

**Detailed Planning Analysis  
City File Number: OZS-2023-0033**

**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 of these sections.

**Section 2:**

*(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 matter 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 and Zoning By-law Amendment.

The proposal contemplates high-rise, mixed-use residential uses consisting of two towers with heights 45 and 48 storeys, a total of 915 residential units and 834 square metres of commercial space, thus contributing to the City's Housing Pledge goals and providing a complete community within the Downtown Brampton Secondary Plan area. The proposed Secondary Plan and Zoning By-law Amendment reflect regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** Low-density residential dwellings are currently situated on the lands, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for intensification and growth and development, aligning with the city's planning objectives.
- **Housing Supply and Population Growth:** Adding a high density, mixed-use building will contribute to the municipality's housing supply goals and support projected population growth.
- **Accessibility and Connectivity:** Future residents will benefit from access to existing transit routes. The proposed development is designed to promote pedestrian movement, enhancing overall connectivity.
- **Design:** The proposed high-rise, mixed-use residential building will provide optimal housing opportunities and create a complete community within the currently vacant lands.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area and providing additional housing stock.
- **Public Interest:** This development serves an existing area while expanding housing availability for the City of Brampton, aligning with the public interest.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies and aligns with the existing plan of subdivision.
- **Traffic and Roadway Design:** The development proposal includes road widenings of 5.50 metres and 2.00 metres along Mill Street North and Nelson Street West, respectively, to accommodate the ultimate right-of-way widths planned for these streets and future public realm improvements.

The subject property is located within the Brampton Innovation District GO MTSA, which is an area planned for intensification and transit-oriented development. The proposal

supports the development of an underutilized site by increasing the density and land uses on the site to support its highest and best use. Furthermore, the development proposal will also provide new housing opportunities and contribute to the overall range and mix of housing options which will contribute to the City of Brampton's Housing Pledge of constructing 113,000 new homes by 2031. As such, the application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (p), and (q).

Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands. Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

### **Provincial Policy Statement, 2024**

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

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

#### *Section 2.1 – Planning for People and Homes:*

*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 child care*

*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.*

## *2.2 – Housing:*

*2.2.1.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;*

### *2.2.1.b) - Permitting and facilitating:*

- 1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

*2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

*2.2.1.d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

## *2.3. – Settlement Areas and Settlement Area Boundary Expansions:*

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

*2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

*2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range*

*and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

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

*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.*

*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.*

#### *2.4 – General Policies for Settlement Areas and Settlement Area Boundary Expansions:*

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

*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.*

*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.*

#### *2.4.2 – Major Transit Station Areas*

*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.*

*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;*

*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.*

### *2.4.3 – Frequent Transit Corridors*

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

*3.1.1 - Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.*

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

- a) Are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) Leverage the capacity of development proponents, where appropriate; and*
- c) Are available to meet current and projected needs.*

*3.1.4 – 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.*

### *3.2 – Transportation System*

*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.*

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

*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.*

*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.*

*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, 2024**

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 Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces high-density, mixed-use housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Downtown Brampton Secondary Plan, thus promoting efficient land use densities.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. The proposed re-development of the existing road pattern and utilization of the land is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for high-density forms contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses.

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 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. The subject property is also a part of the Brampton 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.

As per Section 1.6.7, 2.1.6b), 2.2.1 d), and 2.4.1.2, the site utilizes efficient use of existing transportation networks and encourages active transportation methods. The site is located approximately 350 metres from the Brampton Innovation District GO Station, which is an approximate 3-5 minute walk. Land uses in close proximity to various transit options, are meant to support higher density and intensification. The development proposal supports connectivity with multimodal transportation systems and improved pedestrian connections along Mill Street North and Nelson Street West. This includes the future plans for Brampton Light Rail Transit (LRT), GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 Bus Rapid Transit (BRT) and Downtown Revitalization Program. The development of these lands for high-density forms contributes in a positive manner to the building of a complete community.

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, 'Urban Growth Centre' 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 E5: 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 5.4.1 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 5.6.1 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;*

*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;*

	<b>Code</b>	<b>Station</b>	<b>Municipality</b>	<b>Growth Plan Priority Transit Corridor Station</b>	<b>Classification</b>	<b>Additional Policy Area</b>	<b>Minimum Density</b>
<i>Kitchener GO</i>	<i>KIT-3</i>	<i>Brampton GO</i>	<i>Brampton</i>	Yes	<i>Primary</i>	<i>Urban Growth Centre</i>	200

- 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) Implement 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*

*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.*

*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*

<i>Target Area</i>	<i>Targets</i>
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<i>Affordability</i>	<i>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.</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure.</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semidetached houses.</i>
<i>Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.</i>	

*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;*

*Section 5.9.46 Encourage the local municipalities to develop policies in their official plans to support the development of special needs and supportive housing in locations with convenient access to existing or planned infrastructure (e.g. transit), amenities and support services.*

*Section 5.9.50 Encourage and facilitate the development of partnerships among housing providers, service providers, community organizations, and other stakeholders to provide special needs and supportive housing and related services.*

*Section 5.10.34.24 Work with the local municipalities and relevant agencies to encourage the use of active transportation by students and increase the number of children who walk and bike to school through programs and targeted safety improvements.*

*Section 6.3.13 Encourage and support the local municipalities in creating and maintaining opportunities for the provision of affordable housing, including special needs, subsidized, and supportive housing.*

*Section 6.3.14 Utilize the Regional Housing Strategy and Peel Housing and Homelessness Plan to plan for housing, including affordable, special needs, subsidized housing, and supportive housing components, in collaboration with stakeholders and the local municipalities.*

### **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 RPOP sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth, and establishing a basis for providing Regional services in an efficient and effective manner. The Region's MTSA's will be planned to create a compact urban form that supports existing and planned transit and active infrastructure. These areas are strategically located in areas where high densities and compact mixed-use development are oriented in proximity to higher order transit. The site is located within the KIT-3/HLRT-25 Primary MTSA. Primary MTSA's are identified as such due to their existing or planned transit-supportive built

forms that have been determined to be able to meet or exceed the minimum transit-supportive density target. Primary MTSA's are 'Protected' MTSA's in accordance with subsection 16(16) of the Planning Act. 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.

In accordance with Section 5.4.18.3 and 5.4.18.4, the proposal supports the development of an underutilized site by increasing the density and land uses on the site to support its highest and best use. The application proposes a change of use from single detached dwellings to a high-rise, mixed-use development with commercial space. The proposal aligns with the broader planning policies of increasing density and offering diverse land uses within the Brampton Innovation District GO MTSA.

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 Brampton Innovation District 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. The proposal also supports housing options geared towards students and senior citizens for a more inclusive range of housing options in accordance with Section 5.9.46 and 5.9.50. 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 Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated "Central Area" in Schedule A: General Land Use Designations of the Official 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.*

*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 4.1.1 The Urban Growth Centre as shown on Schedule “1A” will be planned to achieve a minimum gross density target of 200 residents and jobs combined per hectare by 2031.*

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

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

*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 4.2.1.3 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;*
- ii. General criteria for considering flexibility to the housing mix policies and density provisions;*

*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;*
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;*
- vi) Incorporation of multiple unit dwellings and apartments; and,*
- vii) Landscaping and fencing on private property.*

*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 4.2.6.11 The City shall have regard for the need for group homes, and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis.*

*Section 4.2.6.15 The City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions:*

- i. Retirement home shall comply with all zoning requirements set out in the City's By-law;*
- ii. In determining the suitability of a site for use as retirement housing, due regard shall be given to:*
  - a. The accessibility of the site to public transportation, shopping facilities, Places of Worship, libraries, public parks and other community service facilities;*
  - b. Adequate vehicular ingress/egress and on-site parking;*
  - c. Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;*
  - d. Siting and landscaping to minimize any adverse impact on adjacent uses;*

- e. *Impact of the development on the ecosystem and natural environmental features;*
- f. *Appropriate integration of the proposed use with adjacent uses and the host neighbourhood;*
- g. *Access to municipal water and sanitary waste;*
- h. *Locating away from hazardous lands or hazardous sites; and, Accessibility for persons with disabilities.*

*Section 4.2.6.16 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing.*

*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 4.5.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.*

*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 4.5.2.28 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.*

*Section 4.5.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.*

*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 4.11.4.1 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:*

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

**Analysis: City of Brampton Official Plan (2006)**

The property is designated 'Central Area' on Schedule A of the City of Brampton Official Plan. The 'Central Area' designation permits free-standing or mixed-use development that include a range of office, retail and service activities, residential uses, entertainment and cultural uses, institutional uses, high density employment and major transit infrastructure.

The proposal conforms to the 'Central Area' designation of the Official Plan. The proposal is for high-density, mixed-use residential uses consisting of two towers with heights 45 and 48 storeys, a total of 915 residential units and 834 square metres of commercial space, which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the future uses of the surrounding neighbourhood. The site is served by municipal water and sewer systems and is conveniently located near several public facilities, including schools, parks, recreational trails, and planned future transit stops. The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. 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 land uses in a manner which aligns with Section 4.5.4.22, 4.5.4.24, 4.5.4.25, and 4.5.4.31.

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 land uses in a manner which aligns with the vision for the City of Brampton and the Brampton GO MTSA. The proposed development includes pedestrian connections and access to multimodal active transportation, which will enhance walkability to ensure that pedestrians of all ages and abilities can navigate the area comfortably in accordance with Section 4.2.6.15.

The proposal conforms to the 'Central Area' land use designations and an amendment to the Official Plan is not required. As such, 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.

### **Brampton Plan, 2023**

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The subject property is designated 'Community Areas' as per Schedule 1A: City Structure, 'Primary Major Transit Station Area (KIT-3)' as per Schedule 1B: Major Transit Station Areas, 'Mixed Use' as per Schedule 2: Designations, and 'Mixed-Use (High-Rise Mixed-Use)' as per Schedule 13b: KIT-3 Brampton GO Land Use Plan of Brampton Plan. of Brampton Plan.

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

*2.1.1.1 The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:*

- d) Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
- e) 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 citybuilding 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.*

*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.*
- e) Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

*2.1.2.2 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.*

*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.*

2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.

2.1.2.7 All planning and development applications will conform with the City-Wide Growth Management Framework and Mobility Framework, including such activities as investing in public facilities and Civic infrastructure, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets.

2.1.2.9 Growth forecasts have been prepared to the year 2051. These population, housing, and employment forecasts, shown in Table 1, will be monitored and revised through future comprehensive reviews of this Plan. They will also be used by Brampton Plan to guide policy and land use decision making until 2051. Any changes to population, household and employment forecasts would require an amendment to this Plan following the approval of the Region of Peel Official Plan forecasts.

2.1.2.15 Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.

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

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

2.1.2.17 The timing and progression of development will:

- Be orderly and provide for a logical extension of services and civic infrastructure in a coordinated and economically viable and sustainable manner.
- Provide for a compact form of development and a mix of land uses that support the achievement of 15-minute neighbourhoods.
- Be supported by the adequate provision of parkland and community services and facilities.
- Be supported and connected by the adequate provision of mobility infrastructure.

2.1.2.20 Intensification in Brampton will be accommodated by:

- Directing intensification, with the highest densities and heights primarily to Centre, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.

2.1.2.24 The City will maintain, at all times:

- The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment; and,
- Land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification.

2.1.2.28 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 Provincial Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

2.1.2.29 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*

<b>Location</b>	<b>Classification</b>	<b>Minimum Density Target (Persons and Jobs Per Hectare)</b>	<b>Additional Policy Context</b>
Downtown	Urban Centre	200	Provincial Urban Growth Centre Primary Major Transit Station Area

2.1.2.31 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.

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*

<b>Major Transit Station Area (Schedule 1B)</b>	<b>Higher-Order Transit Boulevard</b>	<b>Minimum Density Target (Persons and Jobs Per Hectare)</b>	<b>Additional Brampton Plan Policy Context (Schedule 1A)</b>	<b>Status</b>
Brampton GO Queen at Wellington KIT-3	Kitchener GO Hurontario LRT	200	Urban Centre (Downtown)	Existing

2.1.3.1 The Mobility Framework, together with the Mobility and Connectivity policies in Chapter 3, will:

- b) Re-think the traditional auto-centric approach to development that characterizes suburban development in Brampton towards development patterns that will support a robust network of multimodal streets.

- f) *Improve mobility options for women, older adults, those living with disabilities and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation.*

*2.1.3.2 To create a better urban environment, a competitive local economy and a more socially cohesive and equitable city, the integration and coordination of transportation planning and land use planning will be achieved by:*

- a) *Attracting more people and jobs to targeted growth areas within the City-Wide Growth Management Framework that are supported by reliable, efficient, and affordable transit services and other infrastructure.*
- b) *Developing and expanding components of the Transit Network, Active Transportation Network, and other transportation infrastructure to support the growth objectives of this Plan.*
- c) *Increasing accessibility throughout the city by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.*

*2.1.3.3 Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of Brampton Plan's intensification goals and objectives.*

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

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

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

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

*Table 4 – Building Typologies*

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

*Table 5 – Summary of Building Typologies by Designation and Overlay*

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

*2.2.3.3 In 2051, Brampton's Urban and Town Centres will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs, promoting opportunities for social and economic exchange. Urban and Town Centres will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, development in Urban and Town Centres will:*

- a) Foster Vibrant Urban Places. Centres will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced public realm and a balanced mix of uses.*
- b) Prioritize Sustainable Mobility. Centres will encourage comfortable and enjoyable active transportation facilities, especially with direct connections to Rapid Transit stations, while discouraging uses, site design and building forms that create reliance on private automobiles.*

*2.2.3.4 Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:*

- a) The efficient use of land, infrastructure and services*
- c) a broad range of uses on accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.*
- d) Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.*
- e) Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.*
- f) Improved air quality, energy efficiency, and reduced greenhouse gas emissions.*

*2.2.3.5 The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A:*

- a) A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.*
- b) Mixed-use buildings with ground related active uses, such as cafes, restaurants, commercial and personal services uses, will be encouraged.*

- c) *The full range of uses described above will not necessarily be permitted on all sites within Urban Centres and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary Plan or Precinct Plans subject to their approval.*

*2.2.3.7 Urban Centres will be planned to achieve the minimum density targets established in Part 2.1.*

*2.2.3.11 Growth and development within Urban and Town Centres will primarily occur through redevelopment and intensification, comprised of compact, high-quality buildings. Growth and development will contribute to vibrancy, and high quality urban living within Centres by:*

- a) *Adhering to the City-Wide Urban Design Guidelines.*
- b) *Placing priority on the pedestrian experience through:*
  - i. *The site layout and building location;*
  - ii. *A building design that reinforces pedestrian comfort and safety;*
  - iii. *Orienting building entrance toward the street;*
  - iv. *Ground related uses that address the street and the orientation of the new buildings to create a positive pedestrian experience and high quality public realm;*
- d) *Leveraging proximity and access to the Rapid Transit Network, as well as local bus routes, through direct pedestrian routes, where possible, and the integration of development with transit infrastructure.*
- f) *Encouraging building design that represents individual creativity and innovation to create a cohesive fabric of buildings, develop a distinctive character and identity of each Centre, and contribute positively to the city's image.*
- g) *Encouraging through all public works that a high-quality pedestrian environment is achieved through streetscape improvements such as widened sidewalks, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.*
- i) *Providing massing and architecture within each Centre which provides for clearly defined main entrances and windows, enhanced façade treatments along sidewalks and walkways, and the provision of weather protection features that support the pedestrian environment.*
- j) *Regulating through the Zoning By-law, as appropriate, requirements for maximum lot coverage, minimum landscaped open space, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, and/or materials.*

*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.*

- 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.*

*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.*

*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.*

*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.*

*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.*

*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.*

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

*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 inventions, 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.*

*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.*

*2.2.4.18 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:*

- a) *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;*
- b) *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;*
- c) *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;*
- e) *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;*
- h) *Provide active ground floor related uses and active street frontages;*
- k) *support high quality public realm improvements;*
- l) *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;*
- m) *Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and*
- n) *Contribute to building resilient, low-carbon, and green communities.*

*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.*

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

*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.*

*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.*

*2.2.7.55 In determining the suitability of a site for use as a long term care facility, consideration will be given to:*

- a) *The accessibility of the site to public transportation, shopping facilities, places of worship, libraries, public parks and other community service facilities;*
- b) *The proximity to health care facilities;*
- c) *Adequate on-site landscape open space suitable for passive recreational use by the residents of the home; and,*
- d) *Appropriate integration of the proposed use with adjacent uses and the host neighbourhood.*

*3.1.1.39 Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.*

*3.1.1.40 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.*

*3.1.1.41 Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, waste storage, storage areas, and utilities to minimize their negative visual impact from the street or detract from pedestrian connection and improve the safety and attractiveness of the public realm, the site and its surrounding context.*

*3.1.1.42 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.*

*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.*

*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.*

*3.1.1.51 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.*

*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;*
- c) Locate in proximity to amenities such as parks, open space, schools, shopping, and other public service facilities, services, and amenities.*

*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.*

*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.*

*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.*

*3.3.1.1 In partnership with other levels of government, the City will plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through residential intensification, new development, and redevelopment is available.*

*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.*

*3.3.1.6 The City will direct development of new housing supply in a manner that maximizes community infrastructure and public services to support the efficient and effective use of public resources, while:*

- a) Ensuring the development of a range of housing choices in terms of housing tenure, type, price or affordability levels and consider new housing innovations that meet the housing needs of the city;*
- b) Supporting the production of affordable ownership, rental housing and supportive housing options; and,*
- c) Ensuring the quality of Brampton's existing housing stock is maintained, while the overall supply of housing increases to support the growth and development of the city.*

*3.3.1.9 New residential development will include an appropriate mix of housing for a range of household incomes and typologies, in accordance with the targets identified in Brampton Plan, including unit and lot size, number of bedrooms, built form and tenure.*

*3.3.1.17 Residential care homes, supportive housing and retirement communities will be permitted in all designations and overlays that allow residential uses, subject to the built*

*form and urban design policies of this Plan, with a priority placed on those locations with access to existing or planned transit.*

*3.3.1.37 There is a greater need for affordable accommodation for students both on-campus and off campus. Brampton will continue to explore collaborative solutions with educational institutions, developers, and other partners to deliver affordable housing for diverse populations such as singles, students, seniors, and others.*

*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.*

### **Analysis: Brampton Plan, 2023**

The subject property is designated 'Community Areas' as per Schedule 1A: City Structure, 'Primary Major Transit Station Area (KIT-3)' as per Schedule 1B: Major Transit Station Areas, 'Mixed Use' as per Schedule 2: Designations, and 'Mixed-Use (High-Rise Mixed-Use)' as per Schedule 13b: KIT-3 Brampton GO Land Use Plan of Brampton Plan. of Brampton Plan. These designations are intended to support an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities in a compact, intensified urban form that optimizes and efficiently uses land and existing infrastructure including transit. These designations also support the creation of complete communities, 15-minute neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

MTSAs as describe in Brampton Plan are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities. The subject site is located within the KIT-3 Primary MTSA (Brampton Innovation District GO MTSA), which is served by existing and/or planned higher order transit service. The KIT-3 MTSA is planned to achieve a minimum density target of 200 persons and jobs per hectare. The high-density, mixed-use proposal will introduce 915 new residential units and 834 square metres, which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for

residents of all ages, life stages, incomes, and abilities in accordance with Section 2.2.4.17.

In accordance with Section 2.2.1.1a), 2.2.6, 2.2.6.1 and 2.2.6.2, areas designated Mixed-Use are planned to support increased population, employment, and facilitate transit-supportive development. The subject property is located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. The proposed development represents a compact urban form that supports active transportation and transit, contributes to the creation of complete communities; and supports the establishment of 15-minute neighbourhoods. The development aims to contribute to various housing typologies, which include but are not limited to, supportive housing, student housing, and senior housing. These components are aligned with the policy direction of directing growth in Brampton Plan. The proposed development will introduce high-density, mixed-use land uses in a manner that features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options. The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City.

The proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051. The proposed development will introduce 915 new residential unit, which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities.

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.

### **Downtown Brampton Secondary Plan (Area 7):**

The proposed development is located within the Downtown Brampton Secondary Plan Area 7. The subject lands are designated 'Medium Density' within the Secondary Plan.

The following policies are relevant to the proposed development:

*5.2.3.1 Lands designated Medium Density Lands on Schedule SP7(a) shall be developed to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). Typical residential uses associated with the Medium Density designation include block townhouse, street townhouse, quattroplexes and interlot housing types.*

*5.2.3.2 The intention of the Medium Density designation shown on Schedule SP7(a) is to encourage infill residential development of a sympathetic scale to existing building stock. The retention and conversion of existing homes is to be encouraged.*



*6.2.1 Collector roads considered to be essential for the development objectives of this plan are identified schematically on Schedule SP7(b). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage.*

*6.2.2 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the local road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays, utilities and corner parkettes in accordance with the policies of the Official Plan.*

### **Analysis: Downtown Brampton Secondary Plan (Area 7)**

The subject lands are designated 'Medium Density' within the Downtown Brampton Secondary Plan. The medium density designation is intended to be developed for varying housing typologies. A maximum of 50 units per net residential hectare (15 to 20 units per net residential acre) is permitted within this designation. The proposal contemplates high-rise, mixed-use residential uses consisting of two towers with heights 45 and 48 storeys, a total of 915 residential units and 834 square metres of commercial space.

The intent of the 'Medium Density' is for infill redevelopment. Although, the application proposes high-density which is not currently permitted in the Secondary Plan, this Secondary Plan is outdated and will be updated in the near future to include policies regarding the MTSA intensification.

As such, the development proposal is generally consistent with the applicable land use policies in the Downtown Brampton 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.

The proposed Secondary Plan Amendment contains site-specific policies to ensure that the building is constructed in a manner that supports complete communities. This includes policies around having a continuous street frontage and retail uses at grade, as well as requiring that future developments demonstrate a high level of design.

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 properties are currently zoned 'Residential Extended One (R2B(1))', as per By-law 270-2004 as amended.

The 'Residential Extended One (R2B(1))' zone permits land uses such as a single detached dwelling, a semi-detached dwelling, a duplex dwelling, a triplex dwelling, a double duplex building, a multiple residential dwelling containing no more than 4

dwelling units, lodging house, supportive housing residence types, a place of worship, and/or accessory uses. An Amendment to the Zoning By-law is required to facilitate the proposed development.

### **Analysis: Zoning By-law**

The proposed development will rezone to a Downtown Commercial Zone with a special section to include residential and nonresidential 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 14 to this report. An Amendment to the Zoning By-law is required to facilitate the proposed high-density, mixed-use development. 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.

Below are the proposed naming conventions that are being recommended and some of the highlights of each of the proposed zones:

Downtown Commercial – XXXX (DC-XXXX):

- Permitted uses include:
  - An apartment dwelling;
  - Various retail uses;
  - Student residence;
  - Senior citizen residence;
  - Long-term care home;
  - Purposes accessory to the permitted uses.
- Maximum height requirements – 155.0 metres (48 storeys)
- Maximum tower floorplate area – 750 square metre
- Minimum tower separation distance – 25.0 metres
- Minimum front and interior side yard lot line – 0.8 metres

### **Technical Requirements:**

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

#### **Planning Justification Report**

The planning justification report prepared by GWD Ltd. was submitted to provide the policy context and planning rationale to support the proposed 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.

#### **Tertiary Plan**

A Tertiary Plan prepared by Brook McIlroy was prepared in support of the proposed development. The Tertiary Plan provides an analysis of the existing conditions and a conceptual future framework for potential land use and built form change to accommodate growth in this well-served area within the City of Brampton. The memo identifies that the proposed development and other future developments will offer a diverse range of housing options in a rapidly evolving urban area. Planning staff have evaluated this study and have found it satisfactory.

### Sun / Shadow Study

A Sun / Shadow Study dated March 2024, was submitted for staff review. A resubmission was submitted on October 2024, for the revised proposal that includes 2 towers. The shadows cast by the proposed development are slender and fast-moving, minimally impacting adjacent low-rise dwellings, the public realm and parks and open spaces. City Urban Design Staff have reviewed the Sun / Shadow Study and conclude that the studies are satisfactory, all requirements have been met and there are no further sun / shadow concerns with respect to the proposed development.

### Pedestrian Level Wind Study

A Pedestrian Level Wind Study prepared by Gradient Wind Engineering Inc. to evaluate the predicted wind conditions. Based on wind tunnel test results, the future wind conditions of the proposed development will be acceptable for the intended uses on a seasonal basis, with mitigation recommended for walkway portions at grade. No areas over the study site were found to experience wind conditions that are considered unsafe. City Urban Design Staff have reviewed the Pedestrian Level Wind Study and conclude that the studies are satisfactory, all requirements have been met and there are no further sun / shadow concerns with respect to the proposed development.

### Urban Design Brief

An Urban Design Brief was prepared by Brook McIlroy in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives and built form principles as per the City's Urban Design Guidelines.

The Urban Design Brief established principles for the proposed development, which include:

- Built form principles
- Pedestrian friendly streetscapes
- Active transportation and pedestrian circulation

The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

### Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Urbantech Limited 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. Phase 1 is proposed to be serviced by two (2) 200 mm-diameter fire services and two (2) 150 mm Domestic watermain services. Phase 2 building is proposed to be serviced by an additional two (2) 200 mm-diameter fire services and two (2) 150 mm Domestic watermain services. The water demand table has been submitted to the Region of Peel for confirmation that the existing watermain has sufficient capacity to be able to service the site. At the time of writing this report, comments from the Region of Peel on the latest submission is still outstanding. However, 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.

#### Heritage Impact Assessment & Cultural Heritage Evaluation Report

A Heritage Impact Assessment was prepared by ERA Architects Inc. to review the impacts of the proposed development on the cultural heritage value of the nearby heritage properties. The subject site does not contain properties that are listed on the Heritage Register, nor designated under Part IV or Part V of the Ontario Heritage Act. A Cultural Heritage Evaluation Report was prepared by ERA Architects Inc. to evaluate 25 Mill Street North and 53 Nelson Street West. Heritage Staff have reviewed the HIA and CHER and have deemed the studies satisfactory. The Heritage documents will be presented to the Brampton Heritage Board for endorsement.

#### Stage 1 and Stage 2 Archaeological Assessment

Stage 1 and Stage 2 Archaeological Assessment was prepared by ASI. The report indicates that no further field investigation is needed. The report recommends that the site be cleared of any further archaeological concerns, with the Ministry Letter confirming the report has been entered into the Ontario Public Register of Archaeological Reports.

#### Traffic Impact Study

A Traffic Impact Study was prepared by BA Consulting Ltd. in support of the application to assess the potential impact of traffic generated by the proposed development and to identify the mitigation measures required to ensure the road network operates safely, and efficiently upon completion of the project. The Traffic Impact Study provides an overview of the proposed development plan together with a review of the appropriateness of the proposed vehicular parking, bicycle parking, and loading provisions incorporated into the site plan and an overview of the traffic operations. A review of historical counts at the intersection of Queen Street West and Mill Street showed negative or no traffic growth along Queen West in both directions during both peak hours. As such, no corridor growth volumes were added to the analysis.

The Traffic Impact Study has been approved by Traffic staff and is found to be capable of supporting the proposed development.

#### Arborist Report

An Arborist Report was prepared by Urban Forest Associates Inc. and includes an inventory of trees. The report documents a total of eighty-nine (89) trees on the site. The report further identifies that seventy-four (74) trees are required for removal due to construction. In accordance with the City's Tableland Tree Assessment Guidelines, one hundred and thirty (130) replacement trees are required. Details of the new plantings and the tree removal compensation will be addressed during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

#### Sustainability Score and Summary (refer to Attachment 12)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 45 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

#### Transportation Noise Study

A Transportation Noise Study was prepared by Gradient Wind Engineering Inc. in support of the development application. Railway sources from the Canadian National Rail corridor will contribute noise levels ranging from 53 to 66 dBA for both daytime and nighttime periods, with the highest levels along the northwest and northeast façades of the proposed building. Upgraded building components and internal ventilation will be necessary for dwellings exposed to, or near Nelson Street West and Mill Street North. GO / Metrolinx and Canadian National Rail Warning Clauses will also be required on purchase, sale, and lease agreements. The report notes that vibration concerns from railway traffic are minimal due to the sufficient distance from the nearest track. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal. A stationary noise study will be further reviewed at the site plan stage of development.