



URBAN DESIGN BRIEF

# 28 Elizabeth Street N

City of Brampton

PREPARED BY  
Sweeny&Co Architects Inc.

PREPARED FOR  
Greenwin Corp.

CITY FILE NUMBER  
###

SUBMISSION NUMBER  
###

SUBMISSION DATE  
October 8, 2021

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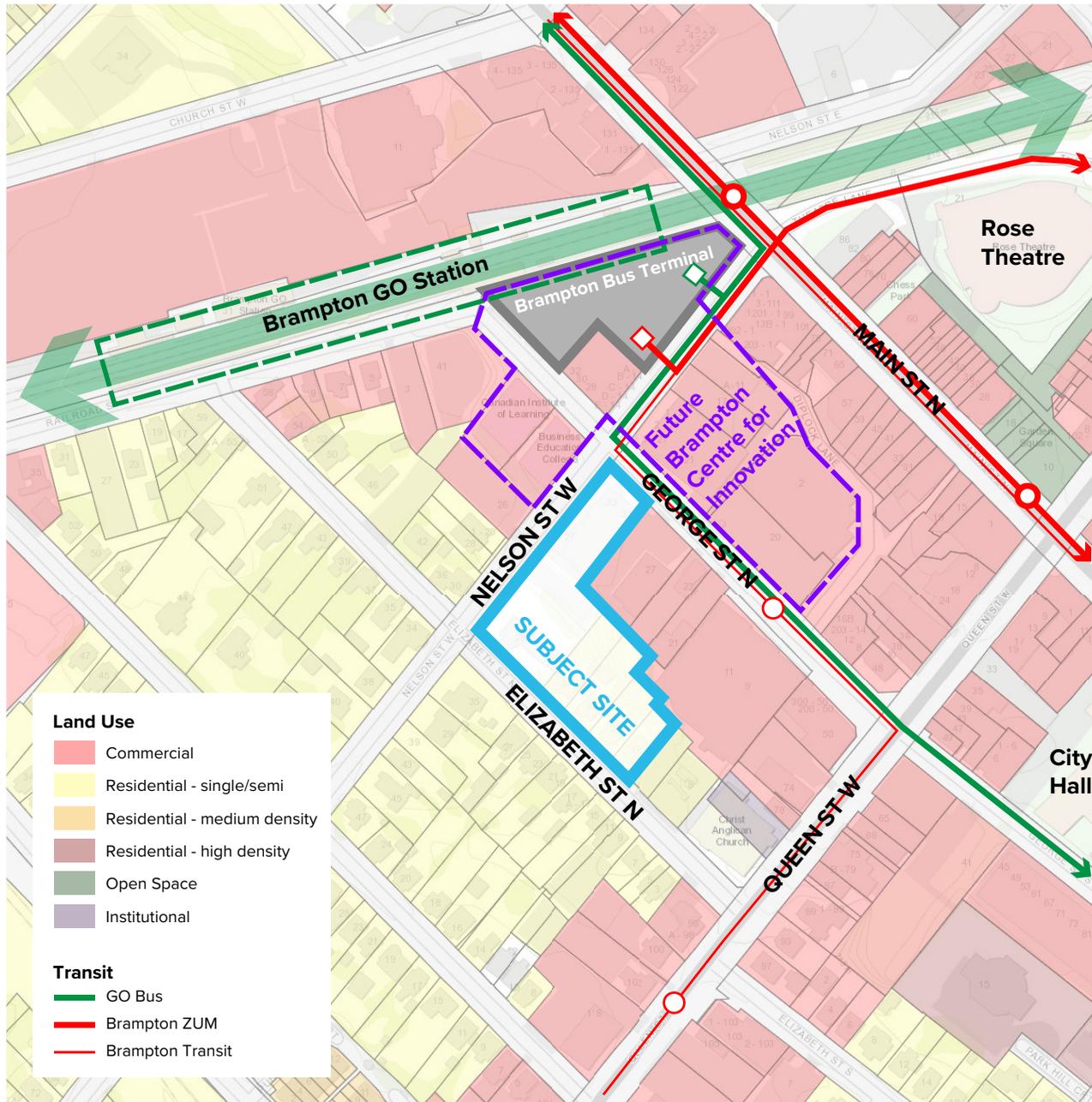
Sweeny&Co Architects Inc. has been retained by Greenwin Corp. to provide professional services and secure approvals for the redevelopment of the property municipally known as 28 Elizabeth Street North and 33 Nelson Street West in the City of Brampton. This Urban Design Brief has been prepared in support of applications to amend the City of Brampton Official Plan and Zoning By-law 270-2004 to permit the development of a 34 and 42-storey mixed use building that includes residential, retail, and hotel uses.

The subject property:

- is located in Ward 1, on the south-east corner of Nelson St. West and Elizabeth St. North
- stretches to George St. North in an L-shaped assembled parcel, and is 6,049m<sup>2</sup> in size.
- is within 100m of Brampton GO Station and Bus Terminal, and within the Brampton Downtown Priority Major Transit Station Area

This document covers existing conditions and an overview of the context before introducing the design of the public and private realms, the built form, and sustainability.

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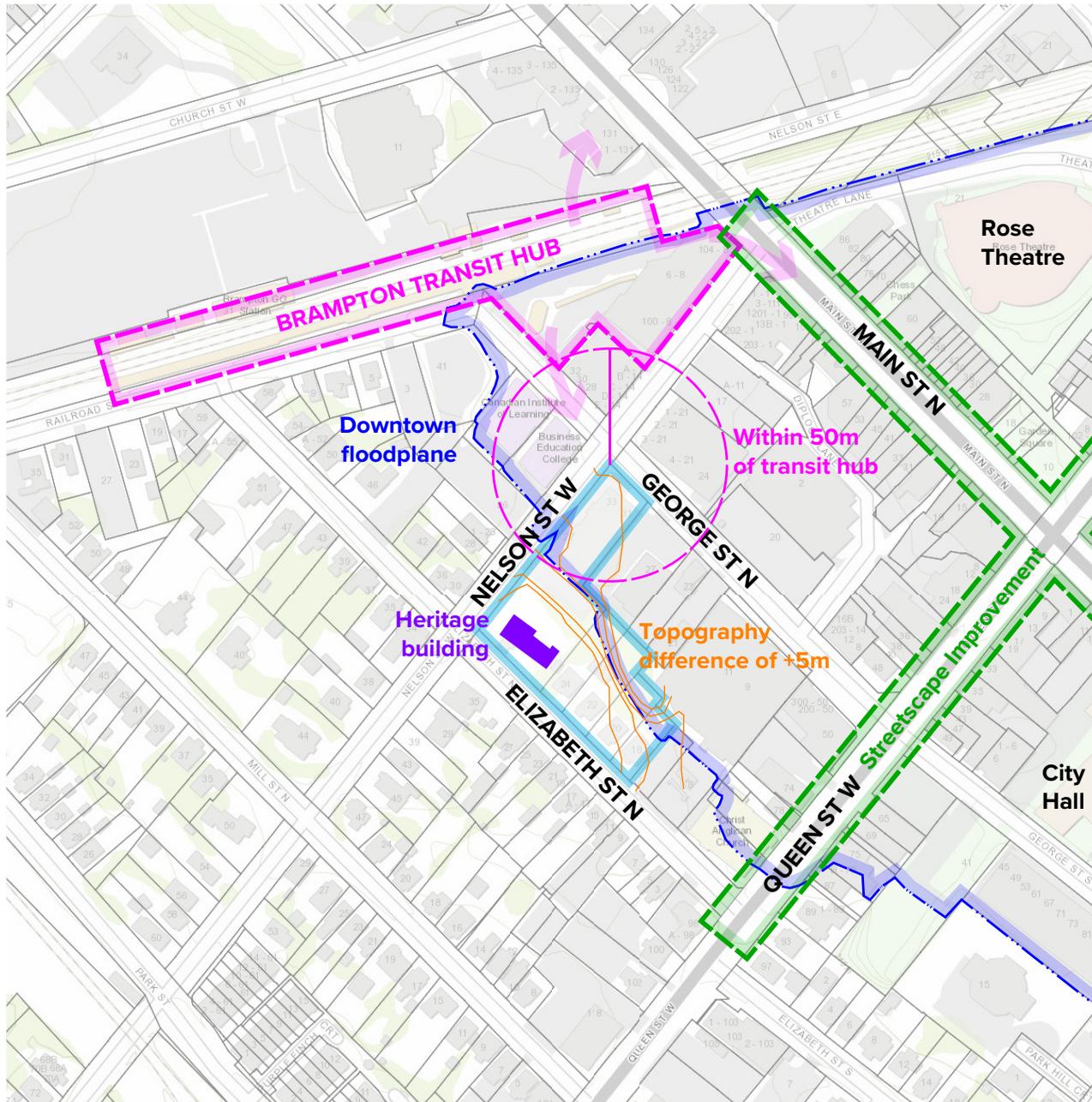
## 1. SITE PLAN & OVERVIEW

### 1.1. Context

The subject site is located in Downtown Brampton, bounded by Elizabeth St N to the west, Nelson St W to the north, and George St N to the east. It is an L-shaped site with majority of the area facing Elizabeth. Current buildings on site include a 2-storey mixed use building with retail at grade facing George St. N, the former 3.5-storey Haggertlea estate mansion currently used as an apartment building on the corner of Nelson St. West and Elizabeth St. N, and four single detached homes at 18-24 Elizabeth St. N.

The subject site is also located less than 100m away from the Brampton GO Station and Bus Terminal, and is across the street from the future Centre for Innovation, which will become the anchor for Brampton's Innovation District. The site is also up the street from The Rose Theatre, and the new expanded Brampton City Hall.

Directly to the east is Brampton's downtown, a historic commercial street centred around Main St. N. and home to Brampton's Farmer's Market. North of us is the rail corridor used by GO Transit and VIA. West of the site is a single-family residential neighbourhood. Within our block is 9 George Street, a 27-storey residential tower.



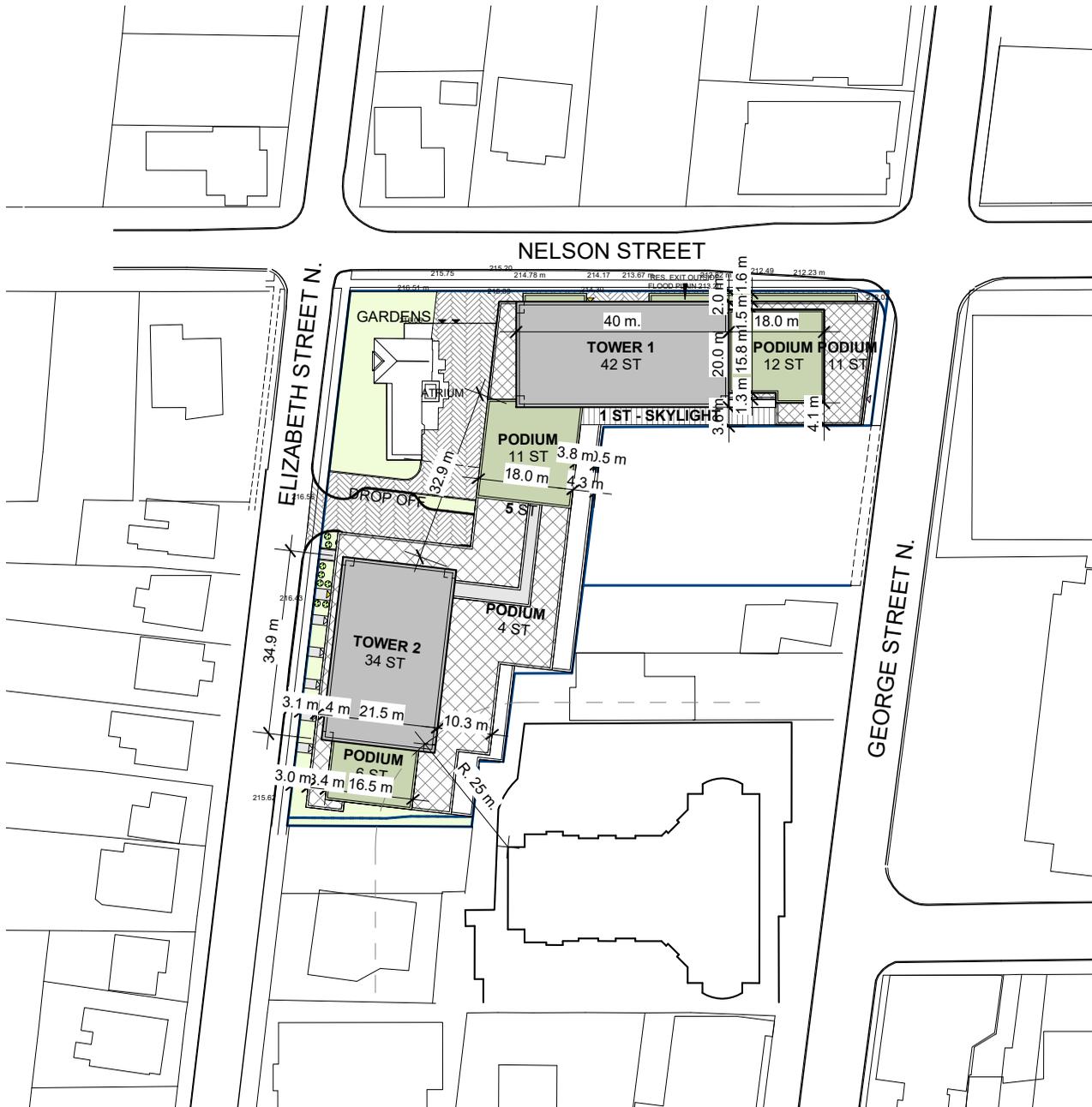
## 1.2. Opportunities and Constraints

### Constraints:

- The site is partially located in the Downtown floodplain and is governed by the Downtown Brampton Special Policy Area
- The site straddles a topography change with George St. N on the lowest end, and Elizabeth St. N on the highest end with a 4m difference
- The heritage listed property Haggertlea requires significant work to renovate and restore
- The lot fronting George St. N is very narrow

### Opportunities:

- Residential land uses will be located on the +60% of the land is located outside the floodplain zone
- Grade difference allows effective utilization of the land to limit underground parking excavation
- The heritage property Haggertlea can be the centrepiece of the corner and the overall development, and transformed into a unique community asset
- Alongside the City's plans to revitalize the downtown, there is an opportunity to introduce a complementary use like a hotel that serves the new activity and takes advantage of the excellent location for transit connectivity
- Street-level frontage on George St. and Nelson St. ideal for retail activation and a hotel entrance as it will be facing the new Centre for Innovation development zone to the east



### 1.3. Site Plan and Development Vision

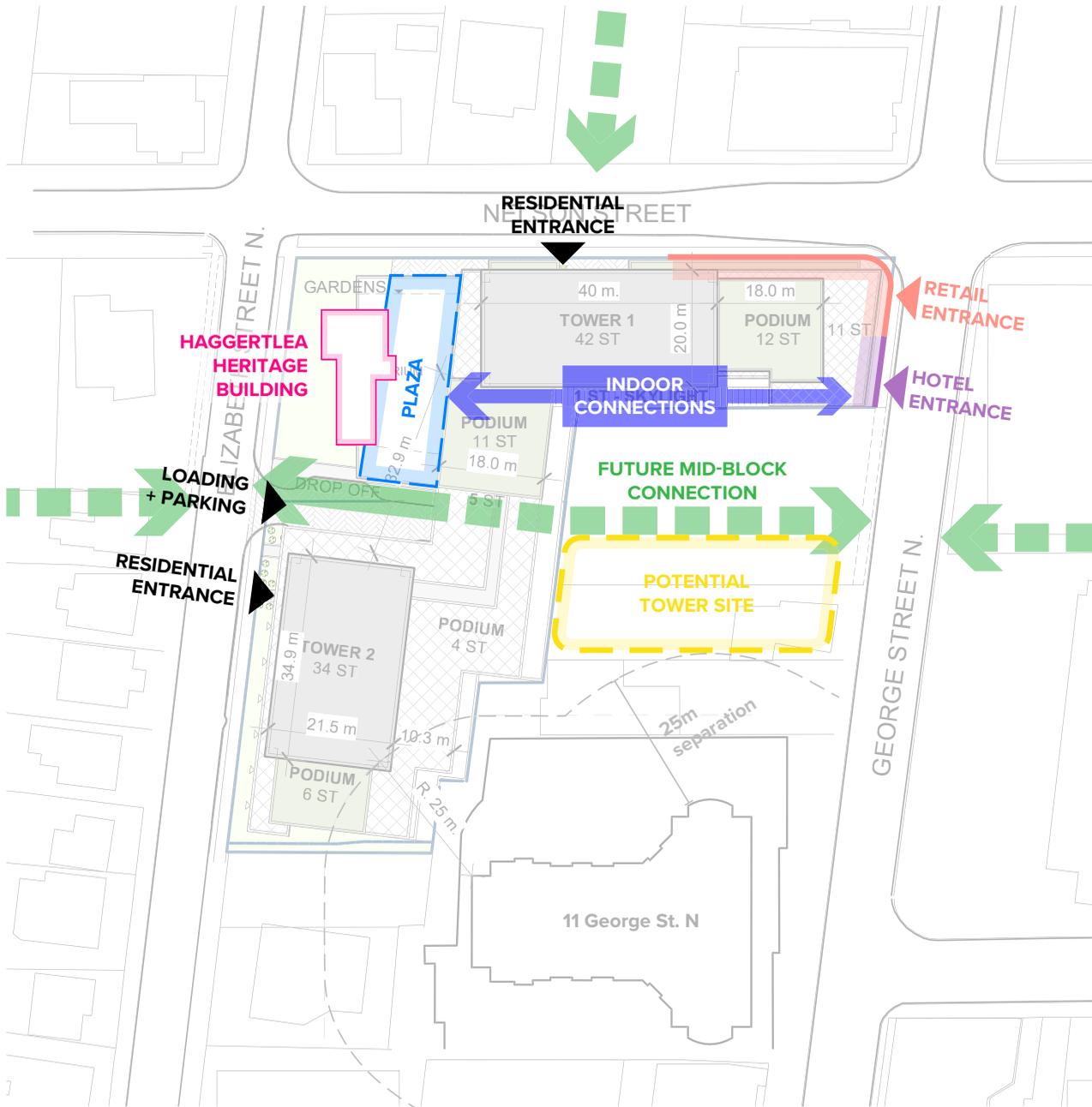
The overall development vision is to create a significant mixed-use community with Retail, Hotel and Residential Rental uses. The program reflects the site's proximity to transit and is located in a rapidly changing part of downtown Brampton. The downtown is already home to significant community resources, but this is only slated to grow in the future and the project will grow alongside it.

On George Street, the building's narrow frontage will be shared between a hotel entrance to the south and commercial retail occupying the prominent corner facing the Braampton GO Station and Bus Terminal.

The frontage on Nelson Street starts with a more commercial face on George, and transitions to a high-rise residential character towards Elizabeth St. N.

The frontage on Elizabeth St. N. is primarily residential and heritage in character. Townhomes are located on the base and provide a fine-grained residential experience on the street-level experience.

Pedestrian activity and movement is prioritized on all street-facing sides of the development. Primary vehicular entrance for loading and parking is consolidated to a single curb cut on Elizabeth St. N.



## 2. PUBLIC AND PRIVATE REALM

### 2.1. Linkages, connections and circulation

#### ACTIVE TRANSPORTATION

The proposed development is located in Downtown Brampton, in close walking proximity to amenities like City Hall, the Rose Theatre, Gage Park, and Peel Art Gallery Museum + Archives. To encourage active transportation within the building, the proposed development is seeking 0.7 bicycle parking spaces per unit.

The project has a protected indoor connection from George St. N. to the plaza that connects to Haggertlea on Elizabeth St. N. The plaza is a courtyard-type space that will feature a restored Haggertlea, an important part of Brampton's history.

The driveway entrance on Elizabeth St. N. is designed for vehicular access to loading and parking, and to provide a future open-air mid-block connection going eastward. A preliminary block plan reveals a potential tower site on George and the trajectory of the mid-block connection takes this potential tower location into consideration should these properties be redeveloped in the future.

#### TRANSIT

The site is extremely well served by higher-order transportation. Located less than 100m away from one of the best regional transit hubs in the GTA, the Brampton GO Station and Bus Terminal is a GO train and VIA rail stop, a bus terminal that provides GO bus service, Brampton Transit bus service and their bus rapid transit service called ZUM.

## 2.2. Landscape Plan

### STREETSCAPE

The public realm follows the lead of the street-level uses: On George St., a pedestrian-centred hardscape environment with shelter being provided by the building overhang along George and expanding on the corner of Nelson. On Nelson St., the hardscape character of George St. transitions to a softer, more residential landscape design with green buffers between the sidewalk and the road. Where the building sets back at various points negotiating the topographical change, a more generous sidewalk is afforded, and these setbacks also mark entrances into the building. All entrances will meet AODA standards. The corner of Nelson and Elizabeth is the location of Haggertlea mansion, which will remain in situ. It is proposed that its front yards feature a more formal flower garden which ties into the history and heritage of Brampton as the Flower City. Elizabeth St. is designed with a more residential character in mind, and fitted with a row of trees along the sidewalk.

### OUTDOOR AMENITY

Outdoor amenities for residents are located on the 5th floor for both towers, directly accessible from indoor amenities that are located in each tower.

### SERVICE AREA

All service and loading areas are internalized and integrated into the building, away from the public realm. All loading on site is accessed via one curb cut on Elizabeth St. N.

### SUSTAINABILITY

Currently being explored: intensive green roofs, rainwater harvesting, permeable paving, bioswales, use of native/hardy species.





### 3. BUILT FORM

#### 3.1. Built form principles

Located in Downtown Brampton and in very close proximity to Brampton's transit hub, the site is influenced by provincial planning policies that encourage intensification around major transit station areas, and municipal policies and programs that aim to develop the downtown area as a complete, mixed use community. The built form proposal consists of two towers on a podium and shall reflect a bold, contemporary architectural style. The design aims to achieve a high window-to-wall ratio to help reduce solar heat gain, and to improve insulation of the facade.

#### PODIUM

The podium design responds to different contexts:

- On the corner of George/Nelson which faces the Bus Terminal and the GO Station is a taller 11-storey podium with retail at grade and a hotel in the podium itself. This is in keeping with the more commercial and institutional character of George/Nelson side of the site which faces inward towards the downtown zone.
- Along Elizabeth, a lower 6-storey tall podium height and much more variation in massing and the street-level design is in keeping with the residential character of Elizabeth.

#### TOWERS

- The north tower on Nelson that is closest to the transit hub is 42-storeys, and the south tower on Elizabeth is 34-storeys.
- The towers are separated by 32 metres distance, allowing the north tower floorplate size to be 800m<sup>2</sup>, while the south tower has a 750m<sup>2</sup> floorplate size.
- Utilisation of Mechanical Penthouses at the top of the buildings to be well integrated in the tower design and positively



contribute to Downtown Brampton skyline and urban backdrop.

#### HERITAGE

- At the corner of Elizabeth and Nelson is the Haggertlea mansion, to be fully restored and located in situ. Haggertlea will be a focal point to the built form composition on Elizabeth and Nelson. The restoration would include the reintroduction of the former front entrance and its incorporation into a grand, publicly accessible courtyard space. The north and south podiums have been massed and sculpted to frame the mansion, provide generous separation and allow the mansion to be visible and distinct from all angles around the intersection of Elizabeth Street and Nelson Street.





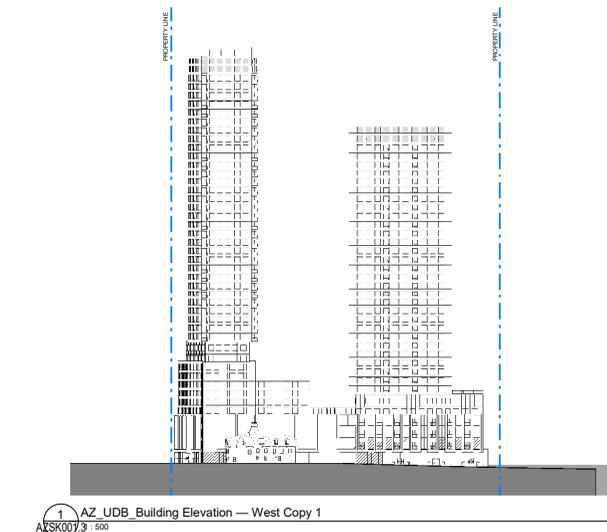
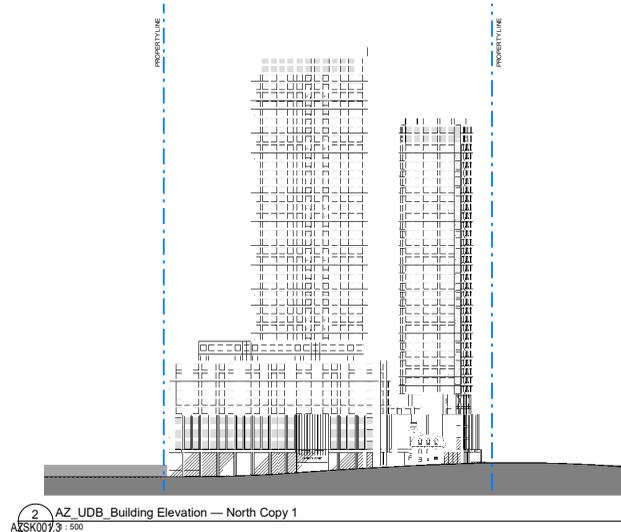
### 3.2. Elevation drawings and perspective renderings

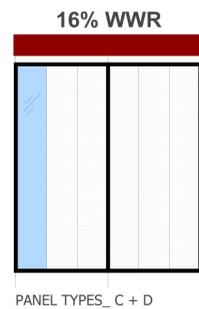
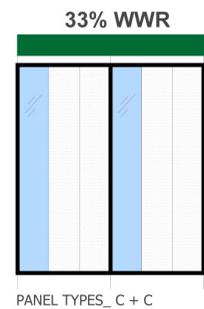
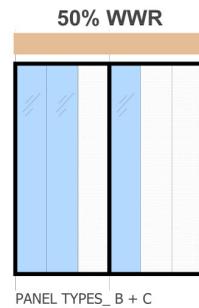
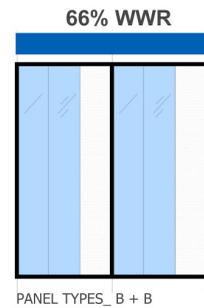
The George Street elevation is the shortest length of street elevation in the project. Starting at the south is the entrance to the interior mid-block connection to the plaza, and the lobby to the 200-room hotel. The taller mixed-use podium form on George has a facade design that ensured the above grade parking and the hotel room levels located above are incorporated into a seamless design that doesn't differentiate the two.

At the corner of George and Nelson Streets the retail space wraps and stretches along Nelson until it transitions to the North Tower residential lobby. Nelson Street has a substantial grade difference of approximately 4.5-metres between its lower elevation at George Street and higher elevation at Elizabeth Street. The proposal effectively negotiates the sloped Nelson frontage and provides active frontages all along Nelson.

At the corner of Nelson and Elizabeth is Haggertlea mansion. This heritage property will be a standalone renovated building with its main entrance restored to its original location on the east, facing a plaza nestled between Haggertlea and the new development. Two retail spaces face the plaza and the heritage building, activating the plaza.

Along Elizabeth Street, the lower residential scale podium on Elizabeth Street, with 2-storey townhouse units and the residential entrance to the South Tower will provide active frontage and "eyes on the street", which is in keeping with the existing and planned residential character of Elizabeth Street.





#### 4. SUSTAINABILITY PRINCIPLES

**DENSITY:** The proposed development represents compact urban form and its density appropriate for the location and compared to other major transit station areas in the GTA. The FAR for the project is 10.8 FAR, excluding structured parking.

**URBAN AMENITY:** The project has been designed with active transportation and transit access in mind. It's within walking distance to all that Downtown Brampton has to offer. The project fits very well into future investment and development plans for Downtown Brampton, which include establishing an innovation district, and partnerships with post-secondary schools to set up facilities nearby. The site has indoor pedestrian connections from George to the open-air plaza that frames Haggertlea mansion. The design also accommodates a second, future outdoor connection running east along the driveway should the properties on George get redeveloped in the future.

**DESIGN:** Some efforts being explored include: Low window-to-wall ratio, use of recycled materials during construction, convertible structured parking should demand for parking go down in the future, carbon-absorbing concrete and low-carbon materials, and advanced metering and electrical data collection to monitor energy use/efficiency. Landscape strategies being explored in Section 2.2

**PARKING:** There is no on-street or off-street parking designed in the project. Everything is structured or underground parking that is integrated within the podium of the building, behind active, street-level uses. Due to proximity to excellent transit, the project is providing a parking ratio of 0.63 per residential unit.

**SERVICING:** The project, with its density and design, makes very efficient use of existing municipal services and infrastructures. There's a single curb cut that provides access to a consolidated loading and garbage facility.

## 5. IMPLEMENTATION

### 5.1. Recommended OPA / ZBL Policies

The subject site consists of several properties with different zoning designations:

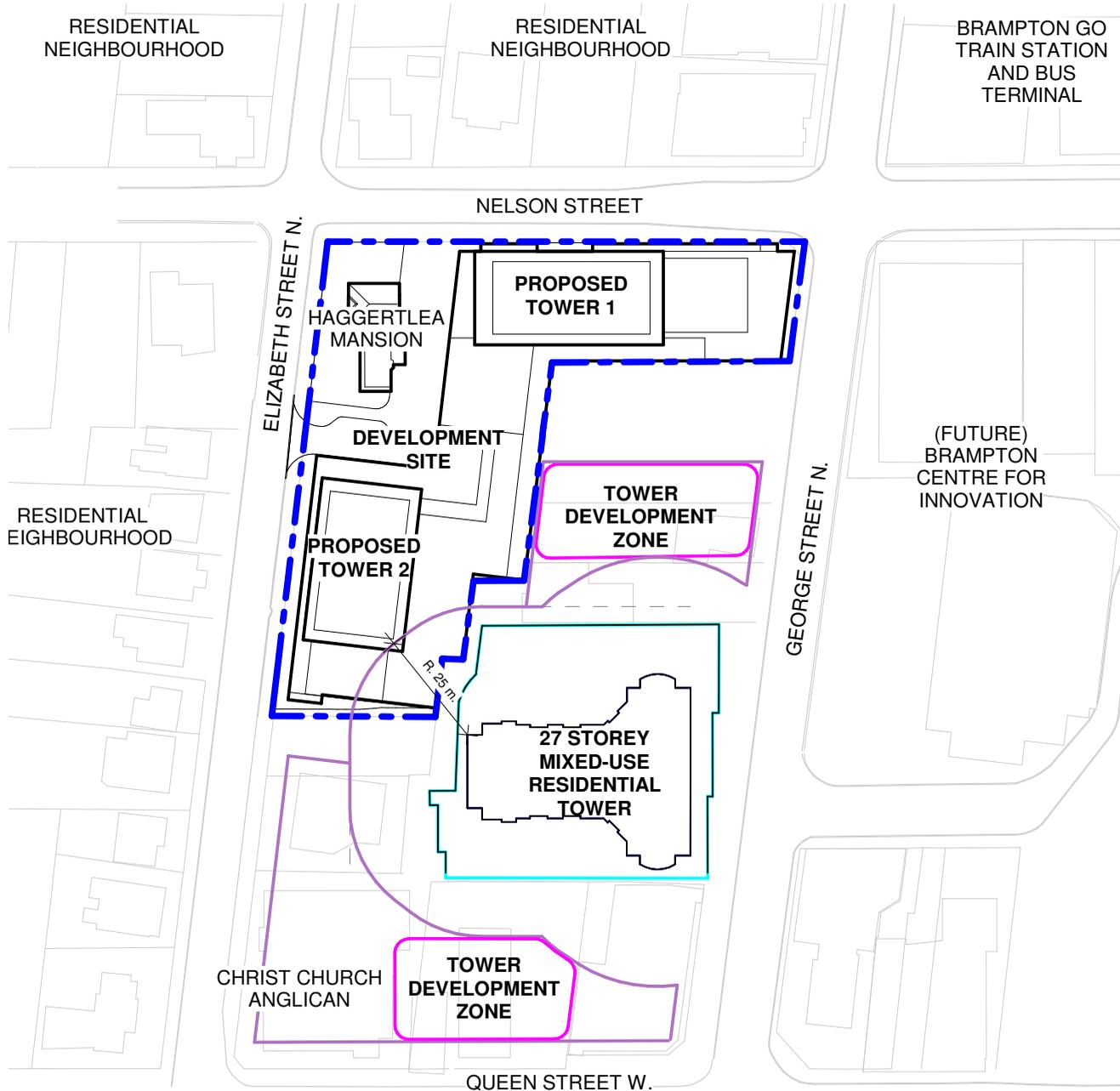
- 1 split-zoned property Residential Extended One (R2B(1)) / Downtown Commercial One (DC1)
- 4 properties zoned R2B(1)

The proposed development requires

- no changes to the Official Plan, and
- the following changes to the Zoning By-law:  
Change all properties to DC1
- to follow a future Site Plan Approval Process

### 5.2. Residential Design Brief: Design Review and Approval Process (If Applicable)

5.3. Development Design Guidelines conformity  
The proposed development shall comply with the relevant design requirements outlined within the relevant sections of the City of Brampton's "Development Design Guidelines".



ABOVE: TERTIARY PLAN DEVELOPMENT VISION

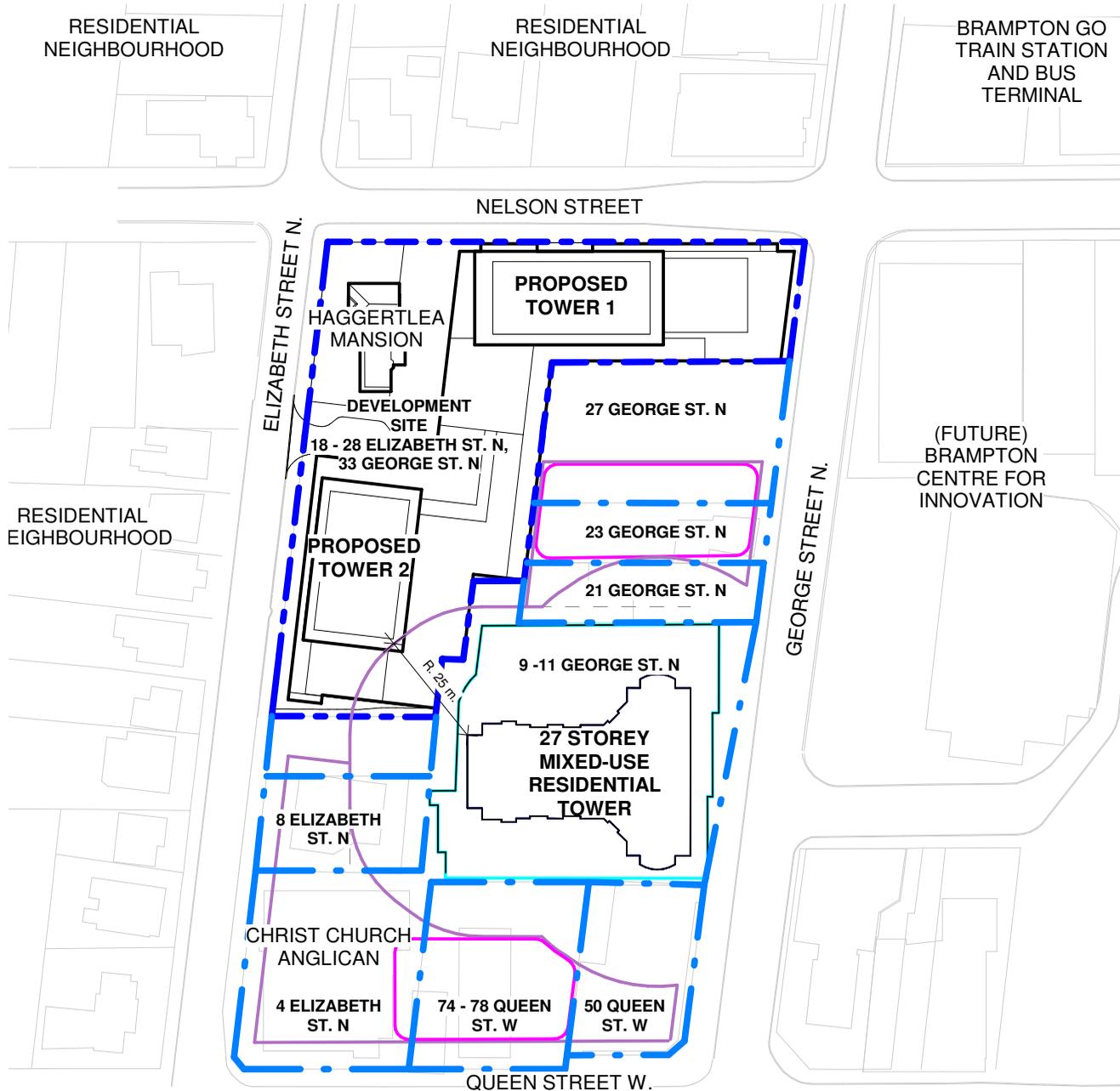
## 6. TERTIARY PLAN

### Tertiary Plan Mission Statement

As described in detail in the Planning Justification Report prepared by Malone Given Parsons Ltd., the subject site is in the Downtown Core precinct of the City's Central Area, Downtown Brampton GO MTSA, City's Anchor Hub, and is adjacent to the City's Innovation District. As such, the subject site and it's surrounding area is envisioned to be a high density, mixed use area.

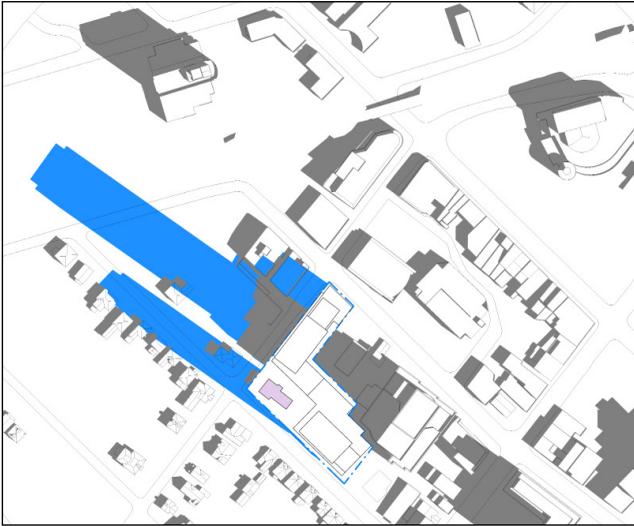
As such, the subject development ensures that it also allows for the high density developability of the entire block. A block development plan is provided in the plan to the left to this effect, which shows that the the development of this project will still allow for two other tower developments within this block to achieve the high density mixed used character envisioned for the area.

For land use and planning policy details, please refer to the Planning Justification Report.



ABOVE: TERTIARY PLAN DEVELOPMENT VISION LAND PARCELS

SUN SHADOW STUDIES - MARCH AND JUNE



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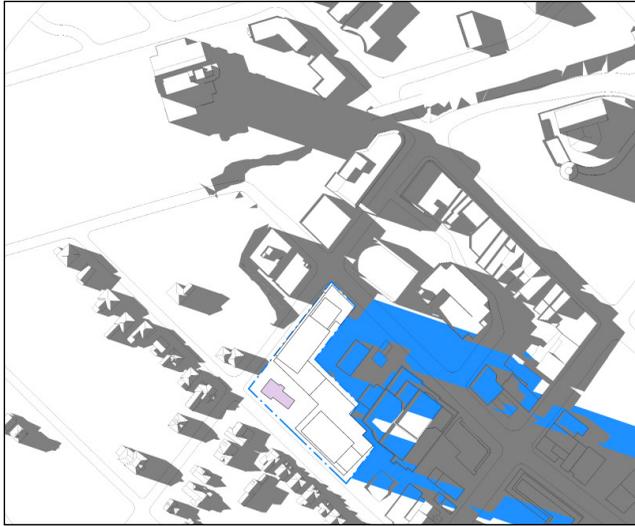
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SUN SHADOW STUDIES - SEPTEMBER AND DECEMBER



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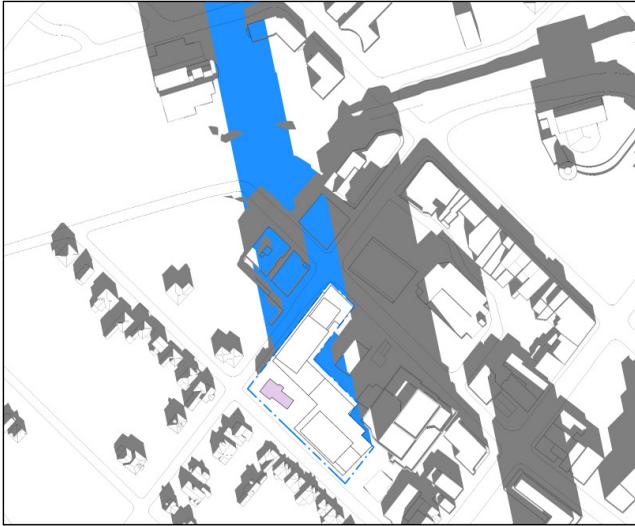
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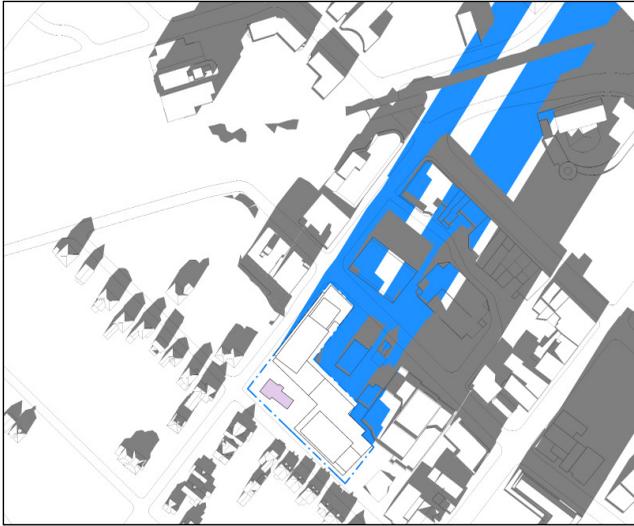
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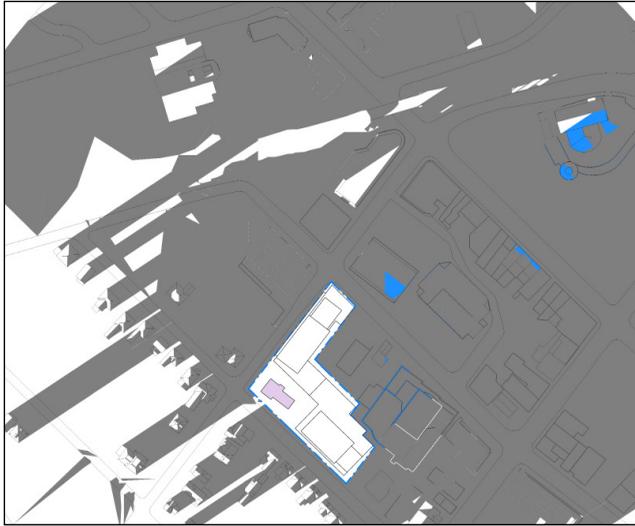
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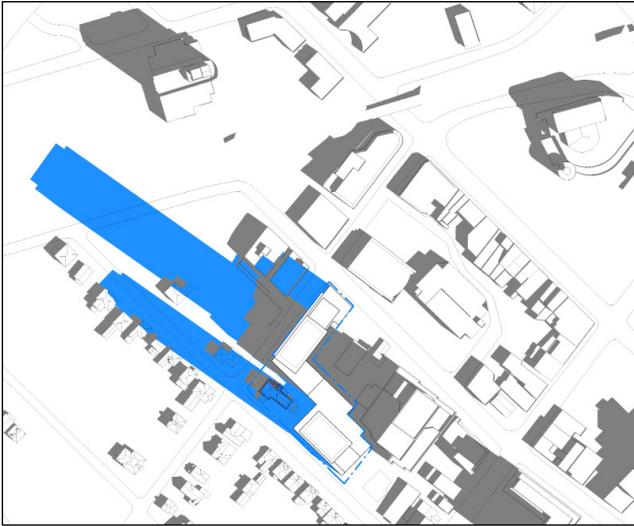


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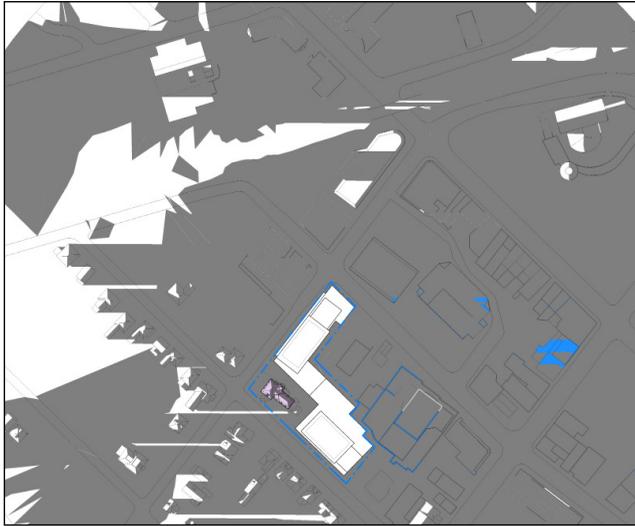
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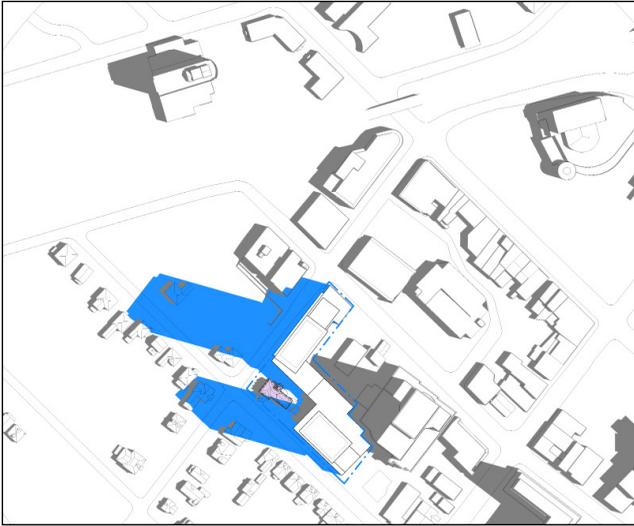
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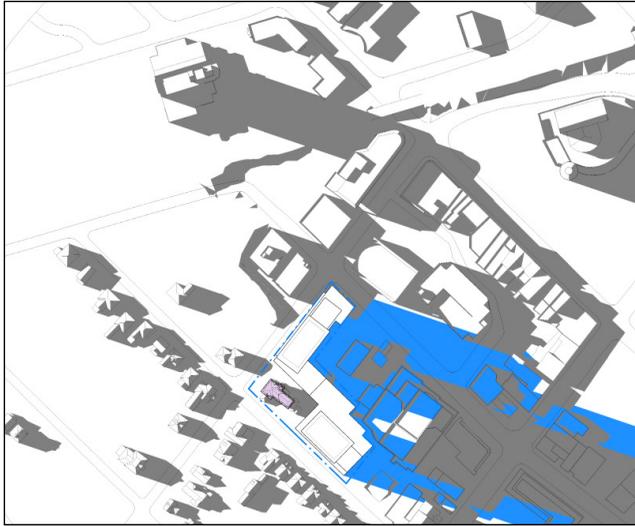
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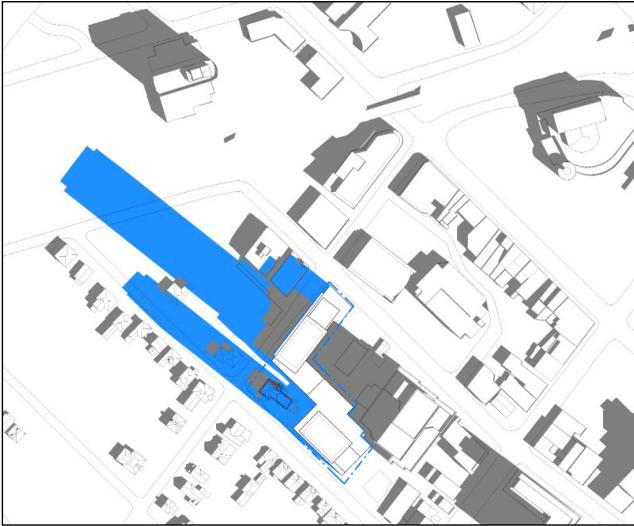


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SUN SHADOW STUDIES - SEPTEMBER AND DECEMBER



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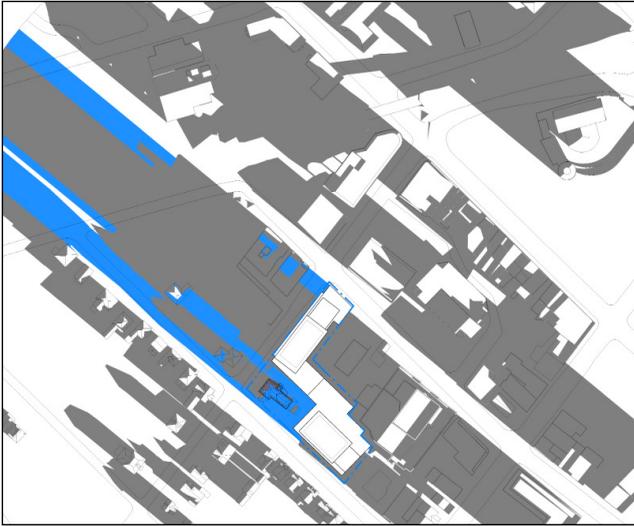
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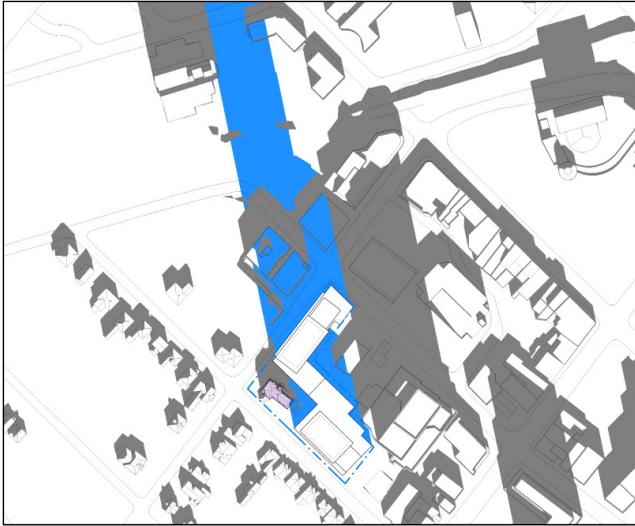
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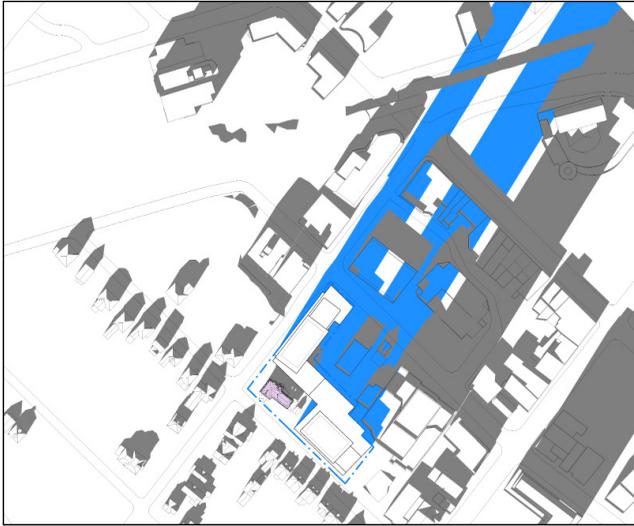
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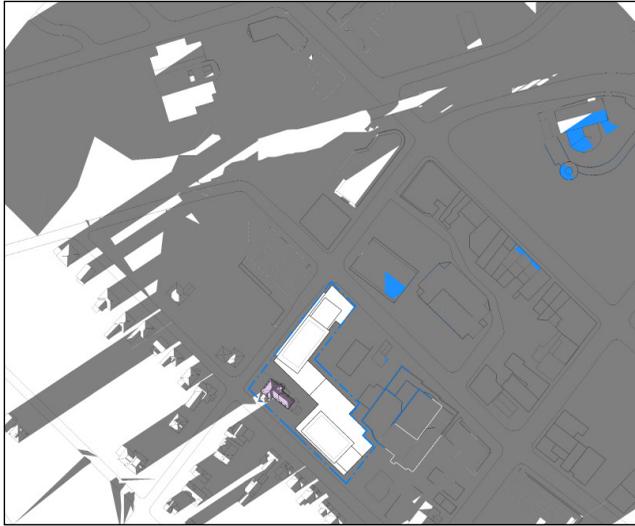
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