

Information Summary

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

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

Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The proposed development has been reviewed for its compliance to matters of provincial interest as identified in **Section 2 of the Planning Act R.S.O 1990** in terms of:

- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- o) The protection of public health and safety; and*
- 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 of high quality, safe, accessible, attractive and vibrant.*

The proposed development promotes the orderly development of safe and healthy communities due to the location of the subject property on Bramalea Road, a 'Primary Transit Corridor' in Schedule 'C' of the Official Plan. The site is located within the City's built boundary, and the site is uniquely positioned within a 'Gateway Mobility Hub' in Schedule 1 of the Official Plan. The subject property is located in an area planned for mixed-use, transit oriented development, and supports rental housing the City of

Brampton for varying households and income levels. As such, the application satisfies Section 2 (h), (j), (p), and (q) of the Planning Act.

The Traffic Impact Study has been reviewed by City Staff to ensure the access configurations to the site, and existing transportation infrastructure in the vicinity of the subject property can adequately support the demands and safety of future and existing residents in accordance with Section 2 (o) of the Planning Act.

The site has been designed to appropriately integrate into the existing neighbourhood and transitions in height from low density residential uses on Avondale Boulevard to higher density uses to the south of the subject lands, in accordance with Section 2 (r) of the Planning Act.

Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.

The proposal was also reviewed for its compliance to the **Provincial Policy Statement (PPS)**. The PPS policies that are applicable to this application include:

- *Section 1.1.1 Healthy, liveable and safe communities are sustained by:*
 - a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - b) *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

- *Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

- *Section 1.1.3.1 Settlement areas shall be the focus of growth and development.*
- *Section 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
 - a) Efficiently use land and resources;*
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) Prepare for the impacts of a changing climate;*
 - e) Support active transportation;*
 - f) Are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) Are freight-supportive.*
- *Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.*
- *Section 1.4.1 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply to residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- *Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
 - a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;

e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

• Section 1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: 1. municipal sewage services and municipal water services;

The proposed development is located within a settlement area as defined in provincial and municipal planning documents. The proposal is located on a 'Primary Transit Corridor' and within a 'Gateway Mobility Hub'. The subject property also borders the Bramalea GO Major Transit Station Area. The subject property is well-suited for intensification, as it is located in close proximity to the Bramalea GO Station, and due to the level of transit service provided in close proximity to subject lands. There are over fifteen (15) bus stops located within a ten-minute walk (800 radius) from the subject lands. The proposed development would support transit ridership and provide local residents with ample opportunity to travel to destinations throughout the City on various transit routes. The proposal is intended to attract those who prefer public transit and are comfortable using transit infrastructure as opposed to single occupancy vehicles to promote transit ridership and facilitate a reduction in greenhouse gas emissions. The proposal supports compact built form in an area suited for intensification, and supported by transit infrastructure. The proposed development satisfies Section 1.1.3.1, 1.1.3.2a, 1.1.3.2c, 1.1.3.2f, and 1.1.3.6.

The proposed development makes efficient use of land and municipal infrastructure by locating in an area with existing sewer and water infrastructure to service the future residential units in accordance with Section 1.4.1b, 1.4.3c, and 1.6.6.1a.

The proposed development contemplates 56 rental units which will support the achievement of the City's recommended rental vacancy rate of 2%, which was 1.3% as of 2020. The proposed residential development will include a range of housing units, from studio to three-bedrooms to attract varying households and income levels. The proposed development will provide four (4) studio units, three (3) one-bedroom units, four (4) one-bedroom (plus den) units, seventeen (17) two-bedroom units, thirteen (13) two-bedroom (plus den) units, and fifteen (15) three-bedroom units. The proposed development will provide a wide range of rental units to suite different households and support the housing stock in the City of Brampton in accordance with Section 1.1.1.b, 1.4.1, and 1.4.3.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the Provincial Policy Statement.

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the "Built-Up Area" as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal was evaluated with regard for the policies in the Growth Plan for the Greater Golden Horseshoe (GGH). The proposed development demonstrates conformity to the following sections of the Growth Plan:

2.2 Policies for Where and How to Grow

- *2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

- *2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems;*
 - and*
 - iii. can support the achievement of complete communities;*

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;

e) development will be generally directed away from hazardous lands;

• 2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

iv. healthy, local, and affordable food options, including through urban agriculture;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

• 2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan;

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

The proposed development is located on lands that are located in an existing settlement area in accordance with section 2.2.1.2 (d). The development is taking place within a delineated built boundary that has access to existing municipal water and wastewater systems. The applicants are proposing to develop the site with apartments that incorporate one to three bedroom units, adding to the overall housing stock in Brampton.

This will provide additional choices for people and provides additional opportunities for housing for people at different stages of life, household sizes and incomes. In addition, intensifying the site will place residents within walking distance of public services, commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. This is expected to reduce the number of automobile trips that is generated by the development.

Additionally, the proposal will ensure the City meets the minimum intensification target of 50% within the Built-Up Area in accordance with Section 2.2.2.1.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the Growth Plan.

Regional Official Plan (April 2022)

The Region of Peel Official Plan facilitates decisions with regard to land use matters, and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the “Urban System” in Schedule E-1: Regional Structure, and the ‘Built-Up Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

5.4 Growth Management

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

5.4.18 Intensification

- *5.4.18.1 To achieve efficient and compact built forms.*

- 5.4.18.2 *To optimize the use of existing infrastructure and services.*

- 5.4.18.3 *To revitalize and/or enhance developed areas.*

5.4.18.4 *To intensify development on underutilized lands.*

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

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

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

5.4.18.10 *Facilitate and promote intensification.*

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.*

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*

5.6 The Urban System

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

- 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.*

- 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.*

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

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

- 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.*

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

The proposed Official Plan and Zoning By-law Amendment supports the policies and objectives in the Region of Peel Official Plan. The proposed development will direct growth to the delineated built-up area as identified in Schedule E-3 of the Official Plan, and directs development to the built-up area to meet the Region's intensification requirements. The proposal for a multi-storey, residential development, with varying unit sizes to support a variety of households and incomes, introduces a compact, and higher intensity residential use that is well-integrated with the existing residential community through enhanced architectural features and built-form. The proposal will contribute to the vibrancy of the neighbourhood and support the reduction of car reliance by strategically locating in close proximity to the Bramalea GO Station.

The proposed development directs growth to the urban system, and support intensification of the subject lands to introduce additional residential dwelling units in an area in close proximity to transit services and the Bramalea GO Station, as well as other commercial amenities to support complete and healthy communities. The subject property is located adjacent to existing recreational trails, parks, employment uses, major bus routes, and the Bramalea GO Station, which will support a vibrant urban environment.

The proposed development satisfies policy 5.6.4 by proposing a built form that addresses the Bramalea Road and Avondale Boulevard streetscape, and providing a step back at the third storey to define the street edge and to provide a pedestrian-friendly built form. The proposed development will support sustainable development and reduction of greenhouse gas emissions in accordance with policy 5.6.1 through the intensification of the site and provision of residential units in close proximity to a transit corridor, which will ultimately support transit ridership and reduce reliance on single occupancy vehicles.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with 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 incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated "Residential" in Schedule A: General Land Use Designations of the Official Plan. The "Residential" designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. The Residential policies of the Official Plan support the development of a range of housing accommodation in terms of dwelling type, and the provision of housing for a range of household incomes. The Residential policies support the maintenance of a minimum rental vacancy rate of two percent (2%), and encourages the provision of rental housing where suitable. In considering the design of residential developments, the city

considers key elements of design such as architectural styles and a variety of housing type, siting and setbacks, landscaping, street façade development, and upgraded elevations at focal locations.

Primary Intensification Corridor

Section 3.2.6 of the Official Plan recognizes Intensification Corridors as one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities. Intensification corridors are expected to accommodate a mix of residential, office, institutional, employment, and commercial development to support the use of transit and encourage walkability.

The subject lands are located on the Bramalea Intensification Corridor, identified on Schedule 1: City Concept of the City's Official Plan. The Primary Intensification Corridor on Bramalea Road extends from the intersection of Avondale Boulevard and Bramalea Road, south to the southerly limits of the City. As such, the property is located along the northern limits of the Primary Intensification Corridor.

Section 3.2.6 of the Official Plan establishes the land use planning framework for Primary Intensification Corridors. Intensification corridors are suited for intensification and higher density, transit –supportive development in buildings 2-10 storeys in height. Encouragement of walkability, and superior urban design are promoted to achieve the City's vision of intensification corridors.

The proposed development is in accordance with the Intensification Corridor policies of the Official Plan, as it proposes the redevelopment of an under-utilized site at a location well-suited for intensification and infill development. The proposed 7-storey building is compatible with the intensive nature of development on intensification corridors, and is well-integrated with low density residential uses on Avondale Boulevard through the terraced design of the apartment dwelling. The proposed development includes an active pedestrian connection to the streetscape, with pedestrian routes connecting to surrounding transit stops, active transportation networks, and open space in the surrounding area to promote walkability and superior urban form.

Mobility Hub

The subject property is located within 800 metres of the Bramalea GO Station, and is located in within the Gateway Mobility Hub. The property is also located adjacent to the northern limits of the Bramalea GO Major Transit Station Area. Section 3.2.5 of the Official Plan provides the land use planning framework for Mobility Hubs, and Section 3.2.5.1 of the Official Plan includes policies for Gateway Hubs. Mobility Hubs promote connectivity amongst different modes of movement and active transportation such as walking, cycling, and higher order transit. Gateway Mobility Hubs are planned to achieve higher density residential development, with regional significant due to their connection to centres outside of the region.

Development within Mobility Hubs are generally planned to accommodate buildings 3-25 storeys in height, and are generally planned to accommodate 100 to 150 people and jobs

combined per hectare, and a floor space index of 3.0 over the entire Gateway Mobility hub.

The proposed development proposes a floor space index of 3.3 and 329 residential units per net hectare. Although this exceeds the current densities for the Mobility Hub policies of the Official Plan, the Growth Plan for the Greater Golden Horseshoe and Region of Peel Official Plan requires densities of a minimum of 150 people and jobs per hectare. The Official Plan states that mobility hubs are planned to accommodate more growth than Major Transit Station Areas, and although the property is located just outside of the Bramalea GO Major Transit Station Area, is an area well-suited to permit higher densities due to its location within the mobility hub. The current Official Plan policies do not accurately reflect the new density requirements resulting from new density requirements in Major Transit Station Areas.

Staff find the proposed densities and height satisfactory for the proposed development based on the site's location in a Gateway Mobility Hub, on a Primary Intensification Corridor, and proposed terraced built form which integrates well with existing low density residential uses on Avondale Boulevard.

Staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the City of Brampton Official Plan.

Bramalea Secondary Plan (Area 3):

The subject lands are currently designated 'Low Density 1 Residential' in the Bramalea Secondary Plan. The 'Low Density 1' designation permits single-detached and semi-detached dwelling units with a maximum density of 35 units per net residential hectare.

An Official Plan Amendment is required to re-designate the lands for high density residential uses to permit densities beyond what is currently permitted in the Secondary Plan. Furthermore, an amendment to the Official Plan is required to permit apartment housing typology.

The property will be re-designated 'High-Density Residential' in the Bramalea Secondary Plan to account for the increased density proposed for the lands. The High-Density Residential designation is suited for residential densities determined by the 'New Housing Mix and Density Categories' in Section 4.2.1.2 of the Official Plan. The high density residential density category in the Official Plan permits densities of a maximum 200 units per hectare, in apartment, duplex, or townhouse dwelling types. Section 4.2.1.8 of the Official Plan states that residential development may exceed 200 units per net hectare within Intensification Corridors and Mobility Hubs, provided that the City Structure objectives set out in Section 3.0 are met.

Zoning By-law:

An amendment to the Zoning By-law is required to facilitate the proposed residential apartment building. The lands are currently zoned "*Residential Semi-Detached A(1) – R2A(1)*" by By-law 270-2004 as amended.

In order to facilitate the proposed development, the Zoning By-law Amendment proposes to rezone the lands to the 'Residential Apartment A (R4A)' zone, with site-specific exceptions.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report:

Built Form:

There are standards proposed to regulate built form of the proposed development in the Zoning By-law Amendment, including building height, lot coverage, and building setbacks. The regulations that influence built form in the Zoning By-law Amendment support the proposed residential use on the subject property, and ensure the proposed building will be appropriately integrated into the existing residential community through the application of a 45 degree angular plane and step back design starting at the third storey. The by-law includes various standards specific to the proposed development that have been reviewed and accepted by staff.

Provincial and Municipal policy trends in land use planning have resulted in changes to intensification corridors, requiring higher densities and transit-supportive development. Land use planning policy accommodates residential developments at higher densities on Primary Intensification Corridors. The proposed development will result in intensification of the lands, and will support a transition of densities from higher density uses on Bramalea Road, to lower density development on Avondale Boulevard. Based on the above, staff supports the proposed zoning amendment.

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 Malon Given Parsons Ltd. was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Bramalea Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Urban Design Brief

An Urban Design Brief was prepared by MBTW | WAI 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:

- Step back design
- Active building facades
- 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 Schaeffers Consulting Engineers in July 2022 to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. The report concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Sanitary

Although the FSR states that the proposed development will connect to a 200mm sanitary sewer in Avondale Boulevard, the Region has noted that the applicant will be required to connect with an existing 500mm sanitary sewer downstream on Avondale Boulevard or within Autumn Boulevard. This minor revision to the FSR can be corrected at the site plan stage of development.

Water

The watermain servicing will include a single domestic connection and a fire connection, both of which will be made off the 300mm watermain on Avondale Boulevard. Fire hydrants are present on Avondale Boulevard, southwest of Autumn Boulevard, and on Bramalea Road, southeast of Dearbourne Boulevard, within the vicinity of the subject site providing sufficient fire coverage. The subject site's siamese connection is located within 45.0m of the proposed private fire hydrant. Hydrant flow tests conducted in the analysis suggest that available pressure and flow in the surrounding municipal watermains will satisfy the water demand of the proposed development.

Storm Drainage:

The proposed grading of the subject redevelopment has been designed so the site drains into the municipal storm system with controlled flows, and grading has been designed to protect the building and underground structure from flooding during 100-year storm

events. The proposed development will connect to the 1650mm dia. storm sewer on Bramalea Road.

Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment was prepared by AMICK Consultants Limited. 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 Poulos Chung in support of the application in December 2022 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 analyzes the existing transportation network, consisting of roads, transit, pedestrian access, cyclists, and the operation of existing intersections. Further research was conducted on the future state of these elements of the transportation network. The report concluded that the site traffic generated by the proposed development would have a negligible impact on the performance of area intersections. No improvements were recommended for arterial road intersections, aside from potential adjustments to signal timings.

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

Parking Justification Letter

Staff have approved a preliminary parking rate of 0.60 parking spaces per dwelling unit and 0.2 visitor parking spaces per dwelling unit, contingent on the receipt of a Parking Justification Letter to justify the proposed rates. The Parking Justification Letter is required prior to the passing of the Zoning By-law Amendment by Council.

Arborist Report

An Arborist Report was prepared by Beacon Environmental in October 2022, and includes an inventory of trees conducted in June 2021. The report documents a total of nineteen (19) trees on the site and adjacent property. The report recommends the removal of all fourteen (14) trees located on the subject property to accommodate the proposed development and road widening. All five (5) trees located on the adjacent property are recommended for preservation. Mitigation measures are recommended in the report to protect the trees located on the adjacent property. A total of thirty-one (31) 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 Appendix 13)

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 39 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

Preliminary Environmental Noise Report

An Acoustical Report was prepared by Jade Acoustics in August 2021 in support of the development application. Road traffic on Bramalea Road and Avondale Road and aircraft noise from Toronto Pearson international Airport were determined to be the dominant sources of noise in the area resulting from the transportation system. Existing commercial and industrial land uses in proximity to the site were not expected to exceed the applicable sound level limits. The MECP guidelines recommend the dwelling units be equipped with central air conditioning systems to limit sound levels from outdoors. The guidelines recommend that warning clauses are provided to advise future occupants of the potential noise impact from stationary and transportation noise sources. A 2.0 metre high railing/sound barrier is recommended for the 3rd floor terrace facing east and north. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.

The noted measures will be implemented at the Site Plan Approval stage.