- To propose improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area; and
- To promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.

Section 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 theaters, art galleries, live theater 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.

The subject development aligns with the Central Area Mixed-Use designation, as the 39-storey apartment structure provides residential units accompanied by student residences and commercial at grade. In keeping with the general objectives of section 4.0, the proposed 362 units will bring additional residents of the downtown, helping support the existing retail, commercial and service uses. The subject development is a land assembly comprised of lands municipally known as 22, 24, 26, 28 and 32 John Street, which avoids the fragmenting of properties to create a comprehensive redevelopment.

Section 5.1.2.2 – 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.

Section 5.1.2.5 – In the area of Queen Street West, west of Elizabeth Street, the permitted density shall be a maximum of 2.0 FSI, with a maximum of 10 FSI permitted for residential uses.

Section 5.1.3.1 – The Office Node designation on Schedule SP7(a) centered on the intersection of Main Street and Queen Street, bounded by the CNR line to the north, John Street to the south and from Chapel Street/Nelson Street Extension west to George Street. Office development in this area shall be permitted that is compatible with

the local historic character of the area. Lands designated Central Area Mixed Use within the Office Node shall be developed to a maximum density of 3.5 FSI.

Section 5.1.3.2 – The principle permitted uses with the Office Node designation include business, professional or administrative office buildings, hotels, and motels and all uses consistent with the Regional Commercial and District.

The proposed development maintains the objectives of the Secondary Plan Area however, an amendment to the Secondary Plan is required to facilitate the creation of a site specific “Special Policy Area 9”. The proposed amendment will provide site specific performance standards consisting of, but not limited to; a maximum Floor Space Index (FSI) of 22, a maximum height of 39-storeys and subject to a high degree of architectural articulation and high-quality life-cycle materials. The proposed amendment to the Secondary Plan will provide greater flexibility and parameters for developing the site in a manner that supports the high-density, transit supportive objectives identified in Provincial Plans and the City’s Official Plan.

Zoning By-law

The properties are currently zoned ‘Downtown Commercial Section 3154 (DC-3154)’ by By-law 270-2004, as amended. ‘Downtown Commercial Section 3154 (DC-3154)’ designation permits a retail establishment having no outside storage, an office, a personal service shop, a printing or copying establishment and a community club. The draft Zoning By-law amendment proposes to redesignate the subject properties to Downtown Commercial, subject to a site specific zone (DC-XXXX). The site-specific zoning will include various performance standards, including, but not limited to: maximum building height of 39 storeys, Floor Space Index (FSI) of 22, maximum 75% lot coverage, minimum setbacks along all lot lines and bicycle parking rates. In the absence of Quantitative Wind information, City staff are agreeable to the application proceeding with a Holding (H) symbol that would be lifted following the submission and approval of a Quantitative Wind Study. The holding provisions is as follows:

- 1) Confirmation that a Quantitative Wind Study have been provided to the satisfaction of the Commissioner of Planning, Building and Growth Management.

Tall buildings tend to redirect wind to the ground level which could create uncomfortable and unsafe conditions at the pedestrian level. At the July 31st, 2023, Planning and Development Committee a staff presentation was brought forward on behalf of Development Services and Design titled, “Reasons and Methodology Behind Pedestrian-Level Wind Studies”. The report explained the importance of pedestrian level wind analysis, when they should be required, what are the assessment approaches and at what stage they should be undertaken. The presentation further outlined the potential impacts of tall buildings on the pedestrian level, such as down washing flows, corner acceleration, Venturi effect and short buildings upwind.

The Quantitative Wind Study will inform if the 39-storey building results in any adverse impacts at the pedestrian level. The wind study results may alter the configuration and design of the building at the Site Plan stage such as; reductions to the building height or designing “stepping” to help break up potential down drafts. The results of the quantitative wind study will ensure that the proposed development does not create unsafe wind conditions for the nearby residential community.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted by Gagnon Walker Domes to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policies. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Downtown Brampton Secondary Plan (Area 7) are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing Report

A Functional Servicing Report was prepared by Candevcon Limited dated and stamped May 1, 2023 in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. Region of Peel comments dated May 30th 2023 note that, “The FSR indicates that the proposed development will be serviced by a newly constructed 300mm watermain on Chapel. The FSR will need to be revised to clearly indicate that the 300mm watermain will be constructed and paid by the developer. Given this, Region staff have no objection to supporting the water & fire demand for this development from the developer constructed 300mm watermain. The revised FSR can be submitted at the Site Plan Application stage.” City and Region of Peel staff reviewed the Functional Servicing Report and confirmed that the proposed development can be adequately serviced subject to the owner constructing and paying for the 300mm watermain upgrade on Chapel Street.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Candevcon Limited to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. City staff are finalizing their review of the TIS and are generally supportive of the proposal subject to minor revisions at the Site Plan stage.

City traffic staff have noted that when the abutting blocks to the north of the subject property (those fronting onto Queen Street East) redevelop, they will be permitted direct vehicular access to/from Queen Street due to technical and operational issues of the right-of-way. Rather, vehicular access for those properties fronting Queen Street East will require an access arrangement through the subject property. Through the Site Plan process, the City and applicant will determine the appropriate means for establishing vehicular and/or pedestrian access easements in favor of the northern abutting properties to accommodate their future redevelopment potential. The City will provide conditions within the future Site Plan Agreement and/or Condominium Agreement requiring that vehicular and/or pedestrian access easements be established in favor of the abutting properties over the subject lands.

Heritage Impact Assessment

A Heritage Impact Assessment (HIA), prepared by ATA Architects Inc., was submitted for review, a report was also brought forward to the Brampton Heritage Board in December 2022. The HIA concluded that the properties do not demonstrate significant enough historical, architectural, and contextual value to warrant designation. The assessment noted that the two properties are fair examples of their respective architectural styles, however, are neither rare nor unique. As such, the loss of the existing buildings because of the proposed development are not anticipated to negatively impact the overall character of the area.

Environmental Site Assessment(s)

A Phase One Environmental Site Assessment was prepared by Soil Engineers Ltd., dated June 15, 2022. A Phase Two ESA must be completed (as recommended by the Phase One ESA) prior to Site Plan approval. The Phase Two ESA will determine the presence or absence of any impacts in the site.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 68 points that satisfies the City's silver threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.