

**Detailed Planning Analysis
City File Number: OZS-2023-0020**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), 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 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 the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion to these sections.

Section 2:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (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

Regard for these sections is reflected in the proposed Secondary Plan Amendment and Zoning By-law Amendment. The proposal contemplates mixed-use, high-density residential uses consisting of two towers with heights of 18-storey and 26-storey and a total of 458 residential units and 612 square metres of retail uses. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the development proposal with residential intensification in accordance with Section r) of the Planning Act and will retain the existing circular pavilion on the subject site listed as a heritage resource in accordance with Section d). The proposed development is suitable as the Zoning By-law will inform the uses permitted within the subject site, and there is sufficient space to accommodate the proposed development.

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

Provincial Policy Statement (PPS), 2024:

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 20, 2024.

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS), 2024. Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 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.

Section 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 childcare facilities, long-term 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.

Section 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:
 - i. 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

- ii. 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, and 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.

Section 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.

Section 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.

Section 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.

Section 2.3.1.4 - Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

Section 2.3.1.5 - Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Section 2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Section 2.4.1.1 - Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

Section 2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

Section 2.4.1.3 – Planning authorities should:

- a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- d. consider a student housing strategy when planning for strategic growth areas; and
- e. support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

Section 2.4.2 – Major Transit Station Areas

Section 2.4.2.2 – Within *major transit station areas* on *higher order transit corridors*, planning authorities shall plan for a minimum density target of:

- b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- c. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.4.2.3 – Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:

- a. Planning for land uses and built form that supports the achievement of minimum density targets; and

Section 2.4.2.6 – All *major transit station areas* should be planned and designed to be transit-supportive and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:

- a. connections to local and regional transit services to support transit service integration;
- b. infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;
- c. commuter pick-up/drop-off areas.

Section 2.4.3 – Frequent Transit Corridors

Section 2.4.3.1 – Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned frequent transit corridors.

Section 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.

Section 3.1.4 – Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilities service integration, access to transit and active transportation.

Section 3.2 – Transportation System

Section 3.2.1 - Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

Section 3.2.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 3.2.3 - 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.

Section 3.5 – Land Use Compatibility

Section 3.5.1 - Major facilities and sensitive land uses 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.

Section 3.9.1 – Healthy, active, and inclusive communities should be promoted by:

- a. planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b. planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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;
- c. providing opportunities for public access to shorelines; and
- d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Section 4.6 – Cultural Heritage and Archaeology

4.6.4 - Planning authorities are encouraged to develop and implement:

- b. Proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

Section 6.2.9 - Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a. identify and allocate population, housing and employment projections for lower-tier municipalities;
- b. identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets;
- c. identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and
- d. provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

Analysis: Provincial Policy Statement

The proposed Secondary Plan Amendment and Zoning By-law Amendment application conform to Sections 2.3.1.1 and 2.1.4 of the PPS, as the subject lands are located within a Settlement Area and further will contribute to the existing housing stock and maintain retail/commercial opportunities in the area which will assist in meeting the long-term needs of a healthy, livable and safe community. The proposed rental residential component will contribute to an appropriate mix of housing types in an area

which is largely dominated by single detached housing and industrial / commercial land uses, in accordance with Section 2.2.1(a) of the PPS.

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 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. As such, subject to proper mitigation measures, 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.

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. As the Class 4 Noise designation will subject residents to higher sound level limits, future noise complaints are anticipated. However, given the Bramalea GO Major Transit Station Area (MTSA) policies in support of future residential land uses in this area and the broader Brampton Plan OP policies and objectives, 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 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, 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 proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3, and 2.3.1.2 of the PPS.

The proposed Secondary Plan Amendment, and Zoning By-Law Amendment contemplates the following:

- 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 of 17,826 square metres

- 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
 - 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.

As such, the development proposal will 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 single-detached residential dwellings and commercial / industrial land uses. The subject property is also a part of the Bramalea GO MTSA area, which comprises higher densities, intensification, and a range / mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing transit corridors along Bramalea Road, as well as within walking distance to/from the Bramalea GO station. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 2.1.6 b), 2.2.1 d), and 2.4.1.2 of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System' in Schedule E-1: Regional Structure, 'Built-Up Area' in Schedule E-3: The Growth Plan Policy Areas in Peel, and located within a 'Primary or Secondary Major Transit Station Area' in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. The subject site is also designated "Primary Major Transit Station Area" and "Growth Plan Priority Transit Corridors" in Schedule E-5: Major Transit Station Areas.

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

Section 5.3.3 Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, in accordance with the PPS, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.

Section 5.3.4 Permit development on abutting or adjacent to lands affected by human-made hazards only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.

Section 5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Section 5.4.7 Promote 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.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of

housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.4.18.4 To intensify development on underutilized lands.

Section 5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

Section 5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

Section 5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Section 5.4.18.10 Facilitate and promote intensification.

Section 5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

Section 5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

Section 5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent

Section 5.4.18.15 Direct the local municipalities to develop intensification strategies that demonstrate how the minimum intensification target prescribed in Policy 5.4.18.13 will be achieved within the Delineated Built Boundary

Section 5.4.18.16 Direct the local municipalities to delineate and establish minimum density targets for Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas.

Section 5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of development in Strategic Growth Areas.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

Section 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

Section 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a. support the Urban System objectives and policies in this Plan;
- b. support pedestrian-friendly and transit-supportive urban development;
- c. provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and

Section 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.

Section 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

Section 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth

Section 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.17.6 To encourage transit-supportive development in existing and new Designated Greenfield Areas.

Section 5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

Section 5.6.17.9 Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that:

- a. defines the character;
- b. establishes transit-supportive density targets;
- c. considers housing needs in accordance with Policy 5.9.7;

- e. considers land use compatibility, in accordance with the requirements of provincial standards, guidelines and procedures;
- f. considers the identification and conservation of cultural heritage resources;
- g. considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management.

Section 5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.

Section 5.6.17.12 Encourage the local municipalities to implement strategies for Strategic Growth Areas that include as-of-right zoning, streamlined approvals of development, community planning permit system, affordable housing, inclusionary zoning, and other applicable tools.

Section 5.6.17.13 Encourage the establishment of nodes and corridors in the Delineated Built-up Area and Designated Greenfield Areas to support compact urban forms and transit-supportive development where frequent transit and higher order transit service is planned.

Section 5.6.17.15 Encourage the local municipalities to adopt alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards.

Section 5.6.18.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services

Section 5.6.18.2 To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.

Section 5.6.18.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.

Section 5.6.18.4 To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Section 5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.

Section 5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

Section 5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

Section 5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

Section 5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

- a. Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

Section 5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

Section 5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

- a. The minimum density for each Major Transit Station Area as prescribed on Table 5, maximum densities may also be established at the discretion of the local municipality;
- b. The minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;
- c. The permitted uses in each station that supports complete communities;
- e. The minimum height for land uses within the Major Transit Station Area, maximum heights may be established at the discretion of the local municipality;

- f. Policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;
- h. Land use compatibility and the separation or mitigation of sensitive land uses in accordance with provincial guidelines, standards, and procedures;
- i. Protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;
- l. Implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;
- n. Land use in Major Transit Station Areas that overlap with Employment Areas which are identified on Schedule E-4, and subject to Policy 5.8.36;
- p. Alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards.

Section 5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;
- b. Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;
- c. Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;
- d. Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;
- e. Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;
- f. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;
- g. Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;

- h. Supports high quality public realm improvements to enhance the Major Transit Station Area;
- i. Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and
- j. Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

Table 5 – Minimum Densities of Major Transit Station Areas

	Code	Station	Municipality	Growth Plan Priority Transit Corridor Station	Classification	Additional Policy Area	Minimum Density
Kitchener GO	KIT-2	Bramalea GO	Brampton	Yes	Primary	Urban Growth Centre	200

Section 5.8.6 To concentrate higher density employment uses such as Major Office in Strategic Growth Areas such as Urban Growth Centres, Major Transit Station Areas, the Regional Intensification Corridor and in other areas served by frequent transit and higher order transit.

Section 5.8.13 To support innovative approaches to accommodating employment uses.

Section 5.8.19 Direct the local municipalities to include employment designations in their official plans to accommodate a diverse range of employment uses to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses.

Section 5.8.20 Use the employment forecasts in Table 3 for employment land use planning in the Region.

Section 5.8.21 Direct high-density employment uses such as major office and major institutional development to Strategic Growth Areas, and other areas with existing or planned higher order transit service.

Section 5.8.27 Employment Areas are encouraged to be planned to achieve a minimum employment density of:

- 30 jobs per hectare

Section 5.8.29(b) Provide an appropriate interface between Employment Areas and adjacent nonemployment areas to maintain land use compatibility.

Section 5.8.30 Require that local municipalities direct retail and commercial uses which are below Major Retail thresholds in Employment Areas to appropriate locations:

- a. On the periphery of Employment Areas;
- b. That provide a buffer to sensitive land uses to maintain land use compatibility;
and
- c. That are in close proximity to transit service.

Section 5.8.36 As part of a Regional municipal comprehensive review, a comprehensive evaluation of the regional Employment Area designation was conducted which identified the potential for select Major Transit Station Areas to support the integration of Employment Areas with nonemployment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study.

Retail, residential, commercial, and non-ancillary uses may be permitted in Major Transit Station Areas: **KIT-2 Bramalea GO**, LWGO-2 Clarkson GO, DUN-17 Wharton Way, QUE-9 Torbram, QUE-10 Chrysler-Gateway, QUE-11 Airport, QUE-12 Goreway, QUE-13 McVean, QUE14 The Gore, QUE-15 Highway 50, HUB-1 Bolton GO, and HUB-3 Steeles at Mississauga Road identified on Schedule E-4 – Employment Areas.

The introduction of residential uses is subject to the completion of a planning study initiated by a local municipality that addresses the following to the satisfaction of the Region:

- a. Identify the area where residential uses would be permitted;
- b. The requirements of Policy 5.6.19.9 of this Plan;
- c. Land use compatibility in accordance with provincial standards, guidelines, and procedures;
- d. An overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
- e. How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;
- f. The mix and ratio of jobs by type (e.g. office, manufacturing, institutional);
- g. That higher order transit is planned for the Major Transit Station Area within the planning horizon;

- h. The development of complete communities and transit- supportive densities including employment uses; and
- i. Demonstrate how transit-supportive employment densities will be achieved.

Section 5.8.37 Residential uses identified in accordance with the requirements of Policy 5.8.36 to the satisfaction of the Region shall be removed from the Employment Area designation on Schedule E-4 without the requirement of an amendment to this Plan.

Section 5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

Section 5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

Section 5.9.3 To ensure an adequate supply of rental housing stock to meet local need.

Section 5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.

Section 5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

Section 5.9.6 To consider barriers to housing, including social and economic factors.

Section 5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged

	to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more-bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Section 5.9.17 Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.

Section 5.9.21 Collaborate with the local municipalities to explore offering incentives to support affordable and purpose-built rental housing to achieve Peel-wide new housing unit targets shown in Table 4.

Section 5.9.22 Collaborate with the local municipalities to explore opportunities to prioritize planning approvals for affordable housing developments.

Section 5.9.24 Encourage the local municipalities to consider alternative development and design standards for affordable housing development including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management.

Section 5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

- a. The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and
- b. 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.

Section 5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to

encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

Section 5.9.34 Encourage community agencies and landowners of suitably sized sites to develop affordable housing.

Section 5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.

Section 5.9.39 Direct the local municipalities to establish an official plan policy framework to implement inclusionary zoning where deemed appropriate by the local municipality through zoning by-laws in primary Major Transit Station Areas and secondary Major Transit Station Areas delineated on Schedule E-5 as per Policy 5.6.19.6, and in community planning permit system areas, as ordered by the Minister;

- a. establish minimum unit thresholds for inclusionary zoning to apply and a percentage of the gross floor area, or an equivalent percentage of units, to be secured as affordable housing with consideration for the unique characteristics, market conditions, and objectives of the Major Transit Station Areas;

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development provides appropriate residential land uses through the inclusion of mixed-use, high-density rental residential units and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13.

The proposal will contribute to complete communities through the provision of a mixed-use high-density development with rental apartment building units in close proximity to the Bramalea GO Station in accordance with Sections 5.4.10, 5.4.18.5, 5.4.18.6, 5.4.18.8, and 5.6.19.5.

The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

The development proposal is also located within the “Primary Major Transit Station Area” and “Growth Plan Priority Transit Corridors” in Schedule E-5: Major Transit Station Areas. As such, the proposed mixed-use high-density development facilitates and promotes intensification in accordance with Sections 5.4.18.10, 5.4.18.11, 5.4.18.16, 5.6.19.1. Furthermore, the proposed mixed-use development encourages a mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, and office uses that supports the needs of employees and residents in a walkable environment in accordance with Section 5.6.19.2.

Based on the above, staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton’s Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated “Employment” and “Mobility Hub G – Gateway” on Schedule 1 – City Concept; and “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 proposed Secondary Plan Amendment and Zoning By-Law Amendment conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

- 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.

Section 3.2.4 – Major Transit Station Areas

Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. They will be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel. These centres have City-wide significance as part of the City’s transit network.

Section 3.2.4.1 - Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

Section 3.2.5 – Mobility Hubs

Mobility Hubs are places of connectivity where different modes of movements, from walking and cycling to higher order transit intersect seamlessly. A Mobility Hub is made up on an area where a transit station is surrounded by an attractive, intensive concentration of employment, living, shopping and public spaces.

Section 3.2.5.1 – Gateway Hubs

Certain Major Transit Station Areas have been identified as Gateway Mobility Hubs in the Metrolinx Regional Transportation Plan (RTP) due to the existing or planned level of regional rapid transit service. Like Major Transit Station Areas, they are planned to accommodate a concentration of higher density residential and/or commercial, institutional and employment development and share all other characteristics except that they have regional significance due to their connection to centres outside the region and are therefore planned to accommodate more growth than Major Transit Station areas.

Gateway Hubs designated in the RTP include Bramalea GO.

Section 3.2.5.1.1 - Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.

Section 3.2.5.1.2 - Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.

Section 3.2.5.1.3 - Development within a Gateway Hub that has undergone a comprehensive high order transit/land use planning study may exceed the general height and massing guidelines of the Gateway Hub in accordance with the detailed provisions of the comprehensive study.

Section 3.2.5.1.4 - Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.

Section 3.2.6 – Intensification Corridors

Intensification Corridors are one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre.

Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation.

Section 3.2.6.1 - Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Bramalea Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

Section 3.2.6.4 - Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.

Section 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.

Section 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.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

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"> ▪ Low Density 	<ul style="list-style-type: none"> ▪ 30 units/ net hectare ▪ 12 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes
<ul style="list-style-type: none"> ▪ Medium Density 	<ul style="list-style-type: none"> ▪ 50 units/ net hectare ▪ 20 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
<ul style="list-style-type: none"> ▪ High Density 	<ul style="list-style-type: none"> ▪ 200 units/ net hectare ▪ 80 units/ net acre 	<ul style="list-style-type: none"> ▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

Section 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.

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

Section 4.2.1.7 - The City shall establish guidelines for the implementation of housing mix policies and density provisions in the Secondary Plans. Such implementation guidelines shall specify:

- i. Appropriate interpretation of the housing mix policies and density provisions;
- iii. General criteria for considering flexibility to the housing mix policies and density provisions; and,

Section 4.2.1.8 - Residential development and the residential component of a mixed-use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

Section 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.

Section 4.2.1.12 - The City shall encourage the maintenance of a minimum rental vacancy rate of two percent (2%). To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

Section 4.2.1.14 – In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- i) Variety of housing types and architectural styles;
- ii) Siting and building setbacks;
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- vi) Incorporation of multiple unit dwellings and apartments; and,
- vii) Landscaping and fencing on private property;

Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.2.7.2 - The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations in individual unit and neighbourhood design and incorporate design standards and criteria in accordance with Section 4.10 Urban Design of this plan and the Development Design Guidelines.

Section 4.2.9.1 - The City shall establish the phasing of residential development on the basis of economic efficiency in terms of capital and operating costs for necessary physical, community and institutional services and the degree of compliance with the objectives and policies of the Financial and Phasing section of this Plan.

Section 4.5.2.9 - Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 – From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;

- ii) Requiring the provision of adequate off-street private parking; and,
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

Section 4.5.2.26 – The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.4.22 - The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.

Section 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.

Section 4.5.4.25 - The City shall formulate a transit supportive development check list within the development applications review process to guide and encourage the location of a wide range of high-density mixed uses along existing or planned rapid transit routes.

Section 4.5.4.31 - The City shall promote transit supportive land uses at existing and future GO stations identified as Gateway Mobility Hubs by planning for higher density residential and employment development within walking distance from the station, in accordance with the policies of the relevant secondary plan and this Plan, and the ability to physically integrate such uses with existing land uses and other planning considerations.

Section 4.10.1.9 - Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.

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

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

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

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

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

Section 4.11.4.1 – Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 –The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

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

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

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

Section 4.14.3.20 - Special Land Use Policy Area 20: 69 Bramalea Road

Section 4.14.3.20(i) - Lands designated Special Land Use Policy Area 20 shall be developed as a mixed-use apartment building that includes retail and residential uses.

Section 4.14.3.20(ii) - To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing Official Plan Amendment and Zoning By-law to require that a minimum gross floor area of retail uses are provided in the building. The appropriate amount of retail floor space will be determined as part of the development review process.

Section 4.14.3.20(iii) - The building shall be sited and oriented to provide an appropriate interface with the adjacent industrial area. The proposal shall provide the necessary mitigation measures both on and off-site to ensure that existing adjacent industrial uses are able to continue and/or expand their existing operations.

Section 4.14.30.20(iv) - Prior to the adoption of the implementing zoning by-law, the applicant shall demonstrate that the proposal meets noise and air quality standards for the residential portion of the development, in accordance with Section 4.6 of the Official Plan.

Section 4.14.30.20(v) - A Heritage Impact Assessment shall be submitted as part of the next stages of planning approvals.

Section 4.14.30.20(vi) -

Analysis: City of Brampton Official Plan (2006)

The property is 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 proposal conforms to the “Residential” and “Special Land Use Policy Area 20: 69 Bramalea Road” designations of the Official Plan. 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.

The subject property will be located close to existing transit infrastructure, including within walking distance to the Bramalea GO Station, which will aid residents in reaching community amenities, services, and destinations both in and outside of the City. The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation.

The proposed development’s location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding existing low-density neighbourhood and industrial / commercial land uses in a manner which aligns with the vision for the City of Brampton and the Bramalea GO MTSA area.

As such, the proposal is consistent with the “Residential” and “Special Land Use Policy Area 20: 69 Bramalea Road” land use designations and an amendment to the Official Plan is not required.

Based on the above, staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan (2006).

Brampton Plan (2024)

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

Section 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:

- e. Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable city-building and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.
- f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

Section 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:

- c. Major Transit Station Areas, as shown on Schedules 1A and 1B, are planned to transition over time into vibrant high density walkable places that include open

spaces, services and amenities, employment uses, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and jobs that will be able to enjoy the features of a 15-minute neighbourhood.

- d. Corridors represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities.

Section 2.1.2.2 - The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

Section 2.1.2.3 - A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

Section 2.1.2.5 - Employment Areas will accommodate a diverse mix of employment uses including businesses and industries in locations supported by transit infrastructure. Major Transit Station Areas located within Employment Areas may permit other non-employment uses, subject to further planning studies and in accordance with the policies of this Plan and the Region of Peel Official Plan.

Section 2.1.2.10 - Most growth will occur within the Built-Up Area (Schedule 5) in Strategic Growth Areas of the city, with a majority of residential growth being through intensification, increasing over time during the planning horizon. Most of the employment growth will occur within the designated Employment Areas in the Built-Up Area.

Section 2.1.2.11 - Both residential and employment growth will be located in Centres, Boulevards, Corridors, and Employment Areas (subject to the policies in the Employment Area section that limit residential uses) in our City- Wide Growth Management Framework, including locations of existing or planned transit and community services and facilities.

Section 2.1.2.12 - Sufficient lands and opportunities for strategic intensification have been identified through this Plan to meet the projected growth requirements for population, housing, and jobs until 2051.

Section 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.

Section 2.1.2.20 - Intensification in Brampton will be accommodated by:

- a. Directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.
- b. Promoting a variety of built forms along Boulevards and Corridors. Development in these areas will respond to the existing and planned built form context in their respective designations, subject to the transition, form and design policies of this Plan.

Section 2.1.2.27 - To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the City’s Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

Section 2.1.2.28 - Centres will be designated as Mixed-Use on Schedule 2 through subsequent planning studies to provide appropriate use, form, and intensity requirements.

Table 2 - Minimum Density Targets for Centres

Location	Classification	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Policy Context
Bramalea	Urban Centre	160	Primary Major Transit Station Area

Section 2.1.2.30 - Over the life of this Plan, the City will plan to achieve the minimum density target as shown in Table 3 to create a critical mass of people and jobs essential to making existing and planned rapid transit viable and create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities.

Section 2.1.2.31 – Each Major Transit Station Area is unique with its own growth potential. The City will study Major Transit Station Areas in accordance with the implementation policies of Chapter 5 of this Plan based on local context and conditions to facilitate intensification.

- b. Where Employment Areas are within or overlap with a Major Transit Station Area, the City will initiate a study, in accordance with the policies of this Plan and the Region of Peel Official Plan, to support the integration of non-employment uses in specific portions of Employment Areas based on the planning context to develop vibrant, mixed-use areas, and innovation hubs.

Table 3 – Primary Major Transit Station Areas in Brampton

Major Transit Station Area (Schedule 1B)	Higher-Order Transit Boulevard	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Brampton Plan Planning Context (Schedule 1A)	Status (As of March 2022)
Bramalea GO KIT-2	Kitchener GO	150	Town Centre (Bramalea GO)	Existing

Section 2.2.4.1 - Boulevards will be transformed incrementally over this Plan’s planning horizon and will vary in terms of intensity, form, and scale depending on the level of transit investment. To achieve this, development in Boulevards will:

- a. Cultivate Sustainable Urban Places. Boulevards will be urban places where people live, work, and play and respond to Major Transit Station Areas and transit investment along the corridor. Buildings will fit into their existing or planned context, adhere closely to the street, creating a continuous cluster of activity.
- b. Support Transit Viability. Appropriate development densities and form Boulevards within Major Transit Station Areas will create the critical mass essential to make local transit systems viable.
- c. Create Complete Streets. Boulevards function as key meeting places in the city due to the Major Transit Station Areas along them, bringing residents to these desirable locations and to the mix of amenities, services, and shops. Along these higher order transit spines, most people walk, roll, or cycle to and from transit stops to their destination, along a safe comfortable, and enjoyable public realm.
- d. Enable Characteristics for Modern Living. Boulevards will have several essential characteristics for modern living and working, as well as being the focal point and destination for activity. The design of Boulevards will comprise of buildings that frame the street, at a scale and form that is supportive as well as respects the existing context. A mix of uses with at-grade commercial uses will support a vibrant and diverse public realm.

Section 2.2.4.3 – The following policies apply to Primary and Secondary Urban Boulevards shown on Schedule 1A:

- a. A broad range of residential, retail, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Residential uses may only be permitted on lands designated Mixed-Use Employment in accordance with the policies for the Mixed-Use Employment designation within certain Major Transit Station Areas, subject to the outcomes of the respective Major Transit Station Area study.

- b. The full range of uses described in this section will not necessarily be permitted on all sites within Urban Boulevards and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or Precinct Plans, subject to their completion.
- f. Commercial and personal service uses in a mixed-use building will be encouraged to be located at grade and fronting a public street.
- g. The design of new development will consolidate and where achievable, relocate parking and service areas underground or to where they are not visible from streets and pedestrian areas.

Section 2.2.4.4 - Primary and Secondary Urban Boulevards will redevelop over time as higher density mixed-use areas, focusing on residential and employment intensification for the existing Community and Employment Areas respectively, that they overlay.

Section 2.2.4.5 - The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Natural System, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.

Section 2.2.4.6 – New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent lower density Neighbourhoods and provide transition in accordance with the design policies of this Plan.

Section 2.2.4.7 - Implementing Secondary Plans or Precinct Plans will include policies to ensure that the intensity of development is appropriate for individual sites, including residential areas outside of Primary or Secondary Urban Boulevards.

Section 2.2.4.8 – The highest intensity will be directly adjacent to transit stations located within the Primary and Secondary Urban Boulevards.

Section 2.2.4.9 - Development along either side of Primary and Secondary Urban Boulevards will achieve a high level of design excellence in conformity with the Urban Design policies of this Plan, including relevant Secondary-Level Plans, and in accordance with the City-Wide Urban Design Guidelines and area specific Urban Design Guidelines, to:

- a. Make a positive contribution to an active public realm.
- b. Define the distinct character of the street and street edge.
- c. Promote architectural diversity and sustainable development practices in building and open space design.
- d. Improve the City's image, and climate resilience through increased tree canopy, other landscape interventions, and ecological features.
- e. Design and site buildings based on their relationship to their context, their character and use, their ability to enhance existing site conditions, and positively contribute to adjacent development and the public realm.

- f. Transition in height and massing, including the relationship of the building to the width of the public right-of-way, setbacks and separation distances between buildings, and adjacent or abutting development.
- k. Provide linkages to Urban and Town Centres through Higher Order Transit and active transportation.
- m. Support areas designated Mixed-Use comprised of a broad range of uses, including but not limited to residential, major institutional, office, commercial/retail/institutional uses in an urban format, and other uses that may support Primary and Secondary Urban Boulevards as places for people to live, work, and play locally.

Section 2.2.4.10 – The Zoning By-Law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, as appropriate, having regard for:

- b. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan;
- c. Appropriate interfaces with the Public Realm, including features that occupy both public and private land such as trees;
- d. Active frontages and ground related non-residential uses to encourage walkability and street life; and
- e. The intended density to be accommodated within the permitted building envelope.

Section 2.2.4.17 – Lands within a Primary Major Transit Station Areas will be developed in accordance with land use designations shown on Schedules 13A-13N to generally meet the following objectives:

- b. Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;
- c. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;
- d. Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;
- f. Provide 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;
- g. Provide a variety of institutional, employment, and commercial opportunities;
- i. Provide active ground floor related uses and active street frontages;
- m. Provide a strategic approach to parking management that will prioritize and incentivize transit use and active transportation, as well as optimize parking utilization through measures including, but not limited to, shared parking;

- n. Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and
- o. Contribute to building resilient, low-carbon, and green communities.

Section 2.2.7 - Brampton's Neighbourhoods are areas of the city where most residents live, and are comprised of a mix of uses and lower scale built form. As illustrated on Schedule 2, the Neighbourhoods designation makes up the vast majority of Brampton's land area. Lands located within the Neighbourhoods designation include mainly residential communities with other locally-serving community services and amenities.

Section 2.2.7.1 - In 2051, Brampton's Neighbourhoods will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:

- a. Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.
- b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.
- c. Foster Livability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

The notion of the 15-minute neighbourhood can be accomplished by providing for everyone's daily needs within a 15-minute walk or bike from home. This section establishes policies which are focused on three key elements:

- Proximity, which means reducing time spent travelling from home to meet daily needs and reduce car dependency.
- Diversity, which refers to the diversity of services and amenities to meet needs locally, the diversity of housing options, and diversity of culture and socioeconomic backgrounds to build Neighbourhoods.
- Ubiquity, which refers to the decentralization of some of the city's functions and a focus on local amenity instead of city-wide provision. Each community within our Neighbourhoods has its own identity and should be planned in a way that serves the needs and desires of its residents.

Together, the elements of the 15-minute neighbourhood work to improve the quality of life in Brampton's neighbourhoods and help to achieve a more sustainable, healthier and liveable city.

Section 2.2.7.2 – The City-wide Urban Design Guidelines will be used to evaluate and

provide guidance on infill proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.

Section 2.2.7.3 - Planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. To implement this objective, the development and redevelopment in Neighbourhoods will provide the following, where appropriate:

- a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;
- b. A grid network of interconnected streets and pedestrian routes that define development blocks;
- c. Parks and open spaces, community facilities, schools and public buildings to support existing and new residents and workers;
- d. Services and facilities that meet the needs of residents, workers and visitors such as small healthcare facilities, and local-serving places of worship and pharmacies;
- e. Access to transit, walking, and cycling and accessible and comfortable connections to the surrounding streets and open spaces;
- f. Uses and building scales and designs that are compatible with surrounding development and provide an appropriate transition to existing Neighbourhoods in accordance with the Urban Design policies and Table 4 of this Plan;
- g. Development that promotes a compact built form and opportunities for intensification; and,
- h. A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities.

Section 2.2.7.5 - The range of permitted uses in Neighbourhoods is determined based on the street classification explained on Table 6 in alignment with Schedule 3C that show the functional street classifications referenced.

Section 2.2.7.6 - The full range of uses described in Table 6 will only be permitted provided it can be demonstrated that they conform with the interpretation policies for Table 6.

Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses (Subject to the Policies of this Section)	Permitted Accessory Uses (Subject to the Policies of this Section)
Local Street	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space 	<ul style="list-style-type: none"> I. Home Occupations J. Additional Residential Units K. Community Gardens
Collector	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Neighbourhood Supportive Commercial Uses E. Emergency Facilities F. Places of Worship G. Day Care Centres H. Long Term Care Facility 	
Major and Minor Arterial (City and Region)	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Emergency Facilities E. Places of Worship F. Day Care Centres G. Long Term Care Facility H. Motor Vehicle Commercial 	

Section 2.2.7.8 - New proposals locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of complete communities by providing vertically and/or horizontally integrated mixed-use buildings. This may include, any combination of compatible uses, including but not limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.

Section 2.2.7.9 - Mixed use buildings will be directed to transit supportive corridors, and transit supportive intersections.

Section 2.2.7.10 - Notwithstanding the policies of this section, similar designations not explicitly identified in this Plan, may be permitted within the Neighbourhoods designation on Schedule 2 as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.

Section 2.2.7.11 - Where development is being considered at the intersection of two streets of different typologies, development will be oriented toward the higher-order street. Access should be provided from the lower-order street.

Section 2.2.7.12 - Where development is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted neighbourhoods:

- a. The lower-order streets will be used to determine the permitted uses in Table 6.
- b. Where land assembly has occurred and the development fulfills the development criteria of this Plan, the higher-order street may be used to establish the permitted uses in Table 6.
- c. Where the higher-order street has been used to establish the permitted uses in Table 6, the development will be required to complement the existing or planned character of each street onto which it has frontage.

Section 2.2.7.13 - Secondary Plans and Precinct Plans will provide more specific designations of lands within the Neighbourhoods designation.

Section 2.2.7.14 – Residential uses are permitted in accordance with the policies of this section and in accordance with the heights prescribed in Table 5.

Section 2.2.7.35 - The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building stepbacks, maximum lot coverage, minimum lot size, height, front and sideyard setbacks, massing, floor area, roofline, materials, and minimum landscaped areas, as appropriate, having regard for:

- a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.
- b. Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees.
- c. Active frontages and ground related non-residential uses to encourage walkability and street life.
- d. Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.

- e. Proximity to the Mixed-Use designation and Corridors overlay.
- g. Transition in building form to and from abutting designations.
- h. The intended density to be accommodated within the permitted building envelope.

Section 2.2.7.36 - Predominantly ground-oriented dwelling forms will generally be directed to locations in Neighbourhoods outside of the Mixed-Use designation and Corridors. Missing middle housing typologies will be encouraged in Neighbourhoods and Corridors consistent with Table 4 and the policies of this Plan.

Section 2.2.7.38 - Development in Neighbourhoods will have regard for the existing physical character of each geographic neighbourhood, including in particular:

- a. Patterns of streets, blocks and lanes, parks, and public building sites;
- b. Prevailing size and configuration of lots;
- c. Prevailing heights, massing, scale, density, and dwelling type of nearby residential properties;
- d. Prevailing building type(s);
- e. Prevailing location, design and elevations of buildings relative to the grade of driveways and garages;
- f. Prevailing setbacks of buildings from the street or streets;
- g. Natural System and natural hazards;
- h. Prevailing patterns of rear and side yard setbacks and landscaped open space areas; and
- i. Continuation of special landscape or architectural styles, where appropriate that contribute to the unique physical character of the geographic neighbourhood.

Section 2.2.7.40 - Underutilized sites or sites within existing Neighbourhoods which were previously used for non-residential uses, including but not limited to: schools, golf courses, and places of worship, may convert to residential uses through the completion of an Area Plan, provided that:

- b. The proposed development includes a mix of residential and community-supportive non-residential uses to help support achievement of a complete and walkable community, as appropriate;

- c. The intent of the City-Wide Growth Management Framework is met;
- d. The proposed development meets the Housing and Social Matters policies of this Plan;
- e. Have heights, massing and scale that have regard for nearby residential properties and provide a transition between areas of different development intensity and scale;
- g. Development is evaluated against the new Neighbourhoods policies of this Plan.

Section 2.2.7.52 – Neighbourhood supportive commercial uses will be subject to the following criteria:

- a. They are local serving;
- b. Are accessed primarily by walking and cycling;
- c. Foster a connection between neighbours; and;
- d. Are of a size and scale that do not rely on automobile traffic from outside the immediate area.

Section 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.

Section 3.1.1.40 - A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and arrangement of buildings with appropriate separation distances within a site and to surrounding uses, and transition in height and massing.

Section 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.

Section 3.1.1.42 - The sharing of building services, service entrances and electrical services among buildings, and among development complexes is encouraged and should be located below grade where feasible.

Section 3.1.1.43 - Parking should be coordinated with surrounding sites to accommodate opportunities for shared parking facilities and to minimize the amount of surface parking.

Section 3.1.1.44 - Main building entrances, where possible will be located on the prominent building facades so that they front onto a public street, park or open spaces, and will be clearly visible and directly accessible from a public street.

Section 3.1.1.52 – High-Rise Buildings and their associated residents and jobs in the right context are essential to enhance the public realm, support transit investment and contribute to the diversity of built form in the city.

Section 3.1.1.52 – High-Rise Buildings will be required to:

- a. Be of high-quality architecture and meet the City’s sustainability and accessibility design standards;
- b. Have convenient access to transit and active transportation networks; and
- c. Locate in proximity to amenities such as parks, open space, schools, shopping, and other public service facilities, services, and amenities.

Section 3.1.1.53 - High-Rise may only be permitted where transition in height can be provided to adjacent low-rise areas. To support the appropriate transition of High-Rise Buildings within a community, planning and development applications proposing these **building typologies** will demonstrate:

- a. Compatibility and integration with the surrounding context in terms of height, massing, setbacks, orientation, and **landscape** character;
- b. Achievement of an appropriate transition to existing and planned lower scale **development** areas by providing a gradual change in height and massing, through the application of specific height regulations, stepbacks, enhanced landscaping, and fencing;
- c. That where these buildings abut or are adjacent to a park or open space, that access to sunlight and open views of the sky are maximized; and,
- d. Very tall towers will require a greater minimum tower separation between towers.

Section 3.1.1.55 - High-Rise Buildings generally have three primary components in design – a podium, a tower above the podium and a top, all carefully integrated into a single whole, as follows:

- a. The base is the primary interface with the context of the street, people, and services and will be appropriately scaled and designed to address and enhance the public realm and create transition in scale and buffer to lower scale development in adjacent and nearby communities. The height of the podium component will generally be established generally at 80% of the abutting road right-of-way.
- c. The podium component will be required to incorporate:

- i. Sufficient setbacks and adequate space for tree planting and other landscaping that facilitates a high-quality public realm;
 - ii. Permeability at street level and the provision of active uses at-grade; and,
 - iii. Weather-protected spaces including terraces, courtyards, and gardens to promote activity year-round; and,
 - iv. Weather protection features along building frontages, building entrances, and where people are likely to congregate, including canopies, arcades, and awnings.
- d. The tower should be clearly separate from the podium, through stepbacks and material changes to lighten their appearance. Tower floorplates for primarily residential towers should be no larger than 800 square metres. Generally, a minimum of 25 metres will be provided between towers to allow for privacy, light and sky views. Responsibilities for providing separation distances will be shared equally between owners of all properties where high-rise buildings are permitted. Maximum separation distances will be achieved through appropriate floorplate sizes and tower orientation.
- e. Due to their prominent scale, tower tops are generally visible from a far distance and should therefore be carefully designed to contribute to the surrounding skyline identity and character with respect to height, location, and proximity to other high-rise buildings.
- f. Vents, mechanical equipment rooms, and elevator penthouses will be required to be integrated with the architectural treatment of roods and screened from view.

Section 3.1.1.56 – The design of High-Rise Buildings will include:

- a. Consideration of the effect of the development on the existing and planned skyline of the City and the character of its surroundings, including the relationship with other existing and planned High-Rise and Buildings;
- b. Inclusion of indoor and outdoor amenity space for residents, including spaces and amenities for all age groups, and where possible, publicly accessible retail and service commercial interior spaces;
- c. Incorporation of bird-friendly designs and materials to minimum bird strikes;
- d. Mitigation of microclimatic impacts on the public realm and private amenity areas; and,
- e. Mitigation of the impacts on aviation flight paths and navigation and telecommunication facilities.

Section 3.3.1.2 - The City will work in partnership with other levels of government, private developers and the non-profit sector to achieve the following housing targets:

- a. 30% of all new housing units in Brampton be affordable and of that, 50% of all affordable housing will be encouraged to be affordable to low-income households and 50% to moderate-income households; and,

- b. 25% of all new housing units be rental tenure.

Section 3.3.1.28 - Market rental housing includes rental units in the private rental market and includes both purpose-built rental units as well as units in the secondary rental market, such as rented condominiums. There is a widespread shortage of purpose-built rental housing in Brampton that is appropriate for low- and moderate-income residents, including seniors, families, students and newcomers. Increasing the supply of adequately sized purpose-built rental housing for households across income ranges has been identified as an important deliverable of Housing Brampton and is necessary to ensure the health and long-term sustainability of the city. Ensuring that a range of purpose-built rental housing options, including those that are deeply affordable, are located in close proximity to the transit network is also necessary to ensure that residents have easy access to schools, workplaces, and amenities.

An adequate and affordable supply of rental dwelling units will be provided and maintained by ensuring that, through the development approvals process, the City:

- a. Seeks to maintain a residential vacancy rate of at least 3% among all categories of rental dwelling units, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report.

Section 4 – Site and Area Specific Policies

Lester B. Pearson International Airport Operating Area

The Lester B. Pearson International Airport is an integral part of the economic and transportation system for Brampton, the economic region, and the country – providing international and national connections, generating employment and services that support the economic growth of the City. Consideration for compatible development with the Airport operations and function must be balanced with key protections that ensure the long-term economic vitality of this area.

- a. The City will collaborate with the Greater Toronto Airports Authority to protect the long-term operational role of the Toronto Pearson International Airport, ensuring the compatible development with airport operations and the needs of residents by discouraging land uses that may cause a potential aviation safety hazard and focus on the improvement and enhancement of the facilities, access to and capacity of Toronto Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of the city.
- b. Development, infilling and redevelopment for certain noise sensitive residential and community service land uses (including accessory to a permitted use), such as day care centers, nursing homes, schools, and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area, as

identified on Schedule 12, and in accordance with the Aircraft Noise Policies of this section.

- c. The Noise Exposure Forecast, the Noise Exposure Projection systems and the LBPIA Operating Area, Composite Noise Contour map and Airport Zoning Regulations will be used as a basis for land use planning and development control.
- d. Noise sensitive land uses will only be permitted in areas where the existing or projected N.E.F./N.E.P. level is 30 or less. All other land uses will comply with the provisions of the N.E.F. Land Use Compatibility Table, which may be revised from time to time, and which is extracted from the former Provincial publication entitled Land Use Policy Near Airports.
- e. Prior to the approval of any development application within lands exposed to levels of between 25 and 30 N.E.F., a Noise Impact Analysis will be required from the development proponent and will be approved to the satisfaction of the City.
- f. For development applications in and outside the LBPIA Operating Area affected by an N.E.F./N.E.P. of 25 or greater for residences, day care centers, public and private schools, places of worship, hospitals or nursing homes and if otherwise permitted by this Plan; an N.E.F./N.E.P. of 30 or greater for hotels, motels, service commercial or office uses; and an N.E.F./N.E.P. of 35 or greater for industrial or warehousing uses, a noise impact study will be undertaken by a qualified acoustic consultant in accordance with Provincial government guidelines and to the satisfaction of the City prior to development approval to determine the appropriate acoustical design criteria.
- g. For the purposes of this Section, redevelopment means an application for approval under the Planning Act for:
 - i. The creation of one or more lots;
 - ii. The creation of one or more dwelling units;
 - iii. A change in land use; or
 - iv. The construction of buildings or structures; and where the subject lands have or previously had one or more buildings erected thereon.
- h. For the purposes of this Section, **infill** means an application for approval under the *Planning Act* for:
 - i. The creation of one or more lots; the creation of one or more dwelling units;
 - ii. A change in land use; or
 - iii. The construction of buildings or structures; and where the subject lands comprise less than 2 hectares and the lands have no buildings erected

thereon and are located in an area having existing uses of the same or similar character as the use proposed.

Special Land Use Policy Area 4: 69 Bramalea Road

- a. Lands designated Special Land Use Policy Area 4 will be developed as a mixed-use apartment building that includes retail and residential uses.
- b. To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing Official Plan Amendment and Zoning By-law to require that a minimum gross floor area of retail uses are provided in the building. The appropriate amount of retail floor space will be determined as part of the development review process.
- c. The building will be sited and oriented to provide an appropriate interface with the adjacent industrial area. The proposal will provide the necessary mitigation measures both on and off-site to ensure that existing adjacent industrial uses are able to continue and/or expand their existing operations.
- d. Prior to the adoption of the implementing zoning by-law, the applicant will demonstrate that the proposal meets noise and air quality standards for the residential portion of the development, in accordance with Chapter 3 of this Plan.
- e. A Heritage Impact Assessment will be submitted as part of the next stages of planning approvals. Recreational and related amenities will be provided on-site to meet the requirements of future residents. These requirements will be determined through the next stages of planning approvals.

Major Transit Station Area Policies

The following policies implement a framework to facilitate transit-supportive development in Primary Major Transit Station Areas. They include policies for authorized uses of land, buildings and structures and minimum densities. The following policies are to be read in conjunction with all other Chapters of this Plan. Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each Primary Major Transit Station Areas, the Major Transit Station Area policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply.

Analysis: Brampton Plan (2024)

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, community services and facilities, and parks and open space.

The “Special Land Use Policy Area 4: 69 Bramalea” designation permits a mixed-use apartment building that includes retail and residential uses.

The proposal conforms to the “Neighborhoods designation of the Brampton Plan, as well as the Special Land Use Policy Area 4 policies. The development proposal contemplating a phased development consisting of two high-density mixed-use towers with heights of 26-storeys and 18-storeys, with a total number of 458 residential units. The proposal also includes a minimum of 612 square metres of retail uses that will be implemented into the proposed Zoning By-Law Amendment in accordance with Special Land Use Policy Area 4b.

The development proposal contributes to providing an appropriate mix of transit-supportive uses and densities and a compact urban form, an appropriate height intensity within close proximity to the Bramalea GO Station, and a range / mix of housing options in accordance with Primary Major Transit Station Area policies (Section 2.2.4.17). The development proposal also contributes to meeting rental tenure targets within the City of Brampton in accordance with Section 3.3.1.2b.

As such, the proposal is consistent with the “Neighbourhoods”, “Primary Major Transit Station Area”, and “Special Land Use Policy Area 4: 69 Bramalea” land use designations and an amendment to the Official Plan is not required.

Based on the above, staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the policies of the Brampton Plan (2024).

Bramalea Mobility Hub Secondary Plan (Area 9):

The proposed development is located within the Bramalea Mobility Hub Secondary Plan Area 9. The subject property is designated “Mixed-Use – Office and Retail” on Schedule 9(a) of the Bramalea Mobility Hub Secondary Plan.

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

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 already in effect. The mixed-use apartment building that is permitted

by OPA 133 will be implemented through further amendments to this Secondary Plan, which may include amendments to the text, policy and/or schedules of this Plan. The implementation of the mixed-use apartment building that is permitted by OPA 133 may occur prior to any further master planning process, including the MTSA process, or municipal comprehensive review for this area. 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

Analysis: Bramalea Mobility Hub Secondary Plan (Area 9):

The subject lands are designated “Mixed-Use – Office and Retail” on Schedule 9(a) of the Bramalea Mobility Hub Secondary Plan on Schedule SP9(a) of the Bramalea Mobility Hub Secondary Plan and identified to have a maximum Floor Space Index (FSI) of 0.6 on Schedule 9(c) of the Bramalea Mobility Hub Secondary Plan.

As per Section 4.0 of the Bramalea Mobility Hub 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 already in effect.

As such, the development proposal is generally consistent with the applicable land use policies in the Bramalea Mobility Hub Secondary Plan. 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 Secondary Plan Amendment and Zoning By-Law Amendment from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Zoning By-law

The subject property is zoned “Industrial Two Special Section (M2-189)” as per Zoning By-Law 270-2004, as amended.

The proposed Zoning By-Law Amendment will rezone 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 XX to this report.

Analysis: Zoning By-law

The “Industrial Two Special Section (M2-189)” zone permits industrial land uses such as manufacturing, warehousing, printing establishment, and business and professional offices not exceeding 929.0 square metres in gross floor area.

An Amendment to the Zoning By-law is required to facilitate the proposed high-density, mixed-use development. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed a site-specific zone to permit the requested use. The Special Section refer to unique provisions within the by-law that only apply to one specific area.

The Special Section is as follows:

- Residential Apartment A – AAA ('R4A-AAA')

The proposed zoning amendment includes specific provisions for appropriate building setbacks, tower separation, podium height, and building heights.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was prepared by GSAI and submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Husson Engineering in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

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.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by LEA Consulting to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Archaeological Consultants and Contractors in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Arborist Report

An Arborist Report was prepared by Strybos Barron King. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by DS Consulting Ltd. and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Noise Feasibility Study

The Noise Control Feasibility Report was prepared by Valcoustics Canada Ltd. To assess the road traffic, aircraft noise and the existing industrial uses in the immediate area. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

The Noise Report also recommended the Class 4 Noise Designation in order to facilitate the proposed development. Noise staff have evaluated the study and have no

further concerns with respect to the Acoustical Report and found the Class 4 Noise Designation recommendation to be in accordance with MECP Standards.

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.

Wind Study

The Pedestrian Level Wind Study was prepared by Theakston Environmental to consider wind mitigation measures through the design features of the proposed development's massing and landscape design. Urban Design staff have reviewed the study and have no further concerns with respect to the Wind Study.

Heritage Impact Study

The Heritage Impact Study was prepared by ERA Architects Inc. and considers the historical value of the Subject Property under O.Reg. 9/06. ERA Architects Inc. recommends that the existing circular pavilion should be considered for designation under Part IV of the OHA. Heritage staff have reviewed the study and have no further concerns with respect to the Heritage Impact Study.

Land Use Compatibility Study

A Land Use Compatibility Study was submitted to consider surrounding industrial land uses in regard to odor, noise, and air quality. The study included two components: (1) a noise impact study, which was completed as part of the initial applications, in a report called *Environmental Noise Impact Assessment* (the "Noise Report"), completed by VCL, and (2) an air quality study, which was completed by Dillon Consulting, in a report called *Air Quality Assessment, 69 Bramalea Holdings Limited*.

Both City Staff and external Peer Reviewer Alliance Technical Group and have no further concerns with respect to the Land Use Compatibility Study.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 53 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.