



Report
Staff Report
The Corporation of the City of Brampton
4/7/2025

Date: 2025-04-03

File: **OZS-2023-0020**

Subject: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-law**
(To facilitate a phased development consisting of two high-density mixed-use towers with heights of 26-storeys and 18-storeys and a total number of 458 residential units.)
69 Bramalea Holdings Limited – Glen Schnarr & Associates Inc.
69 Bramalea Road
Ward 7

Contact: Samantha Dela Pena, Development Planner, Development Services

Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2025-136

RECOMMENDATIONS:

1. That the report from Samantha Dela Pena, Development Planner, Development Services, to the Planning and Development Committee Meeting of March 17th, 2025, re: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-law**, 69 Bramalea Holdings Limited – Glenn Schnarr & Associates Inc., File OZS-2023-0020, 69 Bramalea Road, Ward 7, be received;
2. That Application to Amend the Secondary Plan and Zoning By-Law submitted by GSAI on behalf of 69 Bramalea Holdings Limited, File OZS-2023-0020 be endorsed, on the basis that it represents good planning, including that it is consistent with the Planning Act, and for the reasons set out in this Planning Recommendation Report; and
3. That prior to forwarding the adoption of the Secondary Plan amendment or the enactment of Zoning By-law amendment to Council for adoption, confirmation be received from the Region of Peel that they support the Functional Servicing Report is to their satisfaction, or alternatively a Holding (H) Symbol be used in conjunction with the zoning by-law amendment, to ensure the noted supporting document is completed.

4. That the proposed Class 4 Noise Area designation, as recommended in the Noise Report prepared by Valcoustics Canada Ltd. (dated December 11, 2024), be endorsed, on the basis that it is in accordance with MECP NPC-300 guidelines and that noise mitigation measures will be further addressed at the Site Plan Approval stage.
5. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **This report recommends approval of an amendment to the Secondary Plan, and the Zoning By-law to accommodate a proposed high-density, mixed-use residential development consisting of two towers with heights of 18 and 26 storeys, a total of 458 residential units, and 612 square metres of ground floor retail uses.**
- **The subject property is designated “Residential” and “Special Land Use Policy Area 20: 69 Bramalea Road” by the Official Plan (2006); which permits mixed-use apartment buildings that include retail and residential uses on the subject site. Although the Secondary Plan designates the property “Mixed Use – Office & Retail”, it does include policies to specify that high-density residential and retail uses are permitted on this site.**
- **The subject lands are currently zoned with a site-specific “Industrial Two” designation (M2-189). An amendment to the Zoning By-law is proposed to allow the residential development. The draft Zoning By-law Amendment (Attachment 13) will implement the proposed residential and commercial uses.**
- **The site is currently occupied by a single-story commercial retail plaza designated as a 'Listed' Heritage Resource. The proposed development includes the demolition of the existing structure, with the exception of the circular pavilion. According to the applicant’s Heritage Impact Assessment (HIA), this retained portion is recommended for integration into the prominent entry of the development proposal, serving as a tribute to the subject site’s heritage architecture.**
- **A Statutory Public Meeting for this application was held on September 11th, 2023. Details of the Statutory Public Meeting are summarized in this report and detailed in Attachment 9.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**

- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).**

BACKGROUND:

This application was reviewed for completeness and found to be Complete on June 27th, 2023; in accordance with Section 22 (6.1) and Section 34 (10.4) of the Planning Act. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on September 11th, 2023, satisfying the notice and statutory public meeting requirements in the Planning Act and the Public Meeting policies in Section 5.30 of the City of Brampton Official Plan (2006) and Section 5.4.10 of the Brampton Plan (2023).

Since the time of the application being deemed to be Complete, staff have been working with the applicant on four separate fulsome technical submission packages to be able to resolve outstanding issues with this application. The technical studies for this individual application have also been approved over the course of the application review and is now in position to be brought forward for a decision.

CURRENT SITUATION:

Proposal (Please refer to Attachment 1)

An application to amend the Secondary Plan and Zoning By-Law has been submitted to permit residential and commercial uses. The proposal seeks to permit the development of a multi-phased, mixed-use development consisting of two residential towers (18 and 26 storeys in height). A total of 458 residential units and 612 square metres of ground floor retail space are included as part of the proposal. The proposed high-density development will be required to submit a future site plan application prior to seeking building permits.

Details of the proposal are as follows:

- A two (2) phased development with a total of 458 residential units and 612 square metres of retail space overall.
- Phase 1 consists of:

- One (1) high density residential tower with a height of 26-storeys and a residential gross floor area (GFA) of 17,826 square metres on the northern portion of the subject site.
- A total of 261 residential units comprised of:
 - 106 one-bedroom units;
 - 129 two-bedroom units; and
 - 26 three-bedroom units
- Phase 2 consists of:
 - One (1) high density mixed-use tower with a height of 18-storeys on the southern portion of the subject site.
 - 15,218 square metres of residential uses
 - 612 square metres of retail uses
 - A total of 197 residential units comprised of:
 - 73 one-bedroom units;
 - 101 two-bedroom units; and
 - 23 three-bedroom units
- A total of 641 underground parking spaces, including:
 - 462 residential parking spaces;
 - 115 visitor parking spaces; and
 - 64 commercial parking spaces
- A Floor Space Index (FSI) of 4.91.

Property Description and Surrounding Land Use (Please refer to Attachment 2)

The current conditions on-site are as follows:

- Has a total site area of approximately 4,108 square metres or 0.4 hectares;
- Has a frontage of approximately 85.35 metres along Bramalea Road and 79 metres along East Drive; and
- The site is currently occupied by a single-story commercial retail plaza designated as a 'Listed' Heritage Resource. The proposed development includes the demolition of the existing structure, with the exception of the circular pavilion. According to the applicant's Heritage Impact Assessment (HIA), this retained

portion is recommended for integration into the prominent entry of the development proposal, serving as a tribute to the subject site's heritage architecture.

The surrounding land uses are as follows:

- North: Industrial warehousing, beyond which is a low-density residential neighbourhood consisting of single-detached and semi-detached residential dwellings;
- South: East Drive, beyond which are industrial warehousing and the Bramalea GO Station located at the southwesterly corner of Bramalea Road and Steeles Avenue East;
- East: Industrial warehousing and office uses; and
- West: Bramalea Road, beyond which are two high-density mixed-use residential towers, as well as industrial and office uses.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendments to the Secondary Plan and Zoning By-Law, generally in accordance with Attachments 12 and 13, respectively.

The proposed mixed-use development represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 10 – Detailed Planning Analysis.

Furthermore, staff confirm that all environmental engineering issues relating to odour mitigation from the surrounding existing industrial uses are resolved for the purposes of the subject applications, in accordance with the provincial Ministry of the Environment, Conservation, and Parks (MECP) technical guidelines. Additional details on odour mitigation measures are included later in this report.

Region of Peel Clearance

The development application was circulated to the Region of Peel on June 29th, 2023, January 19th, 2024, and January 7th, 2025. At the time of writing this report, City staff have not received Regional correspondence on the most recent circulation and/or Regional Clearance to enact the Zoning By-law, despite the comment deadline being January 21st, 2025. City staff have followed up with Regional staff and have yet to receive a formal response on the matter. At this time, staff are recommending that the enactment

of the Secondary Plan and Zoning By-Law Amendment be deferred until formal regional clearance is provided.

Secondary Plan Amendment

The subject property is designated as “Office” on Schedule 9(A) of the Bramalea Mobility Hub Secondary Plan.

An amendment to the Secondary Plan is required to permit high density, mixed-use apartment buildings on the subject site. The draft Secondary Plan Amendment can be found in Attachment 12.

Zoning By-law Amendment

The subject property is zoned “Industrial Two Special Section (M2-189)” as per Zoning By-law 270-2004, as amended. The zoning designation does not permit the proposed residential and commercial uses.

The proposed Zoning By-law Amendment will be rezoned to a Residential Apartment Zone with a special section to include commercial uses, as well as include site-specific provisions to regulate building height, tower separation, building setbacks, and density (as regulated by floor space index), as shown in Attachment 13 to this report.

PLANNING ANALYSIS SUMMARY

This proposal and implementing documents have regard for matters of provincial interest that are set out in the Planning Act. The application to amend the Secondary Plan and Zoning By-Law are consistent with the Provincial Policy Statement, the goals and objectives of the City’s Official Plan, and conforms to the Region of Peel Official Plan.

The application proposes a change of use from a single-storey commercial plaza to a high-density, mixed-use development with commercial, office, and residential uses. The proposed use will better meet the intent within all levels of the planning policy framework in order to increase density and provide a variety of land uses within the Bramalea GO MTSA. The proposed Secondary Plan and Zoning By-Law Amendment will result in the redevelopment of an underutilized site and contribute to the creation of new housing supply, as encouraged by all levels of planning policy applicable to the site.

Matters of Provincial Interest

Planning Act, R.S.O, 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

The subject property is located within the Bramalea GO MTSA, which is an area planned for intensification and transit-oriented development. Furthermore, the development proposal will also provide rental housing and therefore contribute to the overall range and mix of housing options and land uses. As such, the application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (p), and (q).

Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Planning Statement (PPS) (2024)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20th, 2024.

The Provincial Planning Statement (PPS), 2024 provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 2.1.4, 2.1.6, and 2.2.1 of the PPS which speaks to promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities.

Section 3.5 of the PPS contains policies around land use compatibility, specifically around the location of sensitive land uses that shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures.

A Land Use Compatibility Study dated June 17th, 2024, was prepared by Dillon Consulting on behalf of the applicant to evaluate any potential odour impacts and assess whether the appropriate mitigation measures could be implemented to ensure land use compatibility. The City retained Alliance Technical Group to Peer Review the study and concluded that the proposed mitigation measures were appropriate and compatible to support the proposed development (please refer to “*Land Use Compatibility Study and Odour Impact Assessment*” section further in this report for more details).

A Noise Report dated December 11th, 2024, was prepared by Valcoustics Canada Ltd. to evaluate any potential noise impacts. Through the Noise Report, a Class 4 Noise designation was recommended in order to allow the residential development to proceed

and allow the existing neighbouring industrial operations to continue to operate legally with the introduction of residential uses on the proposed development site (please refer to “*Noise Report and Class 4 Noise Designation*” section further in this report for more details).

Through the future Site Plan application, planning staff intend to work with the applicant on noise mitigation measures such as enclosed balconies and requiring that the stated noise levels are indicated for the awareness of future tenants within rental and/or lease arrangements.

As such, subject to proper mitigation measures that will be further reviewed at the Site Plan stage, staff is satisfied that the proposed Secondary Plan and Zoning By-Law Amendment can proceed without significant land use compatibility concerns in accordance with Section 3.5 of the PPS.

The proposal will also allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly occupied by low-density residential, commercial, and/or industrial land uses. The proposed development will be in close proximity to existing transit corridors along Bramalea Road, as well as within walking distance to the Bramalea GO Station (approx. 1100 metres), which aligns with Section 2.2.1(d) of the PPS. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

Municipal Planning Documents

Region of Peel Official Plan, 2022

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in that omnibus bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) became a plan of the local municipalities, and as such the City of Brampton is required to implement and ensure applications conform to the RPOP.

The Region of Peel Official Plan (RPOP) sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth, and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” designation in the RPOP. The proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized land, utilize existing infrastructure, and encourage the active and public transportation.

Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan (2006)

The City of Brampton Official Plan (2006) provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies, and that all technical matters have been resolved.

The subject lands are designated “Residential” and “Special Land Use Policy Area 20: 69 Bramalea Road” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006).

The “Residential” designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments, as well as parks and other associated uses. The “Special Land Use Policy Area 20: 69 Bramalea Road” designation permits mixed-use apartment buildings that include retail and residential uses on the subject site.

The development proposal contemplates a phased two-tower, mixed-use apartment building with heights of 26 and 18 storeys to accommodate a mix of housing types, land uses, and a variety of built form in the City. As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-Law Amendment is consistent with the policies of the City of Brampton Official Plan (2006).

Brampton Plan (2023) (partially under appeal)

Brampton’s new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region’s decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject lands are designated “Neighbourhoods” on *Schedule 2 – Designations* and “Special Land Use Policy Area 4: 69 Bramalea” on *Schedule 12 – Site and Area Specific Policies* of the Brampton Plan (2024). The “Neighborhoods” designation permits predominantly residential uses, subject to the planned or existing character of the subject property’s street classification. These uses include residential uses, “Neighbourhood Supportive Commercial Uses”, community services and facilities, and

parks and open space. The “Special Land Use Policy Area 4: 69 Bramalea” designation permits mixed-use apartment buildings that include retail and residential uses.

Furthermore, as per *Schedule 12 – Site and Area Specific Policies* of the Brampton Plan (2024), the subject site is also located adjacent to the Lester B. Pearson International Airport (LBIA) Operating Area. As per Section 4.0 – Lester B. Pearson International Airport Operating Area of the Brampton Plan, the City will collaborate with the Greater Toronto Airports Authority to protect the long-term operational role of the Toronto Pearson International Airport by ensuring compatible development with airport operations and the needs of residents, while also discouraging any land uses that may cause a potential aviation safety hazard. In accordance with the Lester B. Pearson International Airport Operating Area policies of the Brampton Plan, City Staff circulated the development application to the Greater Toronto Airports Authority (GTAA) and NAV Canada for review and comment. Both the GTAA and NAV Canada have no objections to the proposed Secondary Plan Amendment and Zoning By-Law Amendment.

The proposal conforms to the “Neighborhoods” and “Special Land Use Policy Area 4: 69 Bramalea” designations of the Brampton Plan. The development proposal contemplates a phased two-tower, mixed-use apartment building with heights of 26 and 18 storeys in order to accommodate a mix of housing types in order to accommodate a mix of housing types, land uses, and a variety of built form in the City.

As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Secondary Plan and Zoning By-Law Amendment is consistent with the policies of the Brampton Plan (2023).

Bramalea Mobility Hub Secondary Plan (SP9)

The subject property is designated “Mixed-Use – Office and Retail” on Schedule 9(a) of the Bramalea Mobility Hub Secondary Plan. As per Section 4.0 of the Secondary Plan, high density residential and retail uses for the subject property (municipally known as 69 Bramalea Road) are already permitted by OPA 133, which is in effect. Furthermore, the subject property is also identified to have a maximum Floor Space Index (FSI) of 0.6 on Schedule 9(c) of the Bramalea Mobility Hub Secondary Plan.

The proposal will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designation. An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density on the subject site.

Staff have reviewed the proposed details from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Community Engagement

The proposed Secondary Plan Amendment and Zoning By-Law Amendment was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on September 11th, 2023. Three (3) members of the public spoke at the meeting and two (2) written submissions were received to the application. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concern Raised	Staff Response
<p>How will the upcoming MTSA policies for the Bramalea GO MTSA impact neighbouring industrial warehouse Bank Brothers operations, particularly regarding land use and compliance with industrial land designations?</p> <p>Additionally, can Bank Brothers access relevant reports / studies from the applicant on noise, odour, air quality, dust, and vibration before any application decision is made?</p>	<p>Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. Through the approved Brampton Plan, the Bramalea GO MTSA area was identified as a Town Centre on Schedule 1A – <i>City Structure</i> and a Primary Major Transit Station Area on Schedule 1B – <i>Major Transit Station Areas</i>.</p> <p>As per Section 2.2.3 of the Brampton Plan, the Bramalea GO Town Centre will build upon the Bramalea GO Station, and its location along the Kitchener-Toronto Innovation corridor to attract both residents and employment uses, including offices, to support the thriving employment area.</p> <p>As per Section 2.2.4.17 of the Brampton Plan, lands within Primary Major Transit Station Areas are intended to be developed in accordance with the land use designations shown on Schedules 13A-13N. The subject site, alongside neighbouring lands, are designated "Mixed-Use (High-Rise Mixed-Use)" on Schedule 13A.</p>

	<p>As such, as per Section 2.2.4.17, the subject lands are intended to meet the following objectives (including but not limited to):</p> <ul style="list-style-type: none"> • Providing a range and mix of housing options, unit sizes and tenure, including affordable housing, to attract a broad range of demographics and to meet local needs; and • Providing a variety of institutional, employment and commercial opportunities. <p>For more details on applicable MTSA policies for the Bramalea GO MTSA area, please see Detailed Planning Analysis in Attachment 10.</p> <p>In regard to the accessing of any relevant reports / studies from the applicant, the City has provided Bank Brothers with the requested studies on noise, odour, air quality, dust, and vibration. In response, Bank Brothers retained SLR Consulting, to conduct a Peer Review of the applicant's submitted Air Quality Assessment (see the <i>Land Use Compatibility Study and Odour Impact Assessment</i> section in this report for more details).</p> <p>Additionally, all submitted studies provided by the applicant have been made publicly available online at BramPlanOnline for viewing.</p>
<p>How will traffic concerns and increased congestion, particularly along Bramalea Road and East Drive to Steeles Avenue, be addressed in relation to the proposed development?</p>	<p>A Traffic Impact Study (TIS) was prepared by LEA Consulting LTD to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes,</p>

<p>Will Bramalea Road be expanded to address increased congestion and traffic?</p>	<p>vehicle maneuvering and circulation, especially along Bramalea Road and East Drive. City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.</p> <p>In regard to future Bramalea Road improvements, the City of Brampton's Transportation Master Plan identified the need for improvements and expansion of Bramalea Road from Queen Street East to southern City limits. As such, the City initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for the Bramalea corridor, which has now since been completed.</p> <p>Based on the findings of the completed Bramalea Road EA Study, the City will therefore be requesting an approximate 3.0 metre road conveyance along the entire Bramalea Road frontage in a future Site Plan application for the proposed development.</p>
<p>Is there opportunity for the City to increase transit service, particularly increase bus service, in order to support the existing community, the proposed development, and also accommodate the increased GO train service from Bramalea GO station?</p>	<p>As per Schedule 3B – Transit Network on the Brampton Plan (2024), the portion of Bramalea Road fronting the proposed development is designated “Higher Order Transit (BRT or LRT)”.</p> <p>As per Section 2.1.3.10 – <i>Transit Hierarchy</i> of the Brampton Plan, “Higher Order Transit” falls under the Rapid Transit classification, which is intended to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service.</p> <p>As such, increased transit service is planned for this area and will service both the future residents of the development application and the existing surrounding community.</p>

<p>How does the City plan to address the lack of adequate retail and commercial services to support both the existing community and the proposed development?</p>	<p>The development application contemplates a mixed-use, high density apartment building. Through the proposed Draft Zoning By-Law Amendment (see Attachment 13), the following commercial uses will be permitted in conjunction with a residential apartment building: office uses, retail establishments, a bank, convenience store, personal service shop, recreation facilities, etc.</p> <p>Furthermore, a specific Minimum Gross Commercial Floor Area zoning provision of 500 sqm. has also been included as part of the Draft Zoning By-Law Amendment (see Attachment 13) in order to ensure sufficient retail has been provided as part of the application in order to support both the proposed development and the existing surrounding community.</p>
<p>What steps will be taken to manage the increased burden on garbage collection services and prevent a potential rise in rat infestations as a result of the proposed development?</p>	<p>The Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton.</p> <p>A development application must meet certain requirements (i.e., correct spacing for garbage trucks) to meet Regional Waste Management requirements. As such, the Region will review and approve all relevant plans in relation to waste management at the Site Plan Approval stage and prior to any development construction in order to properly manage garbage collection services and prevent any potential rat infestations as a result of the proposed development application.</p>
<p>Can emergency services such as the Fire Department, Ambulance / Paramedic Services, and Police Services handle the additional residents and traffic flow as a result of the proposed development?</p>	<p>Similarly to Waste Management, the Region of Peel manages all emergency services (i.e., fire, paramedics, and police) within the City of Brampton. As such, through detailed design and the</p>

	<p>future Site Plan Approval stage, the Region will review and approve all relevant plans to ensure proper access and traffic flow for emergency vehicles on the subject site is provided.</p>
<p>What measures will be taken to ensure appropriate tower separation and podium side yard setbacks from neighbouring land uses?</p>	<p>Through the proposed Draft Zoning By-Law Amendment (see Attachment 13), a Minimum Tower Separation of 25 metres and a Minimum Podium Separation Distance of 10.50 metres for any portion of the podium above 4-storays is proposed.</p> <p>As such, the development proposal will provide adequate setbacks to any surrounding land uses, particularly from the proposed Towers and Podiums.</p>
<p>Can neighbouring schools accommodate the increase of students as a result of the proposed development?</p>	<p>As a part of the development application process, the proposal was circulated to both the Peel District School Board and Dufferin-Peel Catholic District School Board to ensure neighbouring schools can accommodate the projected increase of students as a result of the proposed development.</p> <p>Both School Boards have reviewed the development application, did not provide any objections to the proposal, and indicated there would be accommodation for projected future students as a result of the proposed development.</p>
<p>Will the development application's proposed amenity space be available to the general public?</p>	<p>The development application's outdoor amenity spaces are proposed for resident-use only, located within the apartment building, at the 4th and 9th levels.</p> <p>The proposed private amenity space will provide residents with convenient on-site recreational areas, helping to alleviate any potential congestion in nearby parks and public services.</p>

Background

As part of the development application process, City Staff required the applicant to submit an Air Quality Assessment (i.e., Land Use Compatibility Study) to evaluate any potential odour impacts and ensure land use compatibility between the proposed development and surrounding lands. In response, the applicant retained Dillon Consulting Ltd. to conduct an Air Quality Assessment in order to support the proposed mixed-use residential proposal. The study focused on assessing potential odour impacts from surrounding industrial facilities, particularly the “Bank Brothers Sustainable Ingredients” lands, a meat warehousing facility located directly east of the of the subject site. Multiple site visits were conducted, identifying occasional odours described as “cooking-related” or “landfill-like”, but at weak to moderate levels.

SLR Consulting, on behalf of Bank Brothers, conducted a peer review of the applicant’s Air Quality Assessment, confirming that no odour complaints had been recorded since 2017 (see Attachment 15). The review acknowledged the potential for odour impacts at the proposed development site but concluded that these impacts were limited.

A separate Peer Reviewer retained by the City, Alliance Technical Group, further analyzed the odour dispersion modeling provided by Dillon Consulting Ltd. on behalf of the applicant, identifying that the assessment relied on assumed data rather than measured emissions. Despite this, Alliance Technical Group concluded that the mitigation measures proposed for the development would effectively minimize any potential odour concerns.

Please see Attachment 16 for Peer Reviewer Alliance Technical Group’s Memo to the City re the Air Quality Assessment provided by Dillon Consulting and the Peer Review by SLR Consulting, on behalf of Bank Brothers.

Technical Review & Recommendation

Environmental Engineering staff have reviewed the Land Use Compatibility / Air Quality Assessment report that has been submitted by the applicant in support of this development application and found it to be satisfactory.

The submitted Air Quality Assessment proposed the following mitigation measures in order to ensure compatibility between the development and surrounding industrial land uses (including the Bank Brothers warehouse):

- Centralized HVAC System: Designed to maintain positive air pressure within residential units, reducing the intake of ambient air that may contain odours;
- Air Conditioning in Units and Indoor Amenities: Ensuring that windows and doors can remain closed to minimize exposure to external odours;

- **Optimized Placement of Fresh Air Intakes:** Fresh air intakes should be located in areas with low potential odour impact, preferably on the roof of the 26-storey building, which is significantly higher than the emission points of surrounding industrial land uses;
- **Warning Clauses:** Notifying prospective residents and tenants about potential odour exposure as part of their agreements; and
- **Consideration for Enclosed Balconies:** Reducing potential odour exposure by eliminating open balconies, particularly on lower floors.

Given the findings, the City of Brampton is satisfied with the Air Quality Assessment in support of the proposed development, subject to the implementation of the recommended mitigation measures. The absence of historical odour complaints and the infrequent nature of potential odour exposure support the conclusion that the development is compatible with existing land uses.

Furthermore, any possible future expansion of the Bank Brothers warehouse facility and/or any other surrounding industrial land uses would require an updated Environmental Compliance Approval (ECA) issued by the Ministry of Environment, Conservation and Parks (MECP), thus ensuring that adequate odour control measures would remain in place. Therefore, subject to proper mitigation measures, Staff is satisfied that the proposed Secondary Plan and Zoning By-Law Amendment can proceed without significant environmental and land use compatibility concerns between the proposed high-rise development and the surrounding industrial land uses.

Noise Report and Class 4 Noise Designation:

Background

The NPC (Noise Pollution Criteria)-300 classifies noise sensitive receptors by class, prior to the introduction of Class 4, the classes of receptors are as follows:

- Class 1 – Urban Areas
- Class 2 – Suburban/Semi-Rural Areas
- Class 3 – Rural Areas

The introduction of Class 4 in 2013 by the Ministry of Environment is targeted for infill areas and is intended to allow for residential infill and redevelopment in proximity to existing stationary noise source, such as industry. This designation allows for additional 10dBA at the plane of window for daytime, evening and night-time. It should be specified that a Class 4 noise area is defined as “an area of specific site that would otherwise be defined as Class 1 and Class 2 and which:

- Is an area intended for development with new noise sensitive land use(s) that are not yet built;

- Is in proximity to existing lawfully established stationary sources; and
- Has formal confirmation from the land use planning authority with the Class 4 Noise Area classification which is determined during the land use planning process.”

Technical Review and Recommendation

Development Engineering staff reviewed the Noise Report that has been submitted by the applicant in support of this development application and find it to be in accordance with MECP Standards. The proposed development is situated adjacent to existing industrial stationary noise sources that inhibits the ability for noise mitigation to levels that would be in accordance with the Ministry of Environment, Conservation and Parks (MECP) NPC-300 Class 1 standards.

This means that this development will be subjected to higher sound levels as permitted by the MECP NPC-300 Class 4 designation of the lands.

As such, the Class 4 Noise designation will subject residents to higher sound level limits in excess of 60 dBA. The designation will allow the residential development to proceed and allow the existing neighbouring industrial operations to continue to operate legally with the introduction of residential uses on the proposed development site. Furthermore, it would allow the industrial site to rely on this noise designation and applicable sound level limits in applications for applying / maintaining / updating required provincial approvals, such as ECA (Environmental Compliance Approval for Noise & Air).

As per Section B9.2 of the Environmental Noise Guideline (NPC-300), the Class 4 area classification is based on the principle of formal confirmation of the classification by the land use planning authority. Such confirmation would be issued at the discretion of the land use planning authority and under the procedures developed by the land use planning authority, in the exercise of its responsibility and authority under the *Planning Act*.

As such, the Class 4 Noise designation was recommended by the applicant's noise consultant (as per the Noise Report prepared by Valcoustics Canada Ltd., dated December 11th, 2024) and staff found the recommendation to be in accordance with MECP Standards. This follows staff's review of all potential noise mitigation measures, such as enclosed balconies, which were concluded to be feasible for implementation at a future detailed design and Site Plan Approval stage.

Future noise complaints could be anticipated, as the Class 4 Noise designation will subject residents to higher sound level limits. However, given that the Bramalea GO Major Transit Station Area (MTSA) policies are in support of future residential land uses and intensification of the area, staff are supportive of the recommendation for the Class 4 Noise Designation. Through the future Site Plan application, planning staff intend to work with the applicant toward ensuring that the stated noise levels are indicated within rental and/or lease arrangements for the awareness of future tenants.

Please see Detailed Planning Analysis under Attachment 10 for more details on the applicable land use policies and conformity.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the adoption of the recommendations in this report.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

This application to amend the Secondary Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Bramalea Mobility Hub Secondary Plan and add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s Urban System.

The application aligns with the Strategic Focus Area as it supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by:

- Effectively using lands and resources; and
- Providing opportunities for efficient growth.

LIVING THE MOSAIC – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. This report aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres.

CONCLUSION:

Staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment are generally in accordance with Attachments 12 and 13, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Bramalea Mobility Hub Secondary Plan (Area 9).

The report recommends that Council enact the Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 12 and 13, respectively. The Secondary Plan Amendment and Zoning By-law Amendment application is appropriate for the orderly development of the lands considering the following:

- The proposal is consistent with the Provincial Policy Statement (2024);
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan and Bramalea Mobility Hub Secondary Plan (Area 9); and
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Secondary Plan Amendment and Zoning By-law Amendment, as the proposal is in the public interest.

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Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designation

- Attachment 4 – Secondary Plan Designation
- Attachment 5 – Zoning Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resources
- Attachment 8 – Airport Zoning Regulation
- Attachment 9 – Results of Public Meeting
- Attachment 10 – Detailed Planning Analysis
- Attachment 11 – Sustainability Score
- Attachment 12 – Draft Secondary Plan Amendment
- Attachment 13 – Draft Zoning By-Law Amendment
- Attachment 14 – Draft Zoning By-Law Amendment Schedule
- Attachment 15 – SLR Consulting, on behalf of Bank Brothers, Peer Review of the applicant's Air Quality Assessment
- Attachment 16 - Alliance Technical Group (retained by the City) Peer Review Memo
- Attachment 17 – Elevations
- Attachment 18 – 3D Model Development Applications in Surrounding Area
- Attachment 19 – Results of Application Circulation