

DETAILED PLANNING ANALYSIS

City File Number: OZS-2022-0028

Region File: OZ-22-028B

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Queen Street Corridor Secondary Plan (Area 36) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical and well designed manner that supports sustainable long term housing and economic viability.

Planning Act

Development applications must meet the criteria as set out in the *Planning Act*. For this development application, it must meet the criteria as set out in Sections 2 51(24). The following provides a discussion to 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;

(j) - the adequate provision of a full range of housing, including affordable housing;

(l) - the protection of the financial and economic well-being of the Province and its municipalities;

(p) - the appropriate location of growth and development;

(o) - the protection of public health and safety;

(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 has regard for matters of provincial interest as it promotes the orderly development of safe and healthy communities, due to its location on Queen Street West, which is designated as a *'Bus Rapid Transit Corridor'* and within an *'Urban Growth Centre'* in the Official Plan. The subject property is located in an area planned for mixed-use, transit oriented developments, and intensification. The proposal will contribute 940 new residential housing units in the area, as well as 2,513 square metres of commercial space, which satisfies Section 2 (h), (j) and (p) of the Planning Act.

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

Provincial Policy Statement (2020)

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement:

Section 1.1.1 – healthy, livable 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;*
- 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; and,*
- 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 1.1.3.1 Settlement area shall be the focus of growth and development.

Section 1.1.3.2 states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources; and,*
- 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.*

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including

brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 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:

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*

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 is to be developed;

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

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

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;

The property is located within a settlement area that is defined in provincial and municipal planning documents. It is designated “Central Area” as per ‘Schedule A’ of the City of Brampton Official Plan, which permits various mixed-use development types including

high-rise apartments. The proposed development represents an appropriately scaled development within an 'Urban Growth Centre' along the Queen Street Corridor. The Queen Street Corridor is also the focus for the implementation of the City's Bus Rapid Transit (BRT) routes. Added intensification along this route will assist in the future transformation of this corridor as a mixed-use corridor with a full range of office, retail and service activities, as well as a variety of residential uses.

The proposed mixed-use development also represents intensification within the Urban System and utilizes existing municipal services and community uses. The development efficiently uses lands that are underutilized, adjacent to existing public transit services, and in close proximity to Downtown Brampton. Through the use of zoning controls and urban design guidelines, the built form and character of the proposed development will both integrate into the existing neighbourhood and enhance the character and design of the site itself. The development also represents a compact built-form which will provide of mix of land uses and housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area. Existing water and wastewater infrastructure can accommodate the proposal's expected demand.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with the Provincial Policy Statement.

2020 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

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:
 - a. Have a delineated built boundary; b. Have existing or planned municipal water and wastewater systems; and*
 - c. Can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas; ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;**

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;*

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

2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents*

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area that is planned to accommodate this type of growth, has good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1.2 c) of the Growth Plan.

The proposed development is also located within Brampton's Urban Growth Centre and is directly serviced by existing transit provided by Brampton Transit along Queen Street. The scale of the development provides an appropriate transition of built form within a transit corridor, while providing a mix of housing and commercial uses to support complete communities. This satisfies section 2.2.1 (a), (c) and (d), as well as 2.2.3 (a), (b), (c), (d), (e), and (f) of the Growth Plan.

Regional Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment and managing resources. It provides a basis for efficiently managing growth.

The subject application is within the "Urban System" designation on Schedule D, and "Urban Growth Centre" on Schedule E1 as established in the Region of Peel Official Plan. The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Region of Peel Official Plan:

The property is located within the "Urban Systems" designation in the Regional Official Plan. The subject applications conform to the Region of Peel Official Plan, including the policies set out below.

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

5.3.1.4 Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

5.3.2.3 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 forms of urban development and redevelopment.

5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Area and any other appropriate area within the Delineated Built-Up Area.

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

5.5.3.2 Facilitate and promote intensification.

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.

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

5.9.2.5 Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

5.10.34.5 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail Stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.

The proposed Zoning By-law amendment will facilitate intensification within an 'Urban Growth Centre' and within the Regional Urban Boundary as defined by the Regional Official Plan. Staff is satisfied that the site design will result in the redevelopment of an underutilized site into a compact built form that is transit-oriented, while creating an

attractive public realm surrounding the development. The proposal will also contribute to the overall supply of housing in Brampton, particularly one and two bedroom apartment typologies. This will help diversify the housing stock in the area while accommodating residential and employment growth, which will further assist in the achievement of regional population and employment forecasts. The proposed development is situated in an area that optimizes the use of existing infrastructure, including but not limited to, public transit, sanitary sewers, and water mains, resulting in an efficient urban form.

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

City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The property is designated as 'Central Area' on Schedule A – General Land Use and 'Urban Growth Centre', as per Schedule 1A in the Official Plan. The 'Central Area' and 'Urban Growth Centre' designation permits a broad range of mixed use development typologies, including office, retail, and residential, and is also the appropriate location for intensification as per the Official Plan policies. The subject property is also designated as a 'BRT Corridor' on Schedule C – Transit Network of the Official Plan.

The proposed Zoning By-law amendment to implement this proposal conforms to the following policies of the Brampton Official Plan:

3.2.3.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 persons and jobs combined per hectare by 2031 or before, measured over the entire gross floor area of the Urban Growth Centre

3.2.3.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4-storeys and greater

3.2.3.4 Opportunities to exceed the maximum height and/ or density currently permitted within the Secondary Plan in Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12.

4.1.1 The Urban 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.

4.1.2 The Central Area, including the Urban Growth Centre, as designated on Schedules "1" and "A", serves as the major location for free-standing or mixed-use development including:

(i) A full range of office, retail and service activities;

- (ii) A variety of residential uses;*
- (iii) Entertainment and cultural uses such as movie theatres, museums,*
- (iv) art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;*
- (v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
- (vi) A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- (vii) Major transit infrastructure.*

4.2 (a) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area.

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.

The proposed development represents an appropriate level of intensification within the City's 'Central Area' and 'Urban Growth Centre', and is also located along a 'Bus Rapid Transit Corridor', where higher densities and higher order transit is planned to be located. The proposal will result in the redevelopment of an underutilized site, which will assist in the transformation of the Queen Street Corridor into a mixed-use, transit-oriented pedestrian friendly environment, as encouraged by the policies of the Official Plan.

The City's Official Plan also encourages a range of housing accommodation in terms of dwelling types through appropriate mix and density policies. A variety of unit types are proposed in the development, including 940 residential units with one bedroom, two bedroom and three bedroom configurations within a mixed use apartment building. This will help achieve the City's housing objectives to help meet the City's future housing needs. The applicant informed that they intend to develop approximately 32 % of the units as 2 and 3-bedroom units, which will help contribute towards the accommodation of 'family sized' households – but this will be determined at the site plan approval stage. A total of 2,513 square metres of commercial space is also proposed within the podium of the building which will provide additional employment opportunities and contribute towards the goal of creating a complete community. The proposed development will also help achieve the City's minimum gross density target of 200 residents and jobs combined per hectare by 2031.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Official Plan.

Secondary Plan – Queen Street Corridor Area 36

The property is designated 'Central Area Mixed Use' in the Queen Street Corridor Secondary Plan Area (SP36). Lands designated 'Central Area Mixed Use' are intended to accommodate mixed-use developments incorporating any combination of commercial,

retail, office, residential, hotel, open space, recreational, institutional and a full range of entertainment and cultural uses.

The proposed Zoning By-law amendment to implement this proposal conforms to the following policies of the Brampton Official Plan:

4.0 General Objectives and Criteria

- *promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area;*
- *Facilitates the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs of existing businesses with the need to ensure that redevelopment and intensification opportunities are not precluded;*
- *Promotes the character of Queen Street as a strong pedestrian and transit environment;*
- *Requires major redevelopment projects to identify and address those traffic and transportation-related matters that may impact existing heavy industrial users to continue or expand their operations in a safe and efficient manner.*
- *Proposes improvements to the local road network and enhanced public transit to facilitate development/ redevelopment in the secondary planning area*
- *To promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive development.*

5.1.2 Central Area Mixed-Use

5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. The City shall encourage a mix of uses within each proposed development, including active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.(5.1.2.1)

5.1.2.2 The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI

permitted for residential uses. Other portions of the Central Area Mixed Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4.

5.2 Residential:

5.3.1.1 Specific densities shall be determined through the development approvals process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.

5.3.1.2. Basic physical form elements, including building heights and setbacks are subject to the urban form policies referenced in Section 8.0 of this Plan.

6.0 Transportation Network

6.1.1 (iv) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system

6.3 Public Transit

6.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning by-law.

6.3.7 The City shall ensure the protection of an adequate right-of-way along Queen Street within the Secondary Plan Area for High Occupancy Vehicle Lanes (HOC) / Reserved Bus Lanes (RBL)

The proposed Zoning By-law amendment will help promote intensification and revitalization of the City's Central Area to help achieve its future transformation into a compact, mixed-use, transit-oriented and pedestrian friendly community. Lands designated 'Central Area Mixed Use' are intended for intensification and mixed use development. The proposal includes two residential condominiums with a total of 940 residential units within the 47 and 35-storey tower, and 2,513 square metres of commercial space within portions of the building's podium. A total of 398 resident parking spaces, and 188 visitor parking spaces are proposed as part of the development. The proposed development helps achieve many of the Secondary Plan objectives around intensification and compact built form. The intended parking ratio proposed by the

applicant also assists in reducing automobile dependence and promoting increased transit usage within the Secondary Plan area.

While the maximum Floor Space Index (FSI) generally permitted within the '*Central Area Mixed Use*' designation is 3.5 FSI, with a maximum of 2.0 FSI permitted for residential uses, the applicant has provided appropriate justification through the supporting studies to increase the FSI to 10.7. This includes the promotion of appropriate built form, public realm, mix of land uses, neighbourhood compatibility, and transit-oriented development. The creation of ground related retail uses along Queen Street, a parkette / amenity area landscaped *woonerf*, and mid-block pedestrian breezeway connection, contribute towards the creation of an appropriate sense of place, and the future revitalization of Queen Street Corridor.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Official Plan.

City of Brampton Zoning By-law

The subject property is currently zoned '*Queen Street Mixed Use Transition (QMUT)*' and '*Future Development (FD)*' by City of Brampton Zoning By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the increased height and density of the proposed mixed use development.

In order to facilitate the proposed development consisting of a 47 and 35-storey mixed use apartment building, a '*Composite Residential Commercial*' (CRC) Zoning designation is being proposed, with site-specific provisions.

A copy of the draft Zoning By-law is included as Appendix 9 of this report. The Zoning By-law will be adopted following the final approval of the supporting technical studies, which includes the Functional Servicing Report and Traffic Impact Study.

Technical Requirements:

Planning Justification Report

A Planning Justification Report was prepared by Gagnon Walker Domes Ltd. The purpose of the Planning Justification Report is 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 Queen Street Corridor Secondary Plan are satisfied. Staff are satisfied with the contents of the report.

Urban Design Brief

An Urban Design Brief was prepared by Gagnon Walker Domes Ltd. 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, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site as well as the that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly mixed use development that achieves diversity in residential housing. Urban Design staff have supported the Urban Design Brief in Principle. A Sun and Shadow Study was included as an Appendix to the Report.

It is noted that staff have not asked the applicant to try to satisfy the 45 degree angular plane guideline, which is often applied where there are low-density residential dwellings abutting a site that is developing with a high-rise apartment building. This has not been applied here because all the lands that abut this site are all designated 'Central Area Mixed Use' by the Secondary Plan, the same designation as the subject site. Due to that designation, which permits intensified development forms, as well as their proximity to Queen Street, they are all likely to redevelop with intensified development forms in the future.

Traffic Impact Study

A Traffic Impact Study prepared by Nextrans was submitted in support of the application to assess the transportation related aspects of the proposed development. The City of Brampton Traffic department has provided comment which includes conditions to ensure that the transportation needs within the community are fulfilled at the Site Plan stage. The lands will be accessed from Queen Street East (right-in right-out) and June Avenue (full moves). The site configuration also allows for access to the lands to the east if in the event that those lands are developed and can be designed to accommodate a mutual road layout. The Study was prepared in accordance with the City of Brampton Traffic Impact Study Guidelines and Terms of Reference, and concludes that the proposed development can adequately be accommodated by the existing transportation network. City of Brampton staff found the Report to be satisfactory, with minor revisions that will be required prior to Council's approval of the Zoning By-law.

Noise Feasibility Study (Acoustircal Report)

The Noise and Vibration Study was prepared by RJ Burnside & Associates Limited in support of the proposed development. The assessment found that the stationary sound levels at all points of reception at the proposed development are below MECP limits, and therefore, no external stationary noise mitigation measures are required. The assessment also determined that the development's internal stationary sources requires noise mitigation measures to meet the applicable MECP noise standards. City staff found the report to be satisfactory.

Phase 1 & 2 Environmental Site Assessment (ESA)

A Phase 1 & 2 Environmental Site Assessment was prepared by Pinchin Ltd in support of the application. City Staff reviewed the study and found that it is satisfactory. The applicant will be required to complete an RSC prior to the issuance of a building permit.

Arborist Tree Evaluation Report

A Tree Inventory Report and Tree Preservation Plan was prepared by Kuntz Forestry Consulting Inc. in support of the proposed development. *The purpose of the Tree Evaluation Report and Tree Protection Plan* is to identify existing trees on or abutting the subject lands and to determine which trees require removal, protection and propose compensation measures for any removals required to facilitate the proposed development. The report found that a total of 33 trees were required to be removed to facilitate the development, while 10 trees are able to be retained. Trees will be planted as part of the development, and any additional trees that are required to ensure that there is no net loss in plant material will be planted in another location or compensation will be paid to the City for planting trees in another location.

Functional Servicing Report (FSR)

A Functional Servicing Report (FSR) prepared by Valdor Engineering Inc. was submitted in support of the application. Generally, the FSR provides an analysis of the proposed water and wastewater servicing capacity, as well as the storm drainage and stormwater management servicing capacity. This information is used in determining the viability of the project and whether it can operationally function with the services available. City of Brampton and Region of Peel engineering staff found the Report to be satisfactory, with minor revisions required prior to Council enactment of the Zoning By-law.

Hydrogeotech Report

A Hydrogeological Report that was completed by Terraprobe on May 12, 2022. The report analyses the soil substrate and confirms whether the soil is of a composition that can withstand the development. A future hydrogeological assessment will provide further analysis of the groundwater level and quantity and the potential impacts on groundwater. This report will be completed at a later date.

Sustainability Score and Summary

The applicant has submitted a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 47 points that satisfies the City's Silver Threshold. The Sustainability Score Snapshot has been included in the Appendix.