

Detailed Planning Analysis
City File Number: OZS-2023-0045

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, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act, R.S.O. 1990

The Planning Act is provincial legislation that functions as the legal framework for land use planning in Ontario. This application satisfies matters of provincial interest as identified in Section 2 of the *Planning Act*, R.S.O 1990.

2. *The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*
 - (a) *The protection of ecological systems, including natural areas, features and functions;*
 - (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;*
 - (h.1) *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
 - (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 development;*
 - (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.*

Analysis: Planning Act R.S.O. 1990

The proposed development contemplates a mid-rise residential building that includes pedestrian connections, underground parking, landscaping treatments, indoor and outdoor amenity spaces, and a built form that is considerate of the area's context. The subject property is located in an established urban area that is served by existing communication, transportation, wastewater, water, and waste management services and systems. As such, the proposed development represents efficient use of existing infrastructure and will be adequately serviced by public service facilities.

The proposed development anticipates realizing 174 residential units in 1-3 bedroom configurations, which diversifies the City's housing stock by providing a full range of housing.

The proposed development functions as "missing middle housing", which are residential densities that is between low-density and high-density, on vacant underutilized lands near the intersection of two minor arterial roads (Cottrelle Boulevard and McVean Drive). The subject property is located in a low-density residential neighbourhood, and the proposed mid-rise medium-density concept is not considered to significantly impact the area with respect to built form. The subject property is adjacent to a commercial plaza, which includes various commercial uses that supports the needs of residents including restaurants, a pharmacy, a financial institution, medical offices, and personal service shops. Cottrelle Boulevard is served by Brampton Transit (Route 23), which provides connections to other local routes as well as the City's Bus Rapid Transit system (Zum). Cottrelle Boulevard also features a sidewalk and a multi-use path, which provides opportunities for residents to engage and incorporate active transportation with commutes. The proximity of the subject property to existing and planned services including compatible commercial uses will make efficient and appropriate use of the lands, reinforce transit, reinforce active transportation, and support the establishment of complete communities, which represents orderly development.

The proposed development features elements that will contribute to the character of the area and support the creation of sense of place that is safe, accessible, attractive, and vibrant. This includes considerate landscaping treatment, pedestrian amenities, outdoor amenities, walkway connections, and architectural features that respects the surrounding area.

Staff is satisfied that the proposed Zoning By-law Amendment has regard for matters of provincial interest as provided in Section 2 of the *Planning Act*.

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020, (2020 PPS) provides a policy framework to efficiently use land, infrastructure, and resources; provide housing to meet evolving

needs; protect the environment and resources; support economic development; support the appropriate provision of infrastructure including transit; and protect the health and safety of people.

The proposal was evaluated against the 2020 PPS and is consistent with the applicable policies.

- 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;*
 - 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;*
 - f. *Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
 - g. *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
 - h. *Promoting development and land use patterns that conserve biodiversity; and*
 - i. *Preparing for the regional and local impacts of a changing climate.*
- 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.*
- 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; and*
- g) *are freight supportive.*

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 planning 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.*
- 1.4.1 *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.*
- 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.*

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.*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

1.6.1 *Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) *financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) *available to meet current and projected needs.*

1.6.6.1 *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *prepares for the impacts of a changing climate;*
 - 3. *is feasible and financially viable over their lifecycle; and*
 - 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services*

and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

- 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.*
- 1.6.7.3 *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
- 1.7.1 *Long-term economic prosperity should be supported by:*
 - b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
 - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
 - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
 - k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;*
- 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;*
 - f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
 - g) Maximize vegetation within settlement areas, where feasible.*

Analysis: Provincial Policy Statement, 2020

The proposed development supports livable, healthy communities by providing a mix of residential units in a compact built form on lands that are served by existing infrastructure and public services including transit. The proposed 10-storey residential building is an appropriate built form located on vacant and underutilized lands near the intersection of two minor arterial roads, representing an appropriate and supportable form of infill intensification that promotes efficient development patterns that reinforces transit investments. The proposed development optimizes existing land within built-up areas, is transit supportive, minimizes land consumption, and maximizes existing servicing infrastructure.

The proposed development will introduce 174 residential units in 1-3 bedroom configurations, which supports the diversification of the City's housing stock, supporting the City's objective of providing a range and mix of housing options, and providing 13,000 new homes by the year 2031. The proposed development will assist with meeting projected market housing demands that is sensitive to the diverse economic and social demographic of the City.

The proposed development will be served by existing transit, Specifically Brampton Transit Route #23 along Cottrelle Boulevard and Route #31 on McVean Drive. These transit routes provides local transit connections including bus rapid transit as well as other regional connections throughout the Region of Peel and beyond. The subject property's proximity to transit infrastructure provides future residents with direct access to existing and planned transit services, which encourages the use of alternative modes of transportation beyond the automobile. Furthermore, a Transportation Impact Study has been submitted to the City, which outlines potential traffic impacts and includes transportation demand management strategies. These strategies are anticipated to be investigated further through a future Site Plan Application.

The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities.

The subject property is served by existing municipal water and wastewater services, which supports the efficient use of existing servicing infrastructure. The subject property is serviced by existing 600 mm storm sewer, 250 mm sanitary sewer, and a 200 mm watermain connections, which is appropriate for the proposed development.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the 2020 PPS.

Provincial Policy Statement, 2024

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

The proposal was evaluated against the 2024 PPS and is consistent with the applicable policies

- 2.1.4 *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 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, including units in draft approved or registered plans.*

- 2.1.6 *Planning authorities should support the achievement of complete communities by:*
 - a. *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b. *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c. *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

- 2.2.1 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a. *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b. *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

- 2.3.1.1 *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

- 2.3.1.2 *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a. *efficiently use land and resources;*
 - b. *optimize existing and planned infrastructure and public service facilities;*

- c. *support active transportation;*
 - d. *are transit-supportive, as appropriate; and*
 - e. *are freight-supportive.*
- 2.3.1.3 *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- 2.3.1.4 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- 3.1.1 *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
- a. *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b. *leverage the capacity of development proponents, where appropriate; and*
 - c. *are available to meet current and projected needs.*
- 3.1.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3.1.3 *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

Analysis: Provincial Policy Statement, 2024

The 2024 PPS maintains a similar tone to the 2020 PPS with respect to the use of land, resources, the provision of housing, efficient development patterns, and supporting complete communities, among others. Emphasis is placed on the provision of a range and mix of housing through intensification and redevelopment.

The proposed development provides an appropriate range and mix of housing by introducing a mid-rise residential apartment that contains 174 residential units in 1-3 bedroom configurations. This contributes to the City's housing stock and the City's ability to accommodate residential growth for a minimum of 15 years by providing a variety of housing options to meet current and projected housing needs. Furthermore, the 1-3 bedroom units are expected to accommodate residents at all stages of life and abilities.

The subject property is currently vacant and underutilized, and is serviced by existing water, wastewater, hydro-electric, communication, transit, and active transportation infrastructure, which represents efficient use of existing resources and infrastructure. The subject property is near the intersection of Cottrelle Boulevard and McVean Drive, which maintains multi-use pathways, sidewalks, and Brampton Transit Route #23 and #31. As such, the proposed development is considered to be located on suitable lands

as it efficiently uses land and infrastructure, promotes efficient development patterns, supports transit, and supports active transportation. This is further considered to support the achievement of developing livable and healthy communities.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the 2024 PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides a framework for building stronger, prosperous communities by managing growth over the long term for municipalities in the Greater Golden Horseshoe area. Guiding principles include supporting complete communities, sustaining the viability of transit, creating high-quality urban spaces, providing a mix of housing, and prioritizing intensification in Major Transit Station Areas. It should be noted that the Growth Plan is superseded by the 2024 PPS, which came into effect on October 20, 2024.

The subject property is located within the ‘Built-Up Area – Conceptual’, in Schedule 2 of the Growth Plan.

The proposal was evaluated against the Growth Plan and is consistent with the applicable policies.

2.2.1 Managing Growth

- 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;**
 - 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;**
- 3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:
 - 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;**
- 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; and*
- f) *Mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

2.2.2 *Delineated Built-up Areas*

- 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*
- 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.*

2.2.6 *Housing*

- 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 a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*
- 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.*

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.*
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.*

4.2.10 *Climate Change*

1. *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*
 - a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
 - b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
 - c) *assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
 - d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*
 - e) *recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;*
 - f) *protecting the Natural Heritage System for the Growth Plan and water resource systems;*
 - g) *promoting local food, food security, and soil health, and protecting the agricultural land base;*
 - h) *providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and*
 - i) *any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.*

Analysis: Growth Plan for the Greater Golden Horseshoe, 2019

The proposed development appropriately directs growth to lands located within the delineated Built-up Area. The subject property is serviced by existing municipal water, wastewater, hydro-electric, and communication infrastructure and services. Additionally, the subject property is located near the intersection of Cottrelle Boulevard and McVean Drive, which provides transit services and active transportation infrastructure.

The proposed development introduces an appropriate range and mix of housing options by providing residential apartment units in 1-3 bedroom configurations, which contributes to the diversification of the City's housing stock in a manner that is considerate of current and future socio-economic needs. This includes supporting residents at all ages, abilities, and income, as well as satisfying the City's current and forecasted growth and density targets.

The surrounding area includes local transit services along Cottrelle Boulevard and McVean Drive that provides connections to local routes, bus rapid transit, and regional connections; active transportation infrastructure including sidewalks, trails, and multi-use paths; parks and recreational facilities; institutional uses including schools; and adjacent commercial and retail uses including a financial institution, restaurants, medical offices, personal service shops, and others that supports the needs of residents. Additionally, the proposed development also incorporates bicycle parking facilities, pedestrian pathways, open amenity areas, and high-quality urban design elements that enhances the urban fabric to create a unique and desirable sense of place. The proposed development represents an appropriate compact built form that efficiently uses land and infrastructure and supports the establishment of complete communities.

The proposed development is for a 10-storey residential apartment building that will provide 174 new residential units on lands that are suitable for infill intensification. The subject property maintains frontage onto Cottrelle Boulevard and near the intersection with McVean Drive, which is are both minor arterial roads. The current municipal policy framework for the subject property in the City's Official Plan supports higher densities, which is described in further detail below. The proposed development will support transit accessibility and reinforce existing transit infrastructure, representing a transit-oriented development.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Growth Plan.

City of Brampton Official Plan, 2006

The City of Brampton Official Plan, 2006, provides a policy framework to guide development and facilitate land-use decision-making to meet current and future needs of its residents.

The subject property is designated "Communities" in Schedule 1: City Concept. The subject property is also designated "Residential" in Schedule A: General Land Use Designations and is within the "Bram East Secondary Plan (41)" in Schedule G: Secondary Plan Areas. Cottrelle Boulevard is a "Secondary Transit Corridor" in Schedule C: Transit Network, and is a "Collector" road in Schedule B: City Road Hierarchy.

The proposal was evaluated against the City of Brampton Official Plan, 2006, and is consistent with the applicable policies.

2.4.2 Managing Growth

- b) Promote balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density*

and mixed-use development in the Central Area, including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands;

- c) Direct a portion of new residential development annually to within the built-up area;*
- e) Promote economic prosperity, improve live/work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) Promote the efficient use of existing City and Regional services and infrastructure.*

3.1 Sustainable Planning Framework

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, revitalization and mix of uses.*
- 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 and facilities.*
- Promote high physical design standards to create distinctive and attractive communities with a strong sense of place.*
- Respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.*

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.*

3.2.8 *New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.*

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

3.2.8.1 *The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*

- 3.2.8.3 *Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.*
- 3.2.8.4 *It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.*
- 3.2.8.5 *Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:*
- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
 - (ii) The development contributes to the City's desired housing mix;*
 - (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
 - (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
 - (v) There is sufficient existing or planned infrastructure to accommodate the development;*
 - (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
 - (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
 - (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*
 - (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;*
 - (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
 - (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*
 - (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.*

3.2.8.6 *The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.*

- 4.2 *Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. 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.*
 - (vi) *Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*

4.2.1.1 *The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.*

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.*

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> • <i>Low Density</i> 	<ul style="list-style-type: none"> • <i>30 units / net hectare</i> • <i>12 units / net acres</i> 	<ul style="list-style-type: none"> • <i>Single detached homes</i>
<ul style="list-style-type: none"> • <i>Medium Density</i> 	<ul style="list-style-type: none"> • <i>50 units / net hectare</i> • <i>20 units / net acre</i> 	<ul style="list-style-type: none"> • <i>Single detached homes</i> • <i>Semi-detached homes</i> • <i>Townhouses</i>
<ul style="list-style-type: none"> • <i>High Density</i> 	<ul style="list-style-type: none"> • <i>200 units / net hectare</i> • <i>80 units / net acre</i> 	<ul style="list-style-type: none"> • <i>Townhouses</i> • <i>Duplexes</i> • <i>Maisonettes</i> • <i>Apartments</i>

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

- 4.2.1.3 *The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- 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 area.*
- 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.*
- 4.2.1.14 *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 and 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;*
- 4.5.4.19 *The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- 4.5.4.20 *The City shall, where feasible, encourage the incorporation of transit shelters and waiting areas into the entry design of buildings that are located abutting existing or future transit stops and are accessible to all users including persons with disabilities.*
- 4.5.4.24 *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development.*
- 4.5.4.26 *The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.*
- 4.7.2.5 *The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.*
- 4.11.1.1 *The physical design of a site shall relate to its role in and enhance the overall City structure.*

- 4.11.1.2 *The physical design of a site shall contribute to the promotion of the vision and image of Brampton as a major urban centre and a sustainable and attractive city including the Flower City Strategy.*
- 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.*
- 4.11.3.1.2 *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.*
- 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).*
- 4.11.3.3.3 *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.*
- 4.11.4.7 *[...] 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.*
- (iii) *Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
 - (iv) *Diversity: How the physical development promotes a diversity of design, form, and use.*
 - (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.*
 - (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.*

Analysis: City of Brampton Official Plan (2006)

The subject property is designated “Residential”, which permits predominantly residential uses including a full range of dwelling types from single detached dwellings to high-rise apartments as well as parks and other complimentary uses. “Communities” are intended to evolve into complete communities by maximizing infill and intensification opportunities to support land use patterns that meets the needs of people’s daily needs throughout an entire lifetime. This includes providing convenient access to an appropriate range and mix of housing, employment, public services, and local services.

The proposed development contemplates a 10-storey medium-density residential building on vacant, underutilized land, in a compact urban form consisting of 174 residential units in 1-3 bedroom configurations. The proposed development conserves land and resources as it provides for an appropriate form of infill in an established urban area; is served by existing water, wastewater, telecommunication, and hydro-electric infrastructure, which effectively utilizes existing servicing infrastructure; provides “missing middle housing” in a manner that is balanced within the context of the surrounding area; and appropriately accommodates population growth.

The proposed development is a transit supportive form of development. The subject property maintains direct frontage onto Cottrelle Boulevard, which is serviced by Brampton Transit Route #23 and features a multi-use pathway and sidewalks, and is also near Route #31 on McVean Drive. These transit routes provide connections throughout the City of Brampton and beyond, including Regional connections and bus rapid transit. The proposed residential building is also oriented towards the street to facilitate direct access to transit infrastructure, which further improves accessibility for people of all ages and abilities. The proposed development is considered to be

representative of a transit-oriented development that aims to reduce automobile dependency and maximize transit investments.

The proposed development includes 174 residential units in 1-3 bedroom configurations, which increases the City of Brampton's housing stock by providing a range and mix of available housing types. This supports the achievement of the City and Region's density targets, provides housing that considers the social and economic needs of residents, and accommodate population growth to the year 2031. As per Section 3.2.2.1 and 4.2.1.6, the City of Brampton is to accommodate at least 26,500 residential units between 2006-2031 within the built-up area. Additionally, the proposed development features elements that support complete communities. Future residents of the proposed development will have convenient access to transit, schools, parks, open space, recreational facilities, religious uses, employment, local services, public services, and commercial uses within an approximate 2-kilometre radius.

The design and configuration of the proposed development includes outdoor amenity spaces with recreation equipment; pedestrian amenities including benches, lighting, and signage; bicycle parking facilities; soft and hard landscaping treatment; and internal pedestrian walkways that connects to Cottrelle Boulevard and the adjacent commercial plaza to the east. The proposed 10-storey mid-rise residential building is sensitive to adjacent low-density residential dwellings to the west and south as the building is an appropriate built form that maintains appropriate setbacks as well as a 45-degree angular plane. Trees and other landscaping elements are also incorporated along with west and south property line to further minimize the impact of the proposed building to the adjacent neighbourhood. A Shadow Study has been submitted by the applicant that evaluates shadowing impacts onto nearby areas and is considered acceptable. Furthermore, the proposed building incorporates key design treatments including building articulation, fenestration, orientation, site layout, site access, parking design, material selection, and horizontal treatments to soften vertical massing, which collectively contributes to the enhancement of the City structure and contributes positively to the surrounding area. The proposed development also expresses Crime Prevention Through Environmental Design (CPTED) elements as the site layout provides for natural surveillance through visual permeability, on-site pedestrian lighting, defined boundaries to naturally control access, site connectivity, amenities, and defined spaces that reinforces the territory.

The built form and configuration of the proposed development contributes to place-making and the creation of high-quality, vibrant, and accessible urban spaces that reflects local context and needs.

Based on the above, the proposed development is considered to satisfy the residential design requirements of residential areas as provided in Section 4.2.1.14; the requirement of providing on-site recreation facilities as provided in Section 4.7.2.5; and the urban design requirements as provided in Section 4.11.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the City of Brampton Official Plan, 2006.

Brampton Plan, 2023

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan reinforces upper-level planning policies of the PPS, the Growth Plan, and the Region of Peel Official Plan. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. Some sections of the Brampton Plan are currently under appeal.

The subject property is within "Community Areas" and Cottrelle Boulevard is a "Support Corridor" in Schedule 1A: City Structure. The subject property is designated "Mixed Use" in Schedule 2: Designations, and Cottrelle Boulevard is a "Collector" road in Schedule 3C: Streets Network. The subject property is located within the Bram East Secondary Plan (41) in Schedule 10: Secondary Plans.

The proposal was evaluated against the Brampton Plan and is consistent with the applicable policies.

- 2.1.1.1 *The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:*
 - d. *Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
 - e. *Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.*
- 2.1.2.1 *The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:*
 - d. *Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*
- 2.1.2.4 *Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.*
- 2.1.2.15 *Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for*

the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.

Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast

Year	People	Employment	Households
2016	615,700	191,300	168,100
2021	703,000	211,000	186,000
2041	930,000	315,000	270,000
2051	985,000	355,000	290,000

- 2.1.2.17 *The timing and progression of development will:*
- a. *Be orderly and provide for a logical extension of services and civic infrastructure in a coordinated and economically viable and sustainable manner.*
 - b. *Provide for a compact form of development and a mix of land uses that support the achievement of 15-minute neighbourhoods.*
 - c. *Be supported by the adequate provision of parkland and community services and facilities.*
 - d. *Be supported and connected by the adequate provision of mobility infrastructure.*
- 2.1.2.19 *Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.*
- 2.1.2.20 *Intensification in Brampton will be accommodated by:*
- d. *Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.*
- 2.1.2.24 *The City will maintain, at all times:*
- a. *The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment; and,*
 - b. *Land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification.*
- 2.1.3.1 *The Mobility Framework, together with the Mobility and Connectivity policies in Chapter 3, will:*
- b. *Re-think the traditional auto-centric approach to development that characterizes suburban development in Brampton towards development patterns that will support a robust network of multimodal streets.*
 - f. *Improve mobility options for women, older adults, those living with disabilities and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation.*
- 2.1.3.2 *To create a better urban environment, a competitive local economy and a more socially cohesive and equitable city, the integration and coordination of transportation planning and land use planning will be achieved by:*
- c. *Increasing accessibility throughout the city by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.*
- 2.1.3.3 *Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development*

assessed in terms of the broader social and environmental objectives of Brampton Plan's intensification goals and objectives.

2.1.3.4 Throughout Brampton, people who walk, cycle, and use transit will be given priority for safety and movement. The goal is to manage and improve the Mobility Framework to support healthy, 15-minute neighbourhoods, and allow more residents to reduce their reliance on single-occupancy vehicles.

2.2.1.1 Our Strategy to Build an Urban City implements the policies of our City Structure and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (Schedule 2) which forms Our Strategy for Building an Urban City:

a. The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.

2.2.2 Zoning on individual sites may not allow for the full range of building typologies permitted within a designation or overlay. To provide flexibility, height categories have been described in building storeys. Building Typologies (Table 4) generally mean:

Table 4 – Building Typologies

Building Typologies	Height Range
Low-Rise	up to and including 3 full storeys
Low-Rise Plus	up to and including 4 full storeys
Mid-Rise	between 5 and 12 full storeys
High-Rise	13 full storeys or greater

Table 5 – Summary of Building Typologies by Designation and Overlay

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	Low-Rise Plus	Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise, and High-Rise buildings
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Support Corridor	Up to Low-Rise Plus	

2.2.5 **Support Transit Viability**
 Support corridors will undergo gentle intensification to provide transition in the Neighbourhoods designation, supporting lower-density and modest height transition to support transit-oriented growth to surrounding lands designated Mixed-Use and Mixed-Use Employment Areas. These support corridors will provide relevant Neighbourhood amenities to support the creation of 15-minute neighbourhoods, provide key connections, support liveability for residents and provide vibrant, lower-scale urban environments that help people to live, work and play within a 15-minute walk, bike ride or transit ride. Generally, the low-rise plus height category will be supported in these locations, with Secondary and Precinct Plans identifying the appropriate lowrise form density to promote missing middle housing typologies and support appropriate context-specific intensification across Brampton's Neighbourhoods

2.2.5.12 *Ensure that the form of buildings promotes a compatible physical and land use relationship between developments within the various land use designations.*

2.2.5.14 *To provide appropriate transitions to adjacent designations, development in the Support Corridor overlay will:*

- a. *Locate buildings that are taller in height than existing low-density rise neighbourhoods that are located on or within 800 metres of a Support Corridor, as identified through Table 5 of this Plan;*
- b. *Support infill opportunities and promote the development of missing middle housing typologies to support the transition between lower-density rise neighbourhoods and higher rise developments;*
- c. *Support small lot assembly to promote the development of missing middle housing typologies; and,*
- d. *Provide safe connections to pedestrians and cycling routes, with convenient and walkable areas accessible to public transit.*

2.2.6.1 *In 2051, Brampton's Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:*

- a. *Plan for Intensification. Mixed-Use areas will support increased population, employment and household growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote sustainable transportation options, increase resilience to climate change and create great places to experience across Brampton.*

2.2.6.2 *Lands designated Mixed-Use on Schedule 2 will:*

- a. *Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.*
- b. *Concentrate a broad range of uses that create attractive multistorey street-related building environments.*
- c. *Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.*
- d. *Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.*
- e. *Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.*
- f. *Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.*
- g. *Have connection and access to community services, including schools, parks, community centres, libraries and childcare.*
- h. *Improve the pedestrian experience by making it attractive, comfortable and safe.*
- i. *Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.*

- 2.2.6.3 *The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:*
- a. *A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;*
- 2.2.6.15 *The minimum density target for lands located within the Mixed-Use designation is established in Part 2.1 of Brampton Plan or will be outlined in a Secondary Plan.*
- 2.2.6.16 *Built form within the Mixed-Use designation is subject to the respective overlay policies contained in Part 2.2 of this Plan.*
- 3.1.1.6 *All new development will facilitate environmental sustainability and climate change mitigation and adaptation by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:*
- a. *Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the urban forest through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape landscape treatments and providing on-site parks and open spaces;*
 - b. *Facilitating passive solar design to help improve energy conservation and reduce GHG emissions of buildings;*
 - c. *Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;*
 - d. *Promoting active transportation, and incorporating Low Impact Development (LID) standards, green infrastructure including green roofs and other nature-based solutions to assist in stormwater quantity and quality control;*
 - e. *Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of district energy and/or renewable energy technology; and,*
 - f. *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*
- 3.1.1.7 *All new development will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:*
- a. *Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,*
 - b. *Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing development context, and,*
 - c. *Requiring that the prevailing patterns of landscaped open space within the publicly or privately owned realms are maintained or enhanced.*
- 3.1.1.9 *New development will not adversely impact view corridors, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new development will:*
- a. *Allow for daylight and protect privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and*
 - b. *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

- 3.1.1.11 *The requirements to achieve compatible development will ensure appropriate transitions between existing buildings that abut development applications that propose taller buildings, as well as where areas of planned intensification abut Neighbourhoods that predominantly accommodate Low-Rise and Low-Rise Plus buildings.*
- 3.1.1.12 *Where buildings are highly visible from public areas and the sidewalk, articulating the building facades, permeable edges between the building and the street, and visibility into non-residential spaces is encouraged to create visual interest and enhance views from the adjacent public area.*
- 3.1.1.39 *Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.*
- 3.1.1.41 *Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, waste storage, storage areas, and utilities to minimize their negative visual impact from the street or detract from pedestrian connection and improve the safety and attractiveness of the public realm, the site and its surrounding context.*
- 3.1.1.47 *Mid-Rise buildings will be designed to:*
- a. *Contribute to the creation of a 15-minute neighbourhood including the creation or contribution to micro-neighbourhoods at each city block, and providing a supportive and appropriate mix and diversity of uses;*
 - b. *Urbanize Main Streets, Neighbourhood Connector, and Commercial Connector streets by activating the street-level frontages of redevelopment;*
 - c. *Be compatible and integrate with the surrounding context in terms of height, massing, setbacks, orientation and landscape character; and,*
 - d. *Achieve an appropriate transition to existing and planned lower scale development areas by providing enhanced landscaping and gradual change in height and massing through the application of specific height regulations and setbacks.*
- 3.1.1.48 *The achievement of the permitted maximum height on any site identified for the development of a Mid-Rise Building will be subject to the tests for compatible development, with a particular emphasis on the achievement of an appropriate transition to existing and planned lower scale development areas.*
- 3.1.1.50 *The design of Mid-Rise Buildings will include:*
- a. *Incorporation of bird-friendly designs and materials to minimize bird strikes;*
 - b. *Provision of sufficient setbacks and adequate space for tree planting and other landscaping;*
 - c. *Appropriate mitigation of microclimatic impacts on the public realm and private amenity areas; and,*
 - d. *Inclusion of indoor and outdoor amenity areas that serve the needs of all age groups and consider all four seasons.*
- 3.3.1.1 *In partnership with other levels of government, the City will plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through residential intensification, new development, and redevelopment is available.*

Table 8 – Brampton Housing Targets - Ownership

Target Type	% of Total Annual Target by Tenure (75% of total targets to be ownership)	Product to Achieve Target	Methods to Achieve Target
New Ownership Housing (market rate)	70%	New and resale homes	Housing market
New Ownership Housing Affordable to Moderate- Income Households (including housing with supports)	15%	New and resale housing affordable to households at the 60th income percentile or below, as reported annually for the City of Brampton by the Region of Peel	Housing market, Inclusionary Zoning, Shared equity housing, low down payment options, first-time buyer programs, cooperatives, land trusts, incentive programs
New Ownership Housing Affordable to Low- Income Households (including housing with supports)	15%	New and resale housing affordable to households at the 30th income percentile or below, as reported annually for the City of Brampton by the Region of Peel	Support services, shared equity housing, low down payment options, first-time buyer programs, incentive programs
Total New Ownership Housing	100		

- 3.3.1.6 *The City will direct development of new housing supply in a manner that maximizes community infrastructure and public services to support the efficient and effective use of public resources, while:*
- a. *Ensuring the development of a range of housing choices in terms of housing tenure, type, price or affordability levels and consider new housing innovations that meet the housing needs of the city;*
 - b. *Supporting the production of affordable ownership, rental housing and supportive housing options; and,*
 - c. *Ensuring the quality of Brampton’s existing housing stock is maintained, while the overall supply of housing increases to support the growth and development of the city.*
- 3.3.1.9 *New residential development will include an appropriate mix of housing for a range of household incomes and typologies, in accordance with the targets identified in Brampton Plan, including unit and lot size, number of bedrooms, built form and tenure.*

Analysis: Brampton Plan, 2023

The subject property is within “Community Area” and is designated “Mixed Use”. Cottrelle Boulevard is a “Support Corridor” and a “Collector” road. These designations are intended to support an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities in a compact, intensified urban form that optimizes and efficiently uses land and existing infrastructure including transit. These designations also support the creation of complete communities, 15-minute

neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

The proposed development is an infill development on underutilized lands that provides a compact mid-rise residential building on lands that are served by existing water, wastewater, telecommunication, hydro-electric, and transit services. The subject property is also located within an established built-up urban area that consists of residential, commercial, institutional, retail, local services, open space, parks, recreational facilities, and religious uses within a 2-kilometre radius that are accessible through active transportation and/or transit services. The proposed development supports the efficient and effective use of public resources; is transit and active transportation supportive; contributes to the creation of complete communities; and supports the establishment of 15-minute neighbourhoods. These components are aligned with the policy direction of directing growth in the Brampton Plan.

The proposed development will introduce residential density in a manner that reinforces existing transit services along Cottrelle Boulevard (Route #23) and McVean Drive (Route #31), which provides connections throughout the City of Brampton and beyond. Additionally, Cottrelle Boulevard and McVean Drive features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options. As such, the proposed development is considered to support residential growth that is not automobile dependent as it is accessible to transit and active transportation options for residents.

The proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051. The proposed development will introduce 174 new residential units in 1-3 bedroom configurations on approximately 0.79 hectares of land, representing a density of approximately 220.25 people per hectare. As such, the proposed development supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities.

The proposed development is configured in a manner that is considerate of the surrounding neighbourhood. The building maintains frontage onto Cottrelle Boulevard and is located at the northeast corner of the subject property, adjacent to the existing commercial plaza at the intersection of Cottrelle Boulevard and McVean Drive. The siting of the building provides appropriate setbacks to the adjacent low-rise residential dwellings to the west and south. The building is 10-storeys in height, which is considered a mid-rise building, and maintains a 45-degree angular plane to adjacent low-rise dwellings. A Shadow Study has been submitted by the applicant that evaluates shadowing impacts onto nearby areas and is considered acceptable. The proposed development includes outdoor amenity spaces; pedestrian walkways with lighting;

landscaping treatment including trees along the west and south property line, which provide natural screening to protect views; and elements of CPTED including natural surveillance through visual permeability, on-site pedestrian lighting, defined boundaries to naturally control access, site connectivity, amenities, and defined spaces that reinforces the territory. The proposed building also features architectural elements that creates visual interest and contributes positively to the surrounding area including building articulation, fenestration, orientation, material selection, and horizontal treatments to soften vertical massing.

As such, the proposed development provides an appropriate transition and interface within the context of the surrounding neighbourhood with respect to Section 3.1, which includes respecting landscaping patterns, reinforcing the physical character of the area through the incorporation of architectural elements on the building; protecting views; providing an appropriate building orientation that addresses the street while maintaining sufficient setbacks to adjacent low-density residential dwellings; maintaining a 45-degree angular plane; and respecting shadowing impacts.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Brampton Plan.

Bram East Secondary Plan (41)

The Bram East Secondary Plan provides a land use policy framework in accordance with the City of Brampton Official Plan to guide development within the secondary plan area.

The subject property is designated “Cluster and High Density Residential” and Cotrelle Boulevard is a “Collector Road” in the Hurontario-Main Corridor Secondary Plan (Area 41).

The proposal was evaluated against the Bram East Secondary Plan and is consistent with the applicable policies.

- 3.1.2 *Notwithstanding the housing policies for the various residential designations on Schedule ‘SP41 (a)’, consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City’s underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.*
- 3.1.3 *Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 41.*
- 3.1.6 *In areas designated Cluster and High Density Residential on Schedule ‘SP41(a)’, residential uses within the High Density Residential category defined in Part I of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.7.”*

- 3.1.7 *The net density for Cluster and High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approval for an increase in density, to a maximum of 150 units per hectare (60 units per acre) may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Housing Policy Statement, will have a reasonable floor space index relative to density yield, and will have minimal impact on the local roads and services within the Secondary Plan Area.*
- 3.1.8 *Any proposal for Cluster and High Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.*
- 5.7.2 *All development within Secondary Plan Area Number 41 shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.*

Analysis: Bram East Secondary Plan

The proposed development contemplates a built form that meets the planned intent and function of the “Cluster and High Density Residential” designation of the Bram East Secondary Plan. It should be noted that this designation was provided and approved through OLT Case No. OLT-22-002047 on November 21, 2022. As per Section 3.1.6, residential uses within the High Density Residential category of the Official Plan applies. This includes apartment buildings at a maximum density of 200 units per hectare, which is further limited to a 125 units per hectare as per Section 3.1.7. The proposed development maintains a density of approximately 220.25 units per hectare however, as per Section 4.2.1.2 of the Official Plan, the prescribed Residential Density Categories “shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.” The proposed development no longer contemplates two, three-storey townhouse blocks and an office building in the rear of the site. Rather, the proposed development only contains one principle building located along the Cottrelle Boulevard frontage, effectively buffering and separating the apartment structure from abutting residential uses.

The proposed development is situated on lands that are vacant, underutilized, and served by existing transit, active transportation, water, wastewater, telecommunications, and hydro-electric infrastructure. The proposed development functions to address current and future housing demands in the City of Brampton and Region of Peel, as well as providing a range and mix of housing for residents of all ages, life stages, incomes, and abilities. The proposed development is also considerate of the surrounding neighbourhood including adjacent low-density residential dwellings to the west and south. Appropriate setbacks, a 45 degree angular plane, architectural treatments, landscaping treatments, building orientation, building location, and other on-site design elements such as lighting, amenity spaces, and CPTED principles are maintained, which are considered to contribute positively to the neighbourhood.

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Bram East Secondary Plan.

City of Brampton Zoning By-law 270-2004

The subject property is zoned “Residential Apartment A(3) – 2569” (R4A(3)-2569) by By-law 270-2004, as amended.

This zone permits a residential apartment building, stacked townhouses, office, and purposes accessory to the permitted uses. Site-specific provisions are provided in Special Section 2569 as it relates to setbacks, FSI, residential units, height, lot coverage, parking requirements and others.

Analysis: Zoning By-law

The current zoning was established through OLT Case No. OLT-22-002047 on November 21, 2022, which rezoned the subject property from Commercial Two, Special Section 1851 to Residential Apartment A(3), Special Section 2569. The current zoning permissions was intended for a development concept that contemplated a residential apartment building, stacked townhouses, and an office on the subject property. This concept featured a Floor Space Index (FSI) of 1.5, 72 residential apartment units, 24 stacked townhouses, a maximum height of 26 metres (7-storeys), 45% lot coverage, 200 sq. m. of office space, 170 parking spaces, and one level of underground parking.

An amendment to the Zoning By-law is required to rezone the subject property to “Residential Apartment A(3) – R4A(3) Zone” with a new Special Section with site-specific provisions to facilitate the proposed development. The proposed draft Zoning By-law provides performance standards such as, but not limited to, a maximum height of 10 storeys, an interior and rear yard setback to the principle building of 29.79m and 38.16 m, respectively amongst other performance standards. A draft implementing Zoning By-law is provided in Attachment 10.

Staff is satisfied with the proposed Zoning provisions for the development of subject property.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

A Planning Justification Report prepared by G-Force Urban Planners and Consultants dated June 24, 2024, was submitted to provide the policy context and planning rationale

for the proposed development. The report concludes that the objectives of the *Planning Act*, the Provincial Policy Statement, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, the Bram East Secondary Plan, The City of Brampton Transportation Master Plan, and the City of Brampton Sustainable Community Development Guidelines are satisfied, and that the development represents good planning. City staff has reviewed this study and have found it satisfactory.

Archaeological Assessment

An Archaeological Assessment prepared by AMICK Consultants was submitted that describes the results of the 2017-2018 Stage 1-2 Archaeological assessment of the subject property. The Report finds that there are no remaining Cultural Heritage Value or Interest (CHVI) for the subject property and that no further archeological assessment is warranted and that there are no archaeological concerns.

Environmental Site Assessment

A Record of Site Condition (ID#224533) was filed for the subject property in 2018, which includes the adjacent property to the west, which is now a commercial plaza. The Record of Site Condition was filed using a Phase 1 and Phase 2 Environmental Site Assessment.

A Phase 1 Environmental Site Assessment was prepared by EXP Services dated November 22, 2023 to determine if there has been any changes since the previous filing of the Record of Site Condition in 2018. The Phase 1 Environmental Site Assessment finds that there are no potentially contaminating activities (PCAs) for the Areas of Potential Environmental Concern (APECs), and that a Phase 2 Environmental Site Assessment is not required. The Report concludes that filing a new Record of Site Condition is not required as the previous Record of Site Condition was filed in 2018 however, should a Record of Site Condition be required, one may be filed using this Phase 1 Environmental Site Assessment.

Functional Servicing Report

A Functional Servicing Report was not required for this Proposal as a previously submitted Functional Servicing Report prepared by The Municipal Infrastructure Group Ltd. dated July, 2020, was provided for the previous development application (C08E08.008) on the subject property. Staff notes that the proposed development does not appear to propose an increase in imperviousness from the previously approved application.

The Functional Servicing Report prepared by The Municipal Infrastructure Group Ltd. dated July, 2020, notes that the subject property is already serviced by a 600 mm storm sewer, 250 mm sanitary sewer, and a 200 mm watermain connection, which is

appropriate for the previously approved development application. The Report also notes that the approach to site grading and erosion and sediment control manages water flow and erosion appropriately.

Noise Impact Study

A Noise Impact Study prepared by Aercoustics Engineering dated September 3, 2019, and updated March 20, 2024, was submitted to assess the impact of noise on the proposed development, and the impact of the proposed development to the surrounding area. The Report finds that the majority of noise comes from traffic activities, as well as some man-made stationary noise from human activities. The Report finds that noise impacts are present, but can be managed appropriately. The Report includes recommended noise control measures that are required to meet the Ontario Ministry of the Environment and Climate Change (MECP) and to satisfy the requirements of the City of Brampton. This includes exhaust fan selection or ductwork and silencers, glazing with sound insulation performance of STC 26, and warning clauses, as appropriate.

Stormwater Management Report

A Stormwater Management Report prepared by Ram Engineering dated June 4, 2024, was submitted to determine the feasibility of the proposed development with respect to stormwater management. The Report finds that the proposed development can be serviced with adequate stormwater management whereby water would discharge to a 600mm storm sewer located on Cottrelle Boulevard. The Report also notes that water quality is maintained as per the City of Brampton's standards.

Sun and Shadow Study

A Sun and Shadow Study was submitted to assess the impact of shadowing onto nearby areas from the proposed development. The Study finds that shadowing impacts are generally minimal and considered acceptable. There are little to no shadowing impacts to the low-density residential dwellings to the west and south during the equinoxes and solstices between 9:00 AM – 6:00 PM. There is some shadowing to the neighbourhood to the north during the winter solstice, which transitions to the east. Overall, the majority of the shadow impacts are on the adjacent commercial development to the east.

Traffic Impact Study

A Traffic Impact Study was prepared by GHD Limited dated August 9, 2024, was submitted to assess site related traffic and subsequent traffic on the road network from the proposed development. The Report finds that the intersections of Cottrelle Boulevard and McVean Drive; Cottrelle Boulevard and Maple Valley Street; Cottrelle Boulevard and Existing Commercial Site Driveway; and McVean Drive and the Existing

Commercial Site Driveway, is expected to operate at acceptable volume/capacity ratios during peak AM and PM peak hours for current and future conditions. Additionally, the Report finds that proposed development has a negligible impact on traffic operations in the area, that parking requirements are met, that site circulation is appropriate, and that Transportation Demand Management (TDM) elements are incorporated to reduce dependency on single occupancy vehicles. This includes the provision of bicycle parking racks, active transportation connections, and information materials on modal choices.

Urban Design Brief

An Urban Design Brief prepared by G-Force Urban Planners and Consultants dated December 18, 2023, and revised on February 22, 2024, was submitted to provide an overview of the proposed development's design including the context of the subject property with the surrounding area, landscaping, built form, and site circulation, and shadowing. The Urban Design Brief also provides a detailed analysis of the proposed development with respect to the City of Brampton's principles and guidelines for sustainability, landscaping, built form, and the pedestrian environment. City staff has reviewed the Urban Design Brief and have found it satisfactory.

Wind Study

A Pedestrian Wind Tunnel Study was prepared by Gnobi Consulting dated December 6, 2023, to evaluate the impact of the proposed development with respect to wind and pedestrian comfort. Physical modelling and meteorological data was utilized to assess wind impacts and conditions. The Report finds that wind conditions are anticipated to be generally favourable with the exception of stronger wind conditions and corner acceleration within the vicinity of the main entrance at Cottrelle Boulevard, particularly caused by downwashing. These stronger conditions can be expected during the winter and spring season and considered marginally uncomfortable as they exceed the comfort threshold by 1-2 km/h. Recommended wind mitigation measures are provided, which includes introducing wind breaking elements near the front entrance such as landscaping, windscreens, or an extended canopy.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications.

The application has demonstrated a contribution to the City of Brampton' Sustainable New Communities Program by achieving a score of 53 points at this time, which meets the City's "Bronze" threshold. It should be noted that some metrics are subject to further verification, which may impact the final score. City Staff is committed to working with the applicant to confirm that the proposed development intends to achieve the metrics that

have been submitted. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage. A Letter of Commitment pertaining to certain metrics has been provided by the applicant that has been signed by the owner.