



Agenda
Planning & Development Committee
The Corporation of the City of Brampton

Date: Monday, December 9, 2024
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall
Members: Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Gagandeep Jaswal, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130
cityclerksoffice@brampton.ca

Note: Meeting information is also available in alternate formats upon request.

1. Call to Order

2. Approval of Agenda

3. Declarations of Interest under the Municipal Conflict of Interest Act

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

5.1 Staff Presentation re: City-Initiated Zoning By-law Amendment, Residential Driveway Standards, Wards 1, 2, 3, 4, 5, 7 and 8 (RM 67/2024)

Location: Wards 1, 2, 3, 4, 5, 7 and 8

Staff: David VanderBerg, Manager, Development Services

Recommendation

5.2 Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, Avalon Developments Inc., Blackthorn Development Corporation, 137 Steeles Avenue West, Ward 4, File: OZS-2024-0040

To Permit: A mixed-use, two-phase development comprised of four apartment buildings (45-50 storeys), ground floor retail, new Public Road, Private Roads and a Public Park.

Location: 137 Steeles Avenue West

Staff: Arjun Singh, Planner, Development Services

Recommendation

5.3 Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, MHBC Planning Limited, 11722 Mississauga RD JV, 1000302127 Ontario Inc., 11722 Mississauga Road, Ward 6, File: OZS-2024-0063

To Permit: The development of five (5) industry building having a total Gross Floor Area of 172,012 square metres and 1,943 parking spaces.

Location: 11722 Mississauga Road

Staff: Yin Xiao, Principle Planner/Supervisor, Development Services

Recommendation

6. Public Delegations (5 minutes maximum)

7. Staff Presentations and Planning Reports

- 7.1 Staff Report re: Draft Plan of Subdivision and Application to Amend the Secondary Plan and Zoning By-law, Senwood Development Inc., Candevcon Limited, 10159 The Gore Road, Ward 10, File: OZS-2021-0038

To Facilitate: A residential development of 178 single detached dwellings, 530 townhouse units, 913 apartment units and 320 mixed use apartment units. Additional blocks are included for one district retail block, two school blocks, five park blocks, three stormwater management blocks, natural heritage system blocks, buffer blocks, compensation blocks, linkage blocks, and vista blocks.

Location: 10159 The Gore Road, North of Castlemore Road, East of The Gore Road

Staff: Samantha Dela Pena, Planner, Development Services

Recommendation

- 7.2 Staff Report re: Application for a Draft Plan of Subdivision and to Amend the Zoning By-law, Opal Valley Developments, Candevcon Limited, 11185 Airport Road, Ward 10, File: OZS-2021-0046

To Permit: The development of 15 single-detached dwellings, a reserve park block, a Natural Heritage System (NHS), a noise buffer, and the extension of Lauderhill Road.

Location: 11185 Airport Road

Staff: Chinoye Sunny, Planner, Development Services

Recommendation

- 7.3 Staff Report re: Application for a Draft Plan of Subdivision and to Amend the Zoning By-law, Greenvale Homes Ltd., KLM Planning Partners, 2648 Countryside Drive, Ward 10, File: OZS-2021-0065

To Permit: The residential development consisting of a total of 128 single detached units, 118 townhouse units, 2 partial school blocks, a partial park block, 3 walkway

blocks, a Natural Heritage System (NHS), and associated public road right-of-ways.

Location: 2648 Countryside Drive

Staff: Chinoye Sunny, Planner, Development Services

Recommendation

- 7.4 Staff Report re: Application to Amend the Zoning By-law, Meridian Planning Consultants, Dar Ul Imaan Institute, 8627 Mississauga Road, Ward 4, File: OZS-2023-0037

To Permit: A faith-based community teaching center within an existing building.

Location: 8627 Mississauga Road

Staff: Satwant Hothi, Planner, Development Services

Recommendation

- 7.5 Staff Report re: Application to Amend the Official Plan and Zoning By-law, Glen Schnarr and Associates Inc., 2424203 Ontario Ltd., 0 McLaughlin Road, Ward 6, File: OZS-2024-0046

To Facilitate: The development of a 10-storey residential building consisting of 105 apartment units.

Location: 0 McLaughlin Road, north of Bovaird Road and west of McLaughlin Road

Staff: Mana Zavalat, Manager, Development Services

Recommendation

- 7.6 Staff Report re: Application to Amend the Zoning By-law, Glen Schnarr and Associates Inc., Castlemore Country Properties and 47-1 Country Properties Limited, 5076 Old Castlemore Road, Ward 10, File: OZS-2024-0049

To Facilitate: Changes in built form (previously approved under OZS-2021-0050) to permit a mix of freehold townhouses and apartments.

Location: 5076 Old Castlemore Road

Staff: Arjun Singh, Planner, Development Services

Recommendation

- 7.7 Staff Report re: Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd., 2811135 Ontario Inc., 2803832 Ontario Inc., 1283, 1298, 1300, and 1306 Queen Street West, Ward 5, File: OZS-2023-0024

To Permit: A twelve-storey residential building with 265 units serviced by a total of 302 vehicular parking spaces and 160 bicycle parking spaces on lands approximately 0.78 hectares in size.

Location: 1283, 1298, 1300, and 1306 Queen Street West

Staff: Harjot Sra, Planner, Development Services

Recommendation

7.8 Staff Presentation re: Bill 23 and Changes to the Heritage Act

Staff: Charlton Carscallen, Principal Planner/Supervisor, Integrated City Planning

Recommendation

(See Item 7.9)

7.9 Staff Report re: Updates to the Heritage Register and Related Matters as a result of Implementation of Provincial Bills 23 and 200.

Staff: Charlton Carscallen, Principal Planner/Supervisor, Integrated City Planning

Recommendation

(See Item 7.8)

7.10 Staff Presentation re: Proposed Fee Changes for Committee of Adjustment Applications

Staff: Carolyn Crozier, Strategic Leader, Project Management

Recommendation

(See Item 7.11)

7.11 Staff Report re: Proposed Fee Changes for Committee of Adjustment Applications (RM 66/2024)

Staff: Carolyn Crozier, Strategic Leader, Project Management

Recommendation

(See Item 7.10)

8. **Committee Minutes**

8.1 Minutes - Brampton Heritage Board - November 19, 2024

To be approved.

9. **Other Business/New Business**

10. **Referred/Deferred Matters**

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

11. **Correspondence**

12. **Councillor Question Period**

13. **Public Question Period**

15 Minute Limit (regarding any decision made at this meeting)

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at cityclerksoffice@brampton.ca, to be introduced during the Public Question Period section of the meeting.

14. **Closed Session**

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

15. **Adjournment**

Next Regular Meeting: Monday, January 15, 2024 at 7:00 p.m.

Date: 2024-11-14

Subject: **City-Initiated Zoning By-law Amendment – Residential Driveway Standards**
Wards: 1, 2, 3, 4, 5, 7 and 8

Contact: David VanderBerg, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2024-930

RECOMMENDATIONS:

1. That the presentation from David VanderBerg, Manager, Development Services , to the Planning and Development Committee Meeting of December 9, 2024, re: **City-Initiated Zoning By-law Amendment – Residential Driveway Standards**, be received.

Attachments:

- Public Meeting Presentation

PUBLIC INFORMATION MEETING

APPLICATION TO AMEND THE ZONING BY-LAW

Residential Driveway Standards

City-Initiated

WARDS: 1, 2, 3, 4, 5, 7 and 8

Background

April 24 Committee of Council Meeting

- Discussion on driveways and need to ensure they are sensitive to neighbourhood context

June 17 Public Meeting

- Presented potential new standards for mature neighbourhoods

June 26 Council meeting

- Direction provided to expand review

October 21 Planning and Development Committee

- Staff reported back with potential changes to standards presented at June public meeting and on administrative processes



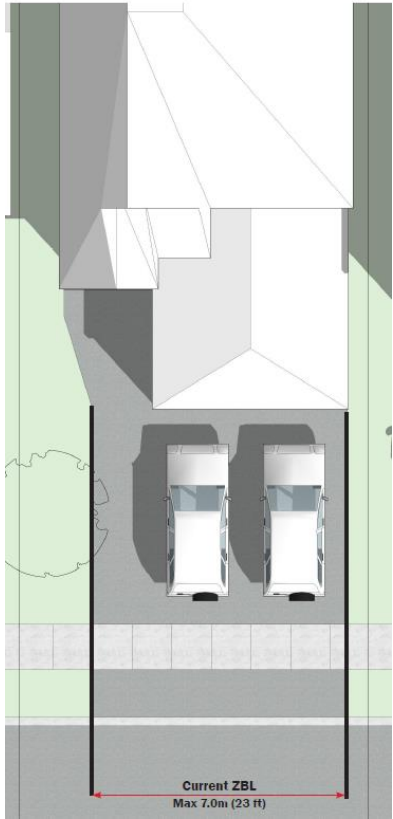
Current Driveway Size Standards

General Residential Zones

Current Zoning Provisions		
Lot width	Maximum Driveway Width	Percentage of Lot Width
Less than 8.23 m (27 ft)	4.9 m (16 ft)	59.5% plus
8.23 m (27 ft) to 9.13 m (<30 ft)	5.5 m (18 ft)	60.2% to 66.8%
9.14 m (30 ft) to 15.23m (<50 ft)	7.0 m (23 ft)	46.0% to 76.6%
15.24 m (50 ft) to 18.2 m (<60 ft)	7.32 m (24 ft)*	40.2% to 48.0%
18.3 m (60 ft) or greater	9.14 m (30 ft) *	49.9% or less

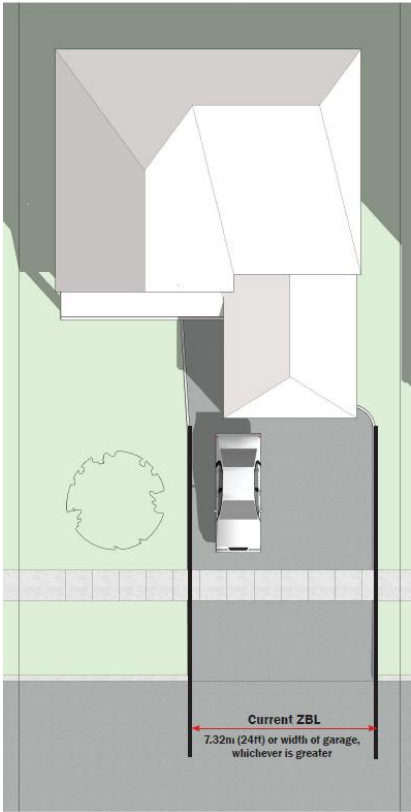
* Or width of garage, whichever is greater.

9.14 m (30 ft) lot



7.0 m (23 ft)

15.24 m (50 ft) lot



7.32 m (24 ft)

Intended Outcomes for New Standards



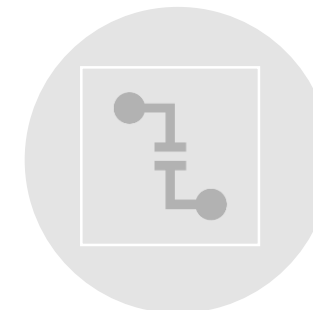
Help ensure that driveway sizes and design are appropriate for a neighbourhood's context



Provide enough flexibility so driveways can meet functional needs – i.e. space for parking and access to property



Minimize environmental effects from driveways including runoff from impermeable surfaces



Achieve a high level of compliance with zoning standards

Proposed Change to Driveway Standards

- Apply to single detached and semi-detached dwellings.
- Lots may have one driveway with a maximum width based on number of vehicles that can be parked side by side:

Proposed Maximum Driveway Widths			
	If rear yard detached garage	Lots less than 17.0 m	Lots 17.0 m or wider
Permitted Width	3.0 m	6.0 m	8.5 m

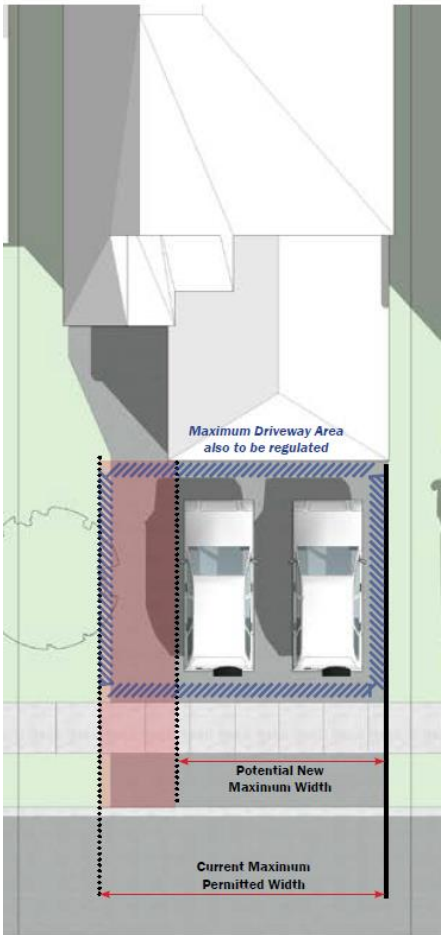
- Smaller lots (most fall in this category) – 2 car width
- Larger lots – 3 car width
- Lots with rear yard detached garage – 1 car width
- Driveway length may only extend to garage. If no garage, then can extend to rear wall of principal dwelling.
- Area limited to 50% of the front yard.

Comparison with Existing Standards

- Reduced maximum widths for most lots:

	Currented Maximum Width	Proposed Maximum Width
9.14 m lot (30 feet)	7.0 m	6.0 m
15.24 m lot (50 feet)	7.32 m	6.0 m
18.3 m lot (60 feet)	9.14 m	8.5 m

- Regulations limiting length and area are new



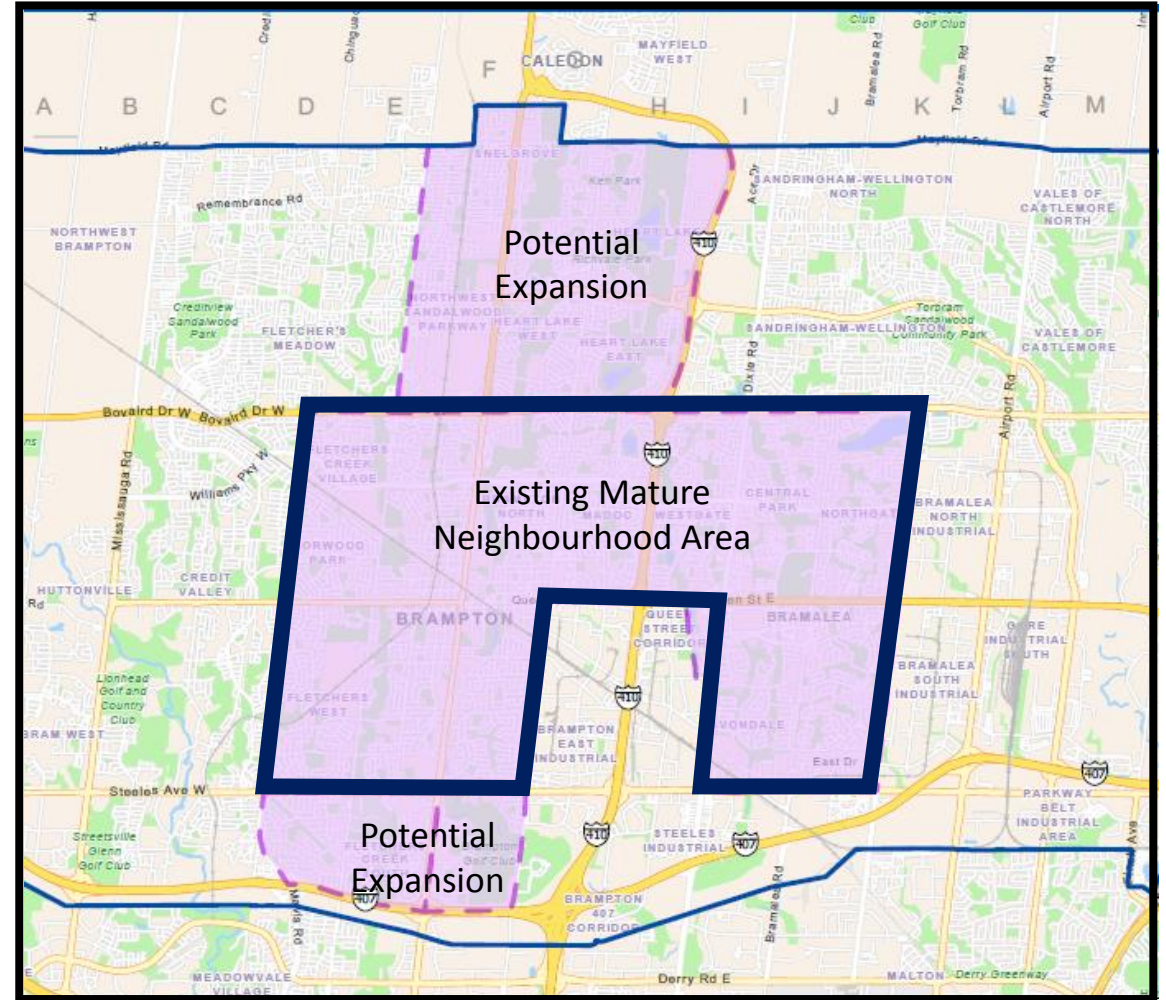
Other Noted Changes

- Requirements for the use of permeable paving (note – this requires further study).
- Allowances for tapered increased driveway widths to provide access to larger garages, e.g. 3-car garages.
- Regulations to address situations where garage does not face the street.
- Permit and regulate hammerhead and semi-circular driveways on larger lots.
- Add regulations for walkways and other front yard landscaping.



Proposed Geography for New Standards

- Official Plan and Zoning By-Amendment adopted in 2014 helped to ensure new buildings in older, mature neighbourhoods are compatible with their character.
- Expansion areas proposed are also older neighbourhoods that have built form patterns and a character and context distinct from newer neighbourhoods.
- Logic seen in extending regulations to include driveways.
- Zoning By-law Amendment proposes potential new standards specific to “expanded” mature neighbourhood area.



Benefits of Proposed Changes

- The new maximum lot widths and introduction of length and area regulations would assist in:
 - Maintaining desirable streetscapes,
 - Ensuring adequate green space in front yards,
 - Limiting front yards dominated by parking, and
 - Reducing storm water runoff.
- Driveway width regulations are simplified with fewer maximum width categories.
- Regulations tied to the function of a driveway – to allow parking and provide access to the garage.



Related Work: Potential Administrative Changes



- Staff is developing a work plan for Council to consider in deciding whether to adopt a system where all driveway widenings require a permit.
 - Potential benefits include:
 - Review of all widenings (and fewer driveways installed that don't comply),
 - Fewer variances for already installed driveways, and
 - More options for handling infractions.
- Review and enhance education efforts.
- Explore opportunities to encourage permeable paving.
- Review potential linkages with other City programs to help improve compliance with driveway zoning standards.

Next Steps



Staff Review & Assessment



Notice of Statutory Public Meeting



Public Meeting (we are here)



Potential Further Public Engagement and Staff Review



Recommendation / Final Report



Council Decision



Ontario Land Tribunal Appeal Period



Additional Information

The report and presentation associated with tonight's meeting can be found online at www.brampton.ca on the **MEETINGS** and **AGENDAS** page.

- City Planner contact:
Marco Gerolini, MCIP, RPP
Planner III, Development Services
CITY OF BRAMPTON
Marco.Gerolini@Brampton.ca



Thank You



Date: 2024-11-04

File: **OZS-2024-0040**

Subject: **Information Presentation** - Application to amend the Official Plan and Zoning By-Law
To permit a mixed-use, two-phase development comprised of four apartment buildings (45-50 storeys), ground floor retail, new Public Road, Private Roads and a Public Park
Avalon Developments Inc. – Blackthorn Development Corporation
137 Steeles Avenue West
Ward: 4

Contact: Arjun Singh, Development Planner, Development Services
Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2024-931

RECOMMENDATIONS:

1. That the presentation from Arjun Singh, Development Planner, Development Services and Design to the Planning and Development Committee Meeting of December 9th, 2024, re: **Information Presentation – OZS-2024-0040, Application for Official Plan Amendment and Zoning By-Law Amendment, Blackthorn Development Corporation – Avalon Developments Inc., 137 Steeles Avenue West, Ward: 4**, be received.

Attachments:

- Supplemental Information Presentation – OZS-2024-0040 – 137 Steeles Avenue

APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW

**TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW TO PERMIT A MIXED-USE DEVELOPMENT COMPRISED
OF FOUR APARTMENT BUILDINGS WITH HEIGHTS RANGING FROM 45-50 STOREYS**

137 Steeles Avenue West

City of Brampton File : OZS-2024-0040

Application by:

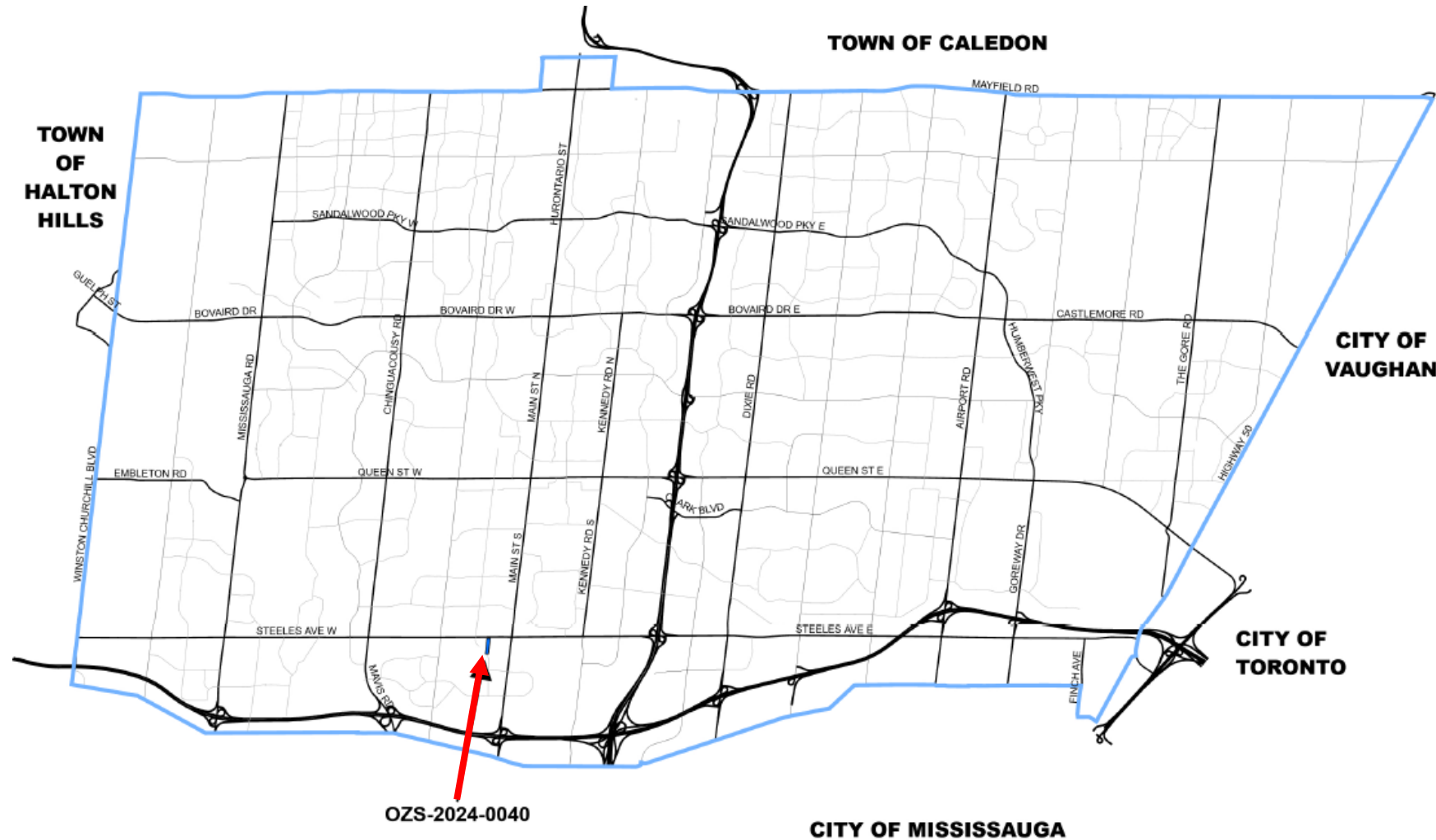
Blackthorn Development Corporation – Avalon Developments Inc.

WARD : 4

REGIONAL COUNCILLOR : MARTIN MEDEIROS

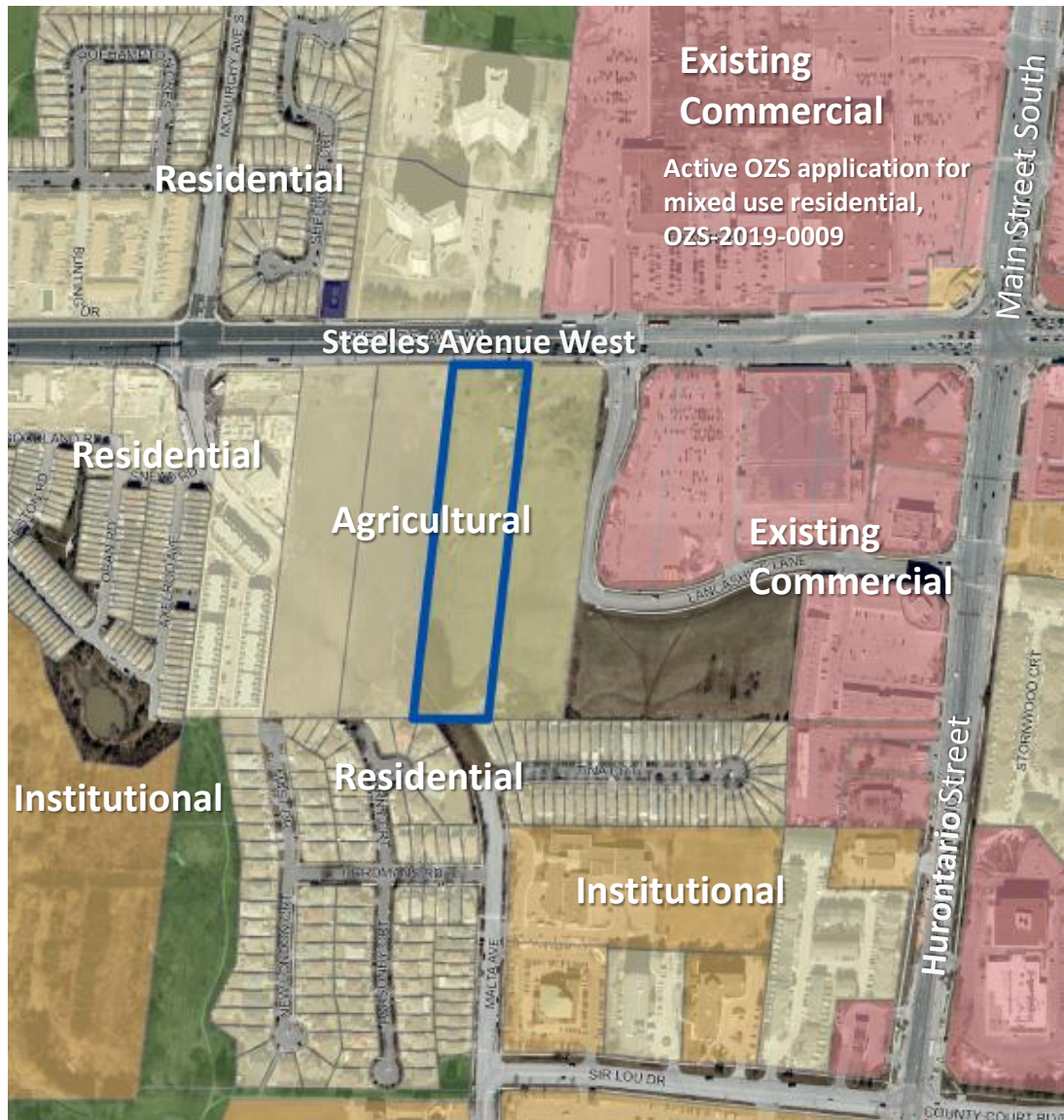
REGIONAL COUNCILLOR: DENNIS KEENAN

LOCATION OF SUBJECT PROPERTY



Subject
Lands

AREA CONTEXT



North:

Steeles Avenue West, beyond which are commercial lands (Shoppers World) and high rise residential lands. The lands to the north are subject to active development applications.

South:

low-density residential uses and existing institutional uses (St. Kevin Catholic Elementary School and Church)

East:

Agricultural and commercial uses and Lancashire Lane

West:

Agricultural uses and vacant lands, and lands developing for high-density residential uses, and Malta Avenue

AREA CONTEXT



Subject Lands

SITE VISIT



View of subject site, looking West
down Steeles Avenue West



View of subject site, looking South



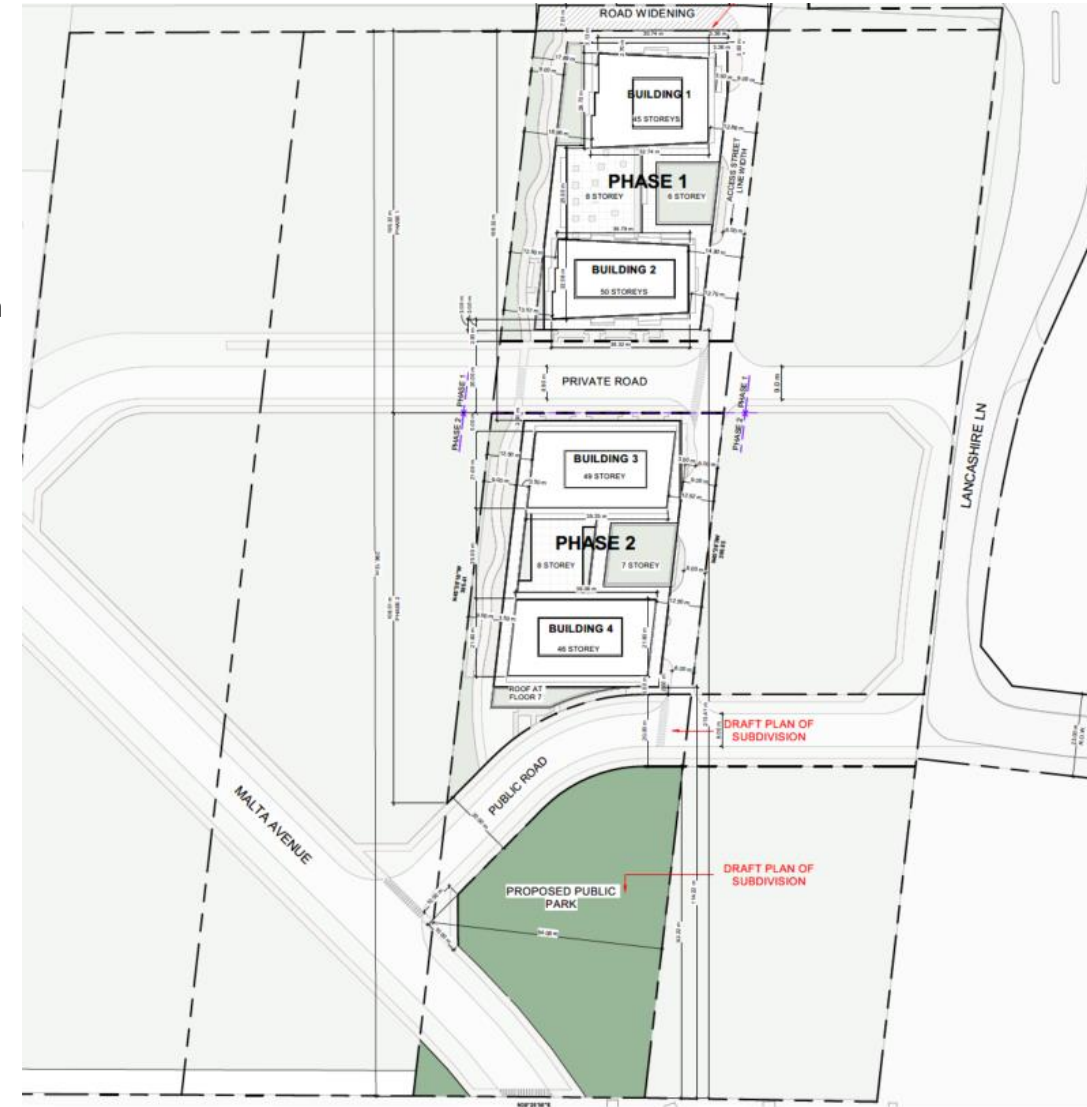
View of subject site, looking East
down Steeles Avenue West

DEVELOPMENT PROPOSAL

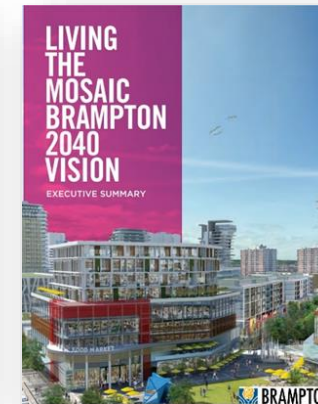
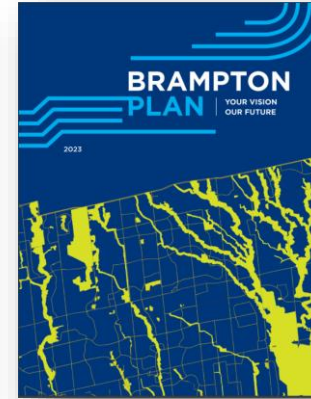
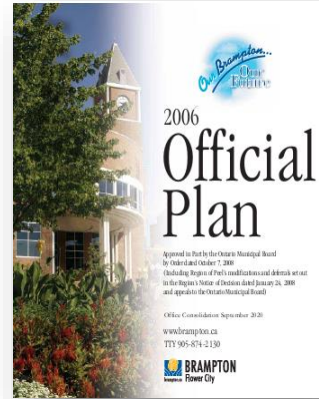
An application to amend the Zoning By-law and Official Plan to permit a mixed-use two-phase development comprised of four apartment buildings (45 to 50 storeys), ground floor retail, a new Public Road, Private Roads, and a Public Park

Further details include:

- Interim access from Steeles Avenue West
- Ultimate access to be provided from east-west private and public roads that connect to Malta Avenue and Lancashire Lane
- 4 levels of underground parking
 - 297 Visitor Spaces
 - 2218 Resident Spaces
 - 1172 Bicycle Parking Spaces
- Phase 1
 - 45 storey and 50 storey apartment building on a 6-storey podium with ground floor retail
 - 939 apartment units including
 - 267 one-bedroom
 - 182 one-bedroom plus den
 - 429 two-bedroom
 - 51 two-bedroom plus den and
 - 10 three-bedroom units
- Phase 2
 - 46-storey and 49-storey apartment building on an 8-storey podium with ground floor retail
 - 961 apartment units including:
 - 276 one-bedroom
 - 199 one-bedroom plus den
 - 399 two-bedroom
 - 82 two-bedroom plus den
 - 5 three-bedroom
- Total Unit Count: 1900 units



PLANNING FRAMEWORK SUMMARY



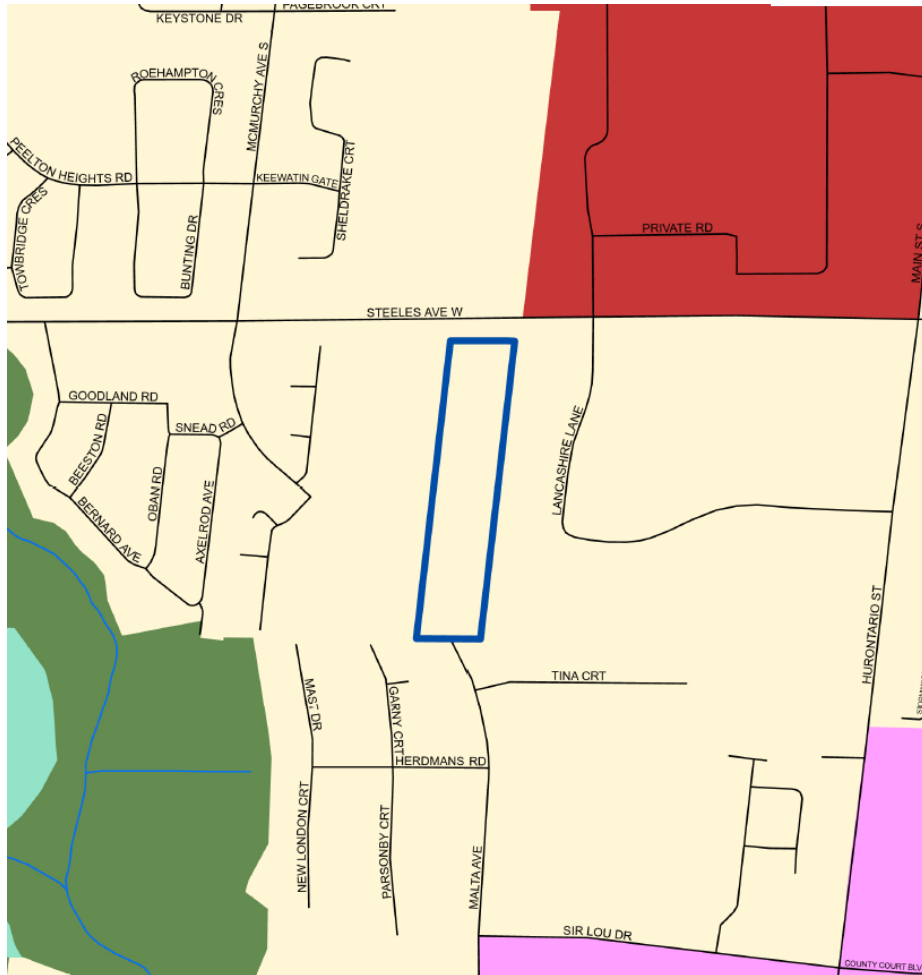
The application will be evaluated based on:

- The *Planning Act*
- Provincial Policy Statement (2024)
- Growth Plan for the Greater Golden Horseshoe (2020)*
- City of Brampton Official Plan (2006)
- Brampton Plan (2023)
- Hurontario-Main Corridor Secondary Plan

Also following the principles of:

- Brampton 2040 Vision

CURRENT PLANNING CONTEXT: OFFICIAL PLAN (2006)



Current Official Plan Designation:

- Residential

Residential: permits a full range of dwelling types ranging from single detached houses to high-rise apartments, and complementary uses such as schools

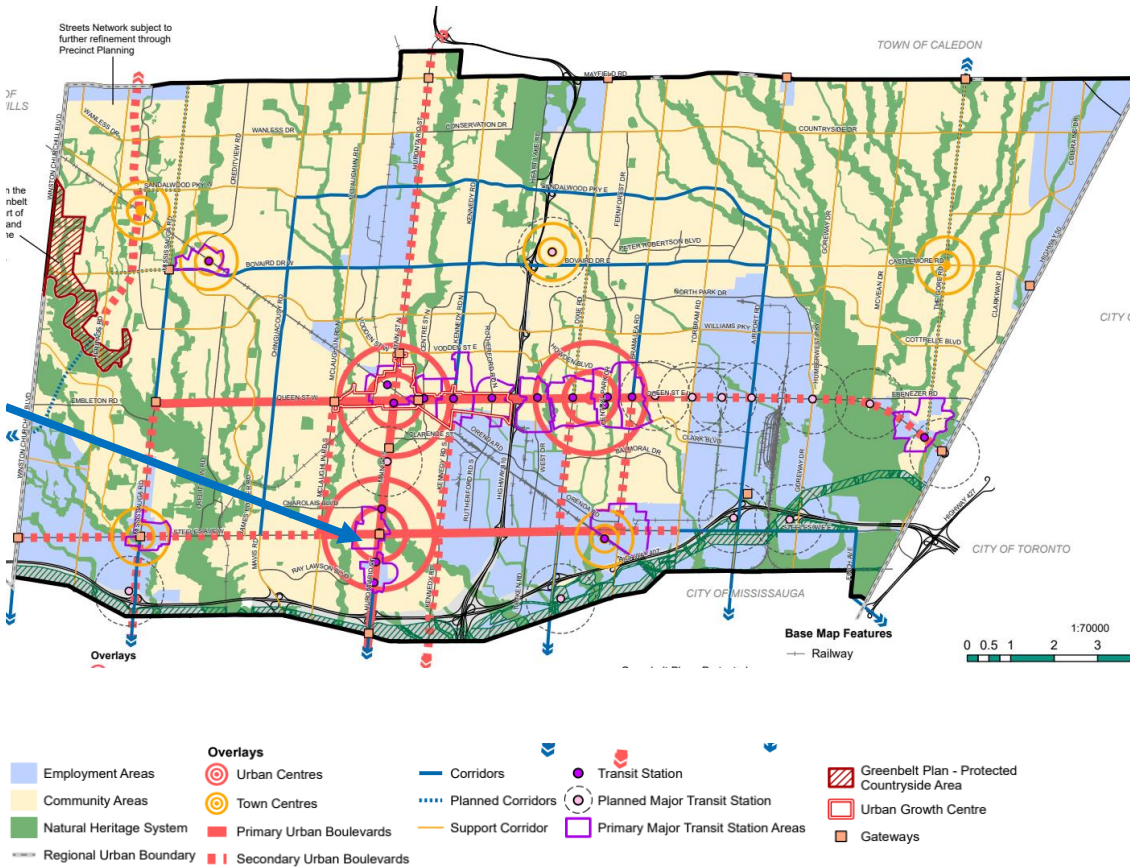
An amendment to the Official Plan is not required to facilitate this development.

EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

MAJOR WATERCOURSES	OFFICE	SUBJECT LANDS
MAJOR INSTITUTIONAL	REGIONAL RETAIL	
OPENSOURCE	RESIDENTIAL	

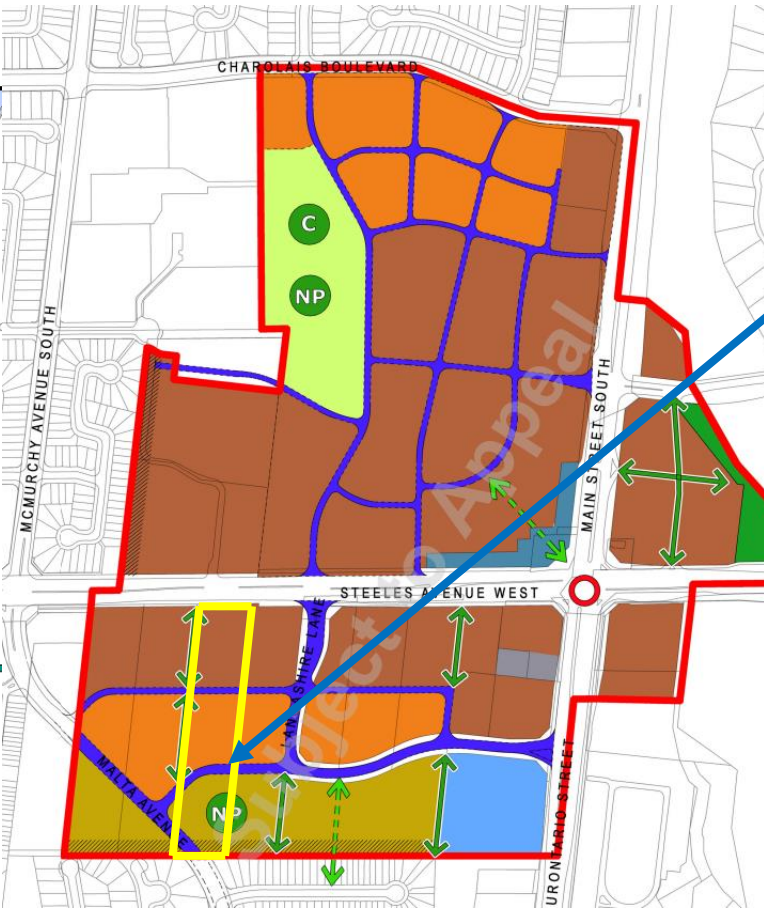
CURRENT PLANNING CONTEXT: BRAMPTON PLAN (2023)

- The subject site is designated as “Community Areas” ; “Urban Centres” ; a “Primary Major Transit Station Area” and “Primary Urban Boulevard” on Schedule 1 – City Structure



- The proposed heights do not conform with Building Typologies under Section 2.2.2 of Brampton Plan, thus an Official Plan Amendment may be required

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



- The subject site is designated as “Mixed-Use (High-Rise Mixed-Use)” ; “Mixed-Use (Mid-Rise Mixed-Use)” ; and “Neighbourhood (Mid-Rise Residential)” ; “Potential Mid-Block Connection” ; and “Neighbourhood Park” on Schedule 13m – Brampton MTSA - HRLT-22 Gateway Terminal Land Use Plan

NOTE: Schedule 13m – Brampton MTSA HRLT-22 has been appealed to the Ontario Land Tribunal

CURRENT PLANNING CONTEXT: SECONDARY PLAN DESIGNATION

Hurontario-Main Corridor Secondary Plan (Area 55)

Designated: 'Mixed Use One (MU1)', and 'Medium Density'

Mixed Use One:

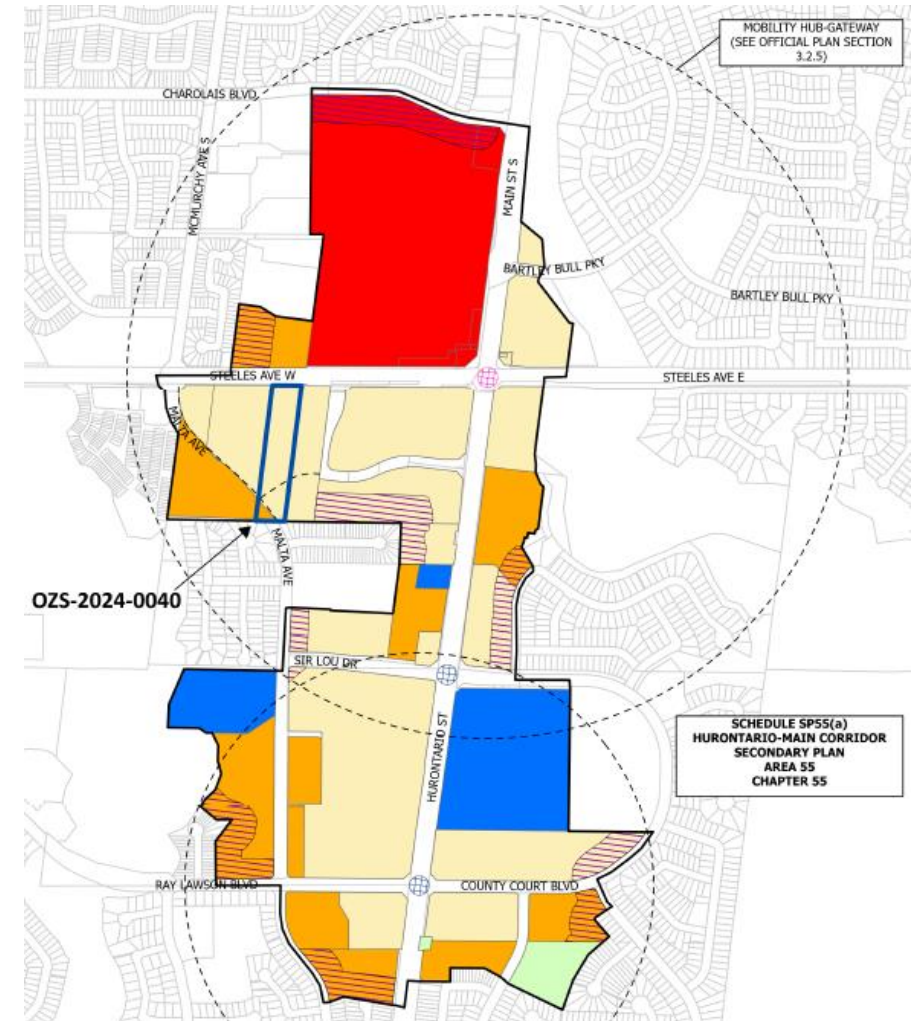
permits mix of uses and higher densities that support Light Rail transit and active transportation, includes permitted uses: medium and high density residential, office and institutional buildings and high-density residential dwellings

Medium Density:

permits townhouses and stacked townhouses;

Under Section 5.1.1 Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.

An amendment to the Secondary Plan is not required.



CURRENT PLANNING CONTEXT: ZONING BY-LAW

Zoning By-law 270-2004

The subject property is zoned:

- Residential Apartment A – Section 3736 (R4A – 3736) (H) ; and
- Agricultural (A)

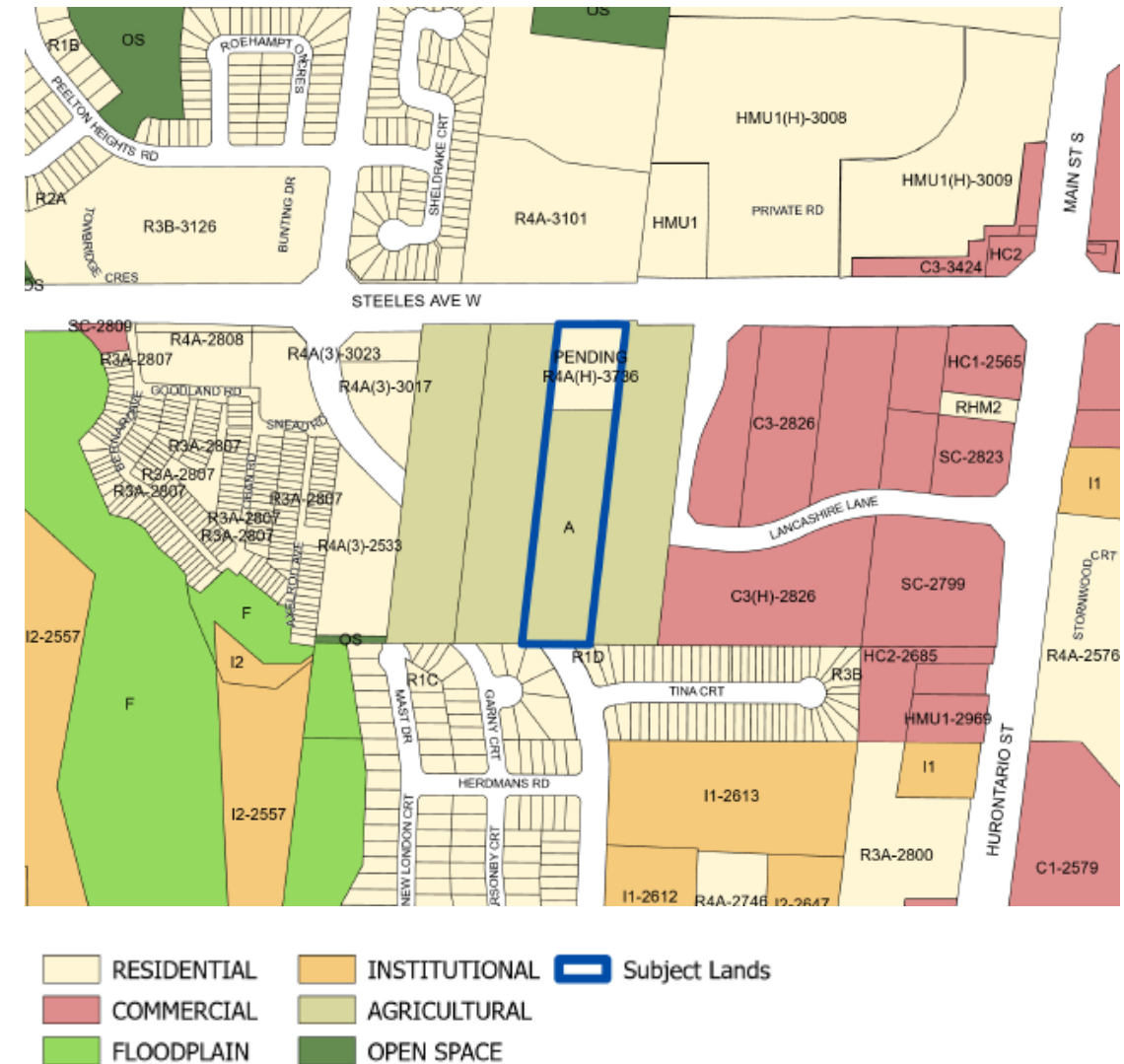
Residential Apartment A (3736) permits:

- a) Residential: residential apartments;
- b) Non-residential (in conjunction with an apartment dwelling) including retail establishment, commercial school and day nursery

Agricultural Zone permits:

- a) Agricultural purposes as defined in Section 5 of the By-law
- b) Non-agricultural including single detached dwelling; kennel; home occupation and cemetery

A Zoning By-Law Amendment is required to facilitate the requested changes.



PROPOSED PLANNING CONTEXT: ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment will permit the rezoning of the subject site from Residential Apartment A (H) – Special Section 3736 and Agricultural to Residential Apartment A (H) with new Special Section.

Existing Zone	Highlight of proposed Zone
Residential Apartment A – Section 3736 (R4A – 3736) (H)	Residential Apartment A(H) – Special Section XXXX
Agricultural (A)	<p>Permitted Uses:</p> <ul style="list-style-type: none">a) Uses permitted by Residential Apartment A (R4A) zoneb) Public Parkc) Non-residential (in conjunction with an apartment dwelling)<ul style="list-style-type: none">• Office• Retail establishment• Purposes accessory to other permitted uses <p>Maximum Lot Coverage: 49%</p> <p>Minimum Landscaped Open Space: 25%</p> <p>Maximum Height:</p> <ul style="list-style-type: none">- For a building within 34.5m of Steeles Avenue West: 150m- For a building beyond 34.5m of Steeles Avenue West: 165m <p>Minimum Front Yard Depth: 3.0m</p> <p>Maximum Commercial Gross Floor Area: 1100m2</p>



Proposed Zones: Residential Apartment A(H)

KEY ISSUES / CONSIDERATIONS

Key Issues

- Coordination with the neighboring landowners through Tertiary Plan, Draft Plan of Subdivision and Growth Management Strategy.
- An amendment is needed to previously approved Tertiary Plan to study increased height and density proposed for Phase 2.
- Through Tertiary Plan process, a strategy to implement servicing infrastructure including:
 - improvements to Steeles Avenue West;
 - new Private and Public Road connecting Lancashire Lane and Malta Avenue; and
 - a comprehensive water, wastewater and stormwater servicing approach
- Appropriateness of the proposed built form and performance standards – considering existing context and future rapid transit lines (i.e. Steeles Ave and the future Hazel McCallion LRT)
- Opportunities to increase Retail opportunities within ground floors



NEXT STEPS

Notice of complete application – June 1, 2024

Circulation to departments and agencies

Notice of public meeting

Public Meeting (We are here)

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period



ACCESS THE DEVELOPMENT APPLICATION

1. Click the [BramPlan Online](#) link:

<https://planning.brampton.ca/CitizenAccess/Default.aspx>

2. Click the [Search for An Application](#) link:

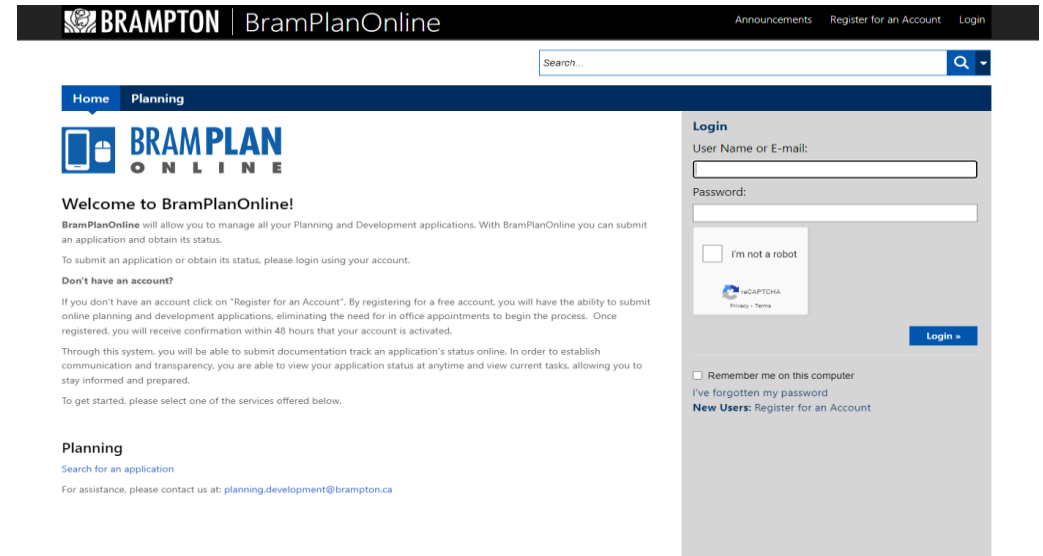
<https://planning.brampton.ca/CitizenAccess/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=REC24&capID2=00000&capID3=000BY&agencyCode=BRAMPTON&IsToShowInspection=>

3. Type the [file number](#) in the required field:

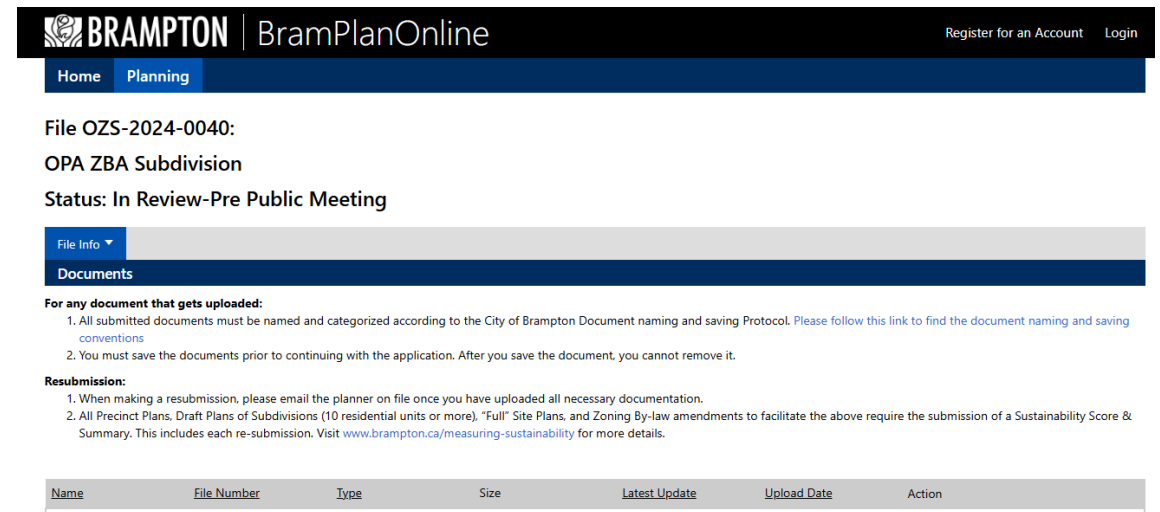
File Number: OZS-2024-0040

4. On the [OZS-2024-0040 file page](#) click:

The File Info Tab, and click documents to review all application drawings and documents.



The screenshot shows the BramPlanOnline login page. At the top, there is a header with the Brampton logo and the text "BramPlanOnline". Below the header, there is a search bar and a navigation menu with "Home" and "Planning" links. The main content area is divided into two columns. The left column contains the "BRAMPLAN ONLINE" logo, a welcome message, and instructions for logging in or registering. The right column contains a login form with fields for "User Name or E-mail" and "Password", a "Login" button, and a "Remember me" checkbox. There is also a "New Users: Register for an Account" link.



The screenshot shows the BramPlanOnline document page. At the top, there is a header with the Brampton logo and the text "BramPlanOnline". Below the header, there is a navigation menu with "Home" and "Planning" links. The main content area displays the file number "OZS-2024-0040" and the status "In Review-Pre Public Meeting". Below this, there is a "Documents" tab and a list of documents. The list has columns for "Name", "File Number", "Type", "Size", "Latest Update", "Upload Date", and "Action".

CONTACT INFORMATION

The report and presentation associated with tonight's meeting can be found online at www.brampton.ca on the **MEETINGS** and **AGENDAS** page.

- City Planner contact:
Arjun Singh
Development Planner
City of Brampton
Arjun.Singh@brampton.ca
- Applicant contact:
Maurizio Rogato
Blackthorn Development Corporation
mrogato@blackthorncorp.ca

The background image shows a city street scene. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on the glass. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with many windows. To the right of the main building is a tall, narrow structure with a clock face near the top and a sign that reads "CANADA 150". The sky is clear and blue.

Thank you!

Date: 2024-11-01

Subject: **Information Report – Application to Amend the Official Plan and Zoning By-law**
to permit the development of five (5) industry building having a total Gross Floor Area of 172,012 square metres and 1,943 parking spaces
MHBC Planning Limited- 11722 Mississauga RD JV, 1000302127 Ontario Inc
City File: OZS-2024-0063
11722 Mississauga Road
Ward 6

Contact: Yin Xiao, Principle Planner/Supervisor, Development Services & Design

Mana Zavalat, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2024-890

RECOMMENDATIONS:

1. That the presentation from Yin Xiao, Principle Planner/ Supervisor, Development Services and Design to the Planning and Development Committee Meeting of December 9, 2024, re: **Information Report – Application to Amend the Official Plan and Zoning By-law**, MHBC Planning Limited- 11722 Mississauga RD JV, 1000302127 Ontario Inc, City File: OZS-2024-0063, 11722 Mississauga Road, Ward 6, be received.

Attachments:

- Statutory Public Meeting Presentation

Public Information Meeting

APPLICATION TO AMEND THE OFFICIAL PLAN AND THE ZONING BY-LAW

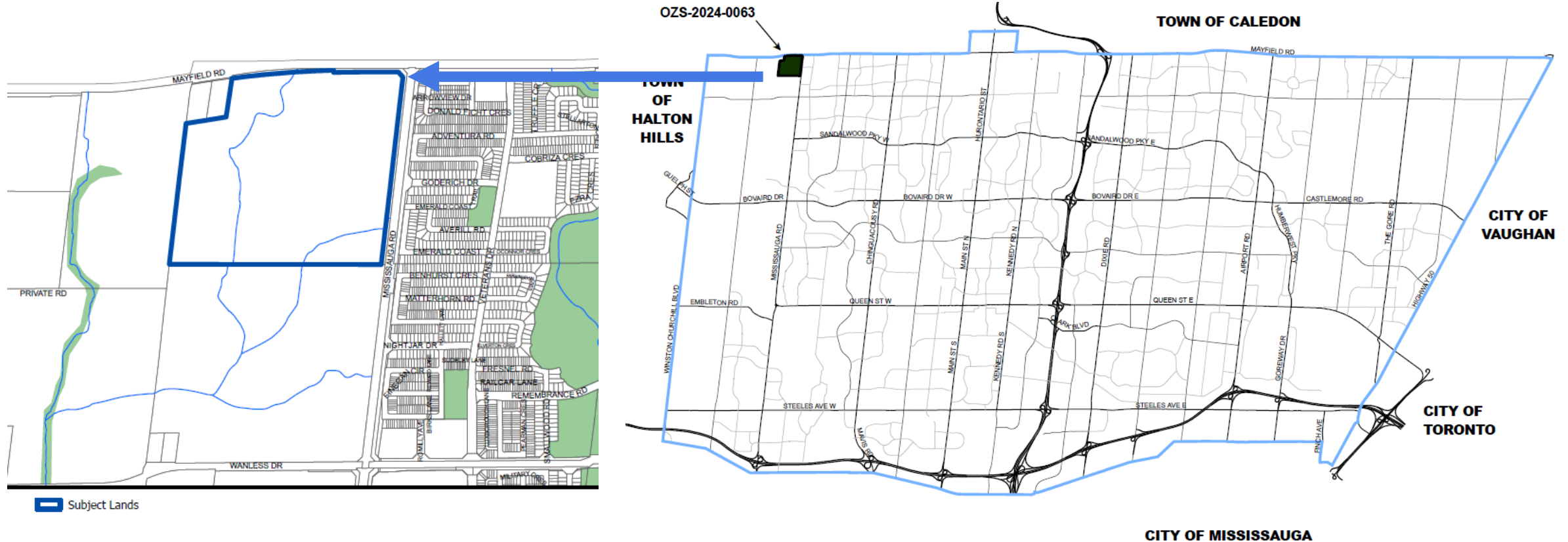
**11722 MISSISSAUGA ROAD
City of Brampton File : OZS-2024-0063**

Application by:

**MHBC Planning Limited - 11722 Mississauga RD JV., 1000302127 Ontario Inc
WARD : 6**

**REGIONAL COUNCILLOR: Navjit Kaur Brar
REGIONAL COUNCILLOR: Michael Palleschi**

LOCATION OF SUBJECT PROPERTY



AREA CONTEXT



North: Mayfield Road, and beyond are Agricultural lands and an industrial site in the Town of Caledon

South: Agricultural lands

East: Mississauga Road, and beyond is a low-density residential neighbourhood

West: Agricultural lands and two residential properties

SITE PHOTOS

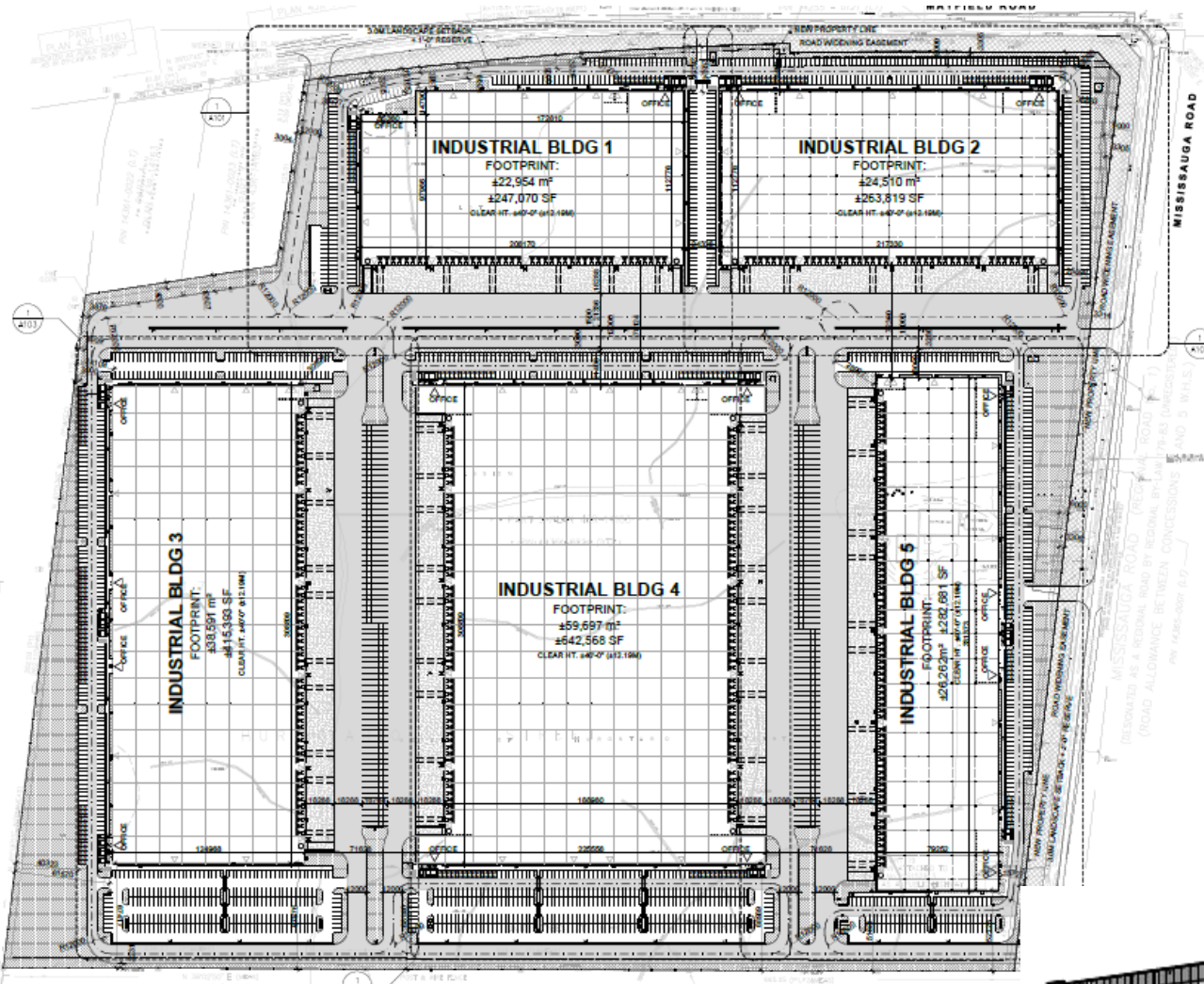


View from Mayfield Road



View from Mississauga Road

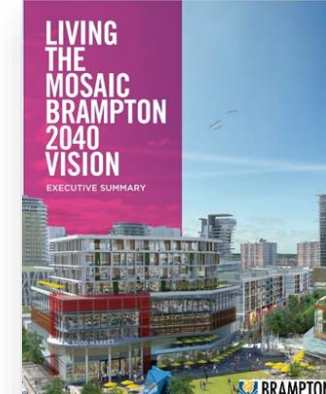
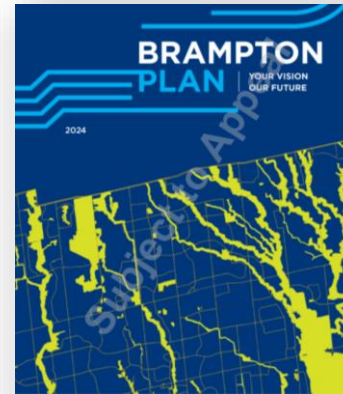
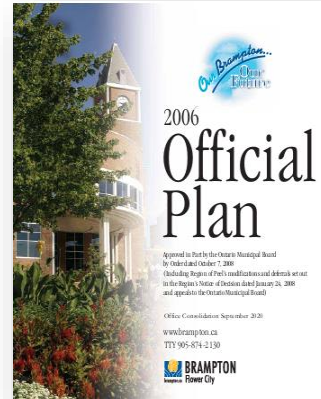
DEVELOPMENT PROPOSAL



- Five (5) one (1) storey industrial buildings that are to each accommodate a warehouse and ancillary office area.
- Total gross floor area of 172,012 sqm (including 162,470 sqm of warehouse area and 9,542 sqm of office area).
- Two (2) vehicular accesses on Mayfield Road and three accesses on Mississauga Road via private roads.
- 1943 parking spaces and 337 loading spaces.
- 161 jobs per net hectare.



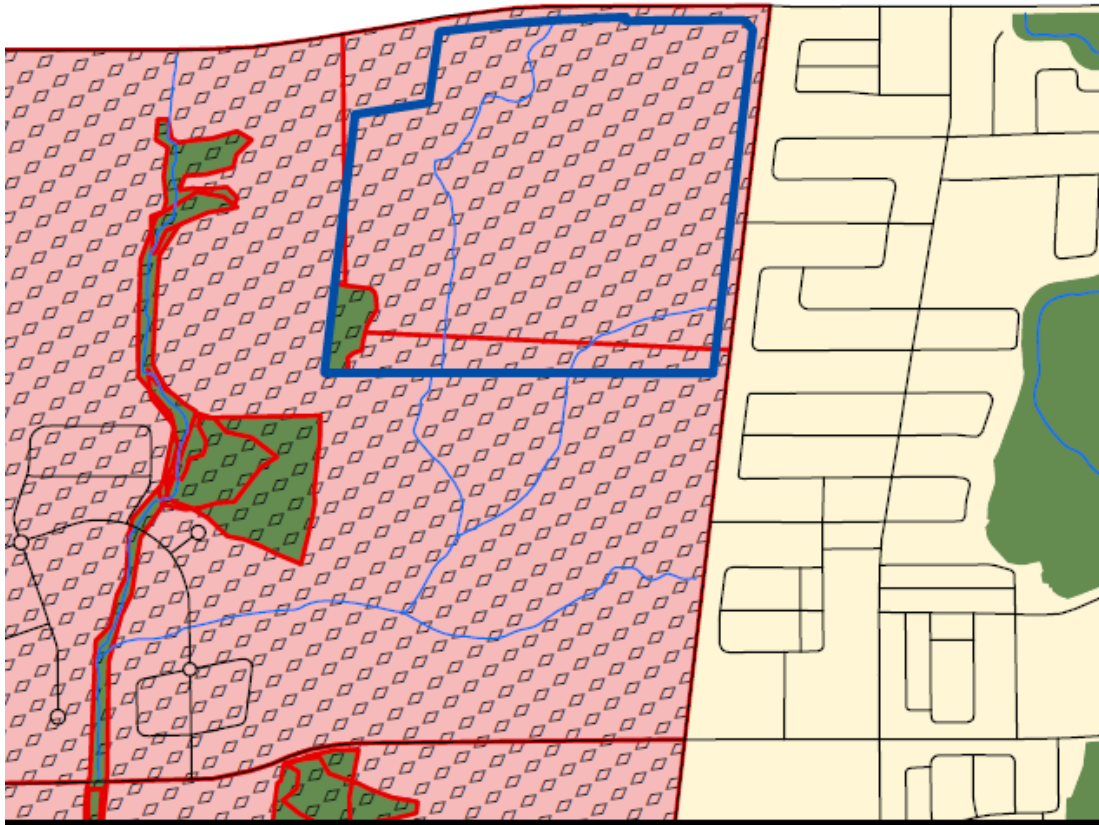
PLANNING FRAMEWORK SUMMARY



The application will be evaluated based on:

- The *Planning Act*
- Provincial Planning Statement (2024)
- Brampton Official Plan (2006) and Brampton Plan (2024)
- Heritage Heights Secondary Plan
- Brampton 2040 Vision

CURRENT PLANNING CONTEXT: OFFICIAL PLAN 2006



EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

Current Official Plan Designation

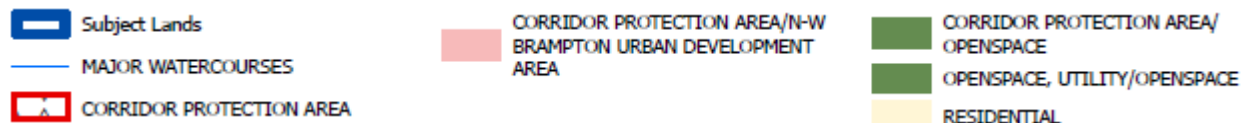
OP Land Use Designation:

- Designated Greenfield Area, Open Space, Northwest Brampton Urban Development Area in Schedule 1 City Concept;
- Open Space, Corridor Protection Area, Northwest Brampton Urban Development Area, in Schedule A General Land Use Designations.

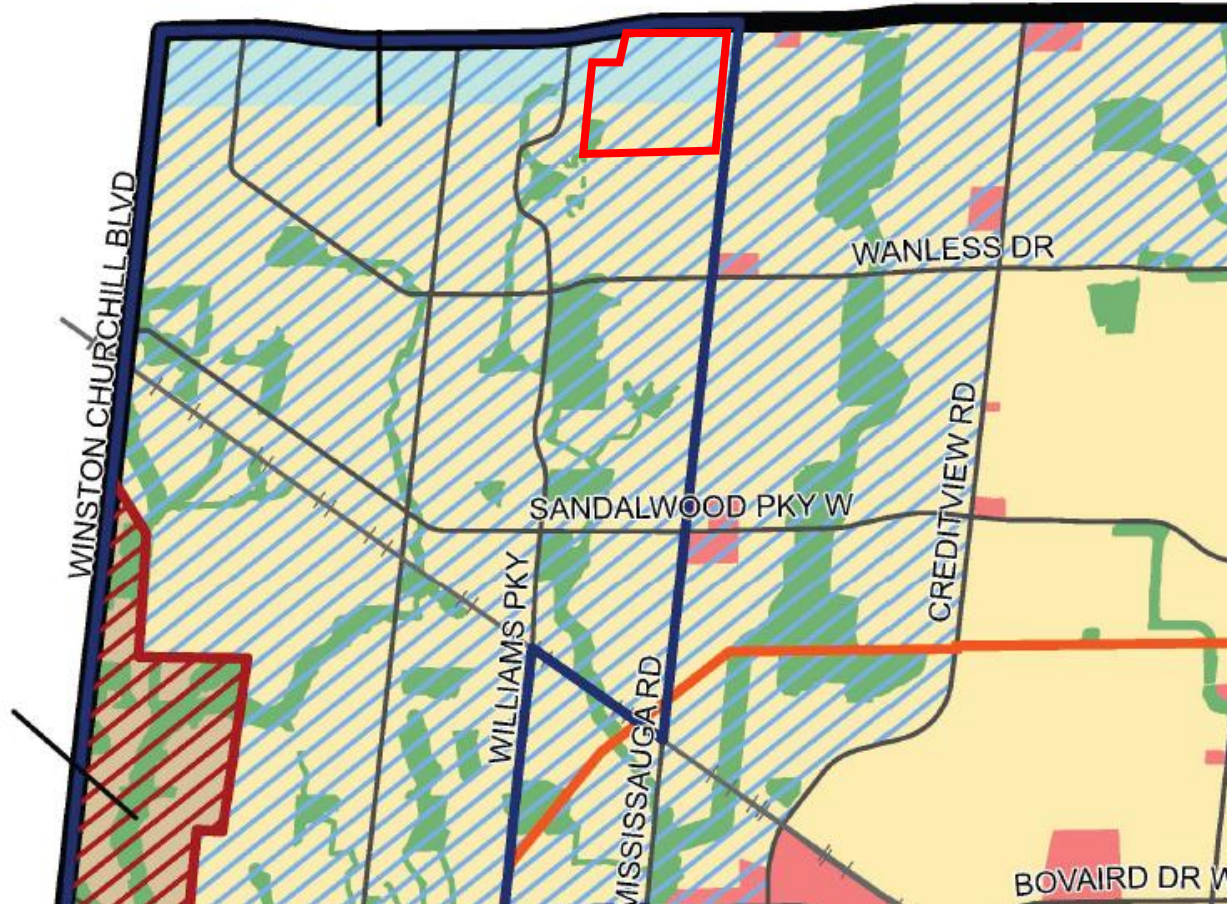
Permitted uses:

- New communities comprising a mix of land uses including a range of housing types, densities and tenure, as well as employment lands.

An amendment to the Official Plan is not required



CURRENT PLANNING CONTEXT: BRAMPTON PLAN 2024



Land Use Designation:

- Community Areas, Employment Area and Natural Heritage System in Schedule 1A.
- Neighbourhoods, Employment, North West Brampton Development Area and Heritage Heights Secondary Plan Area in Schedule 2 Designation.

Permitted uses:

Neighbourhoods: a wide range of uses including Residential, Community Services, Commercial uses, etc.

Employment: Heavy and light Industrial, Ancillary commercial uses, and waste management facilities

An amendment to the Brampton Plan is required.

Designations

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Rural Land
- Natural Heritage System
- Parkway Belt West

- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

CURRENT PLANNING CONTEXT: SECONDARY PLAN

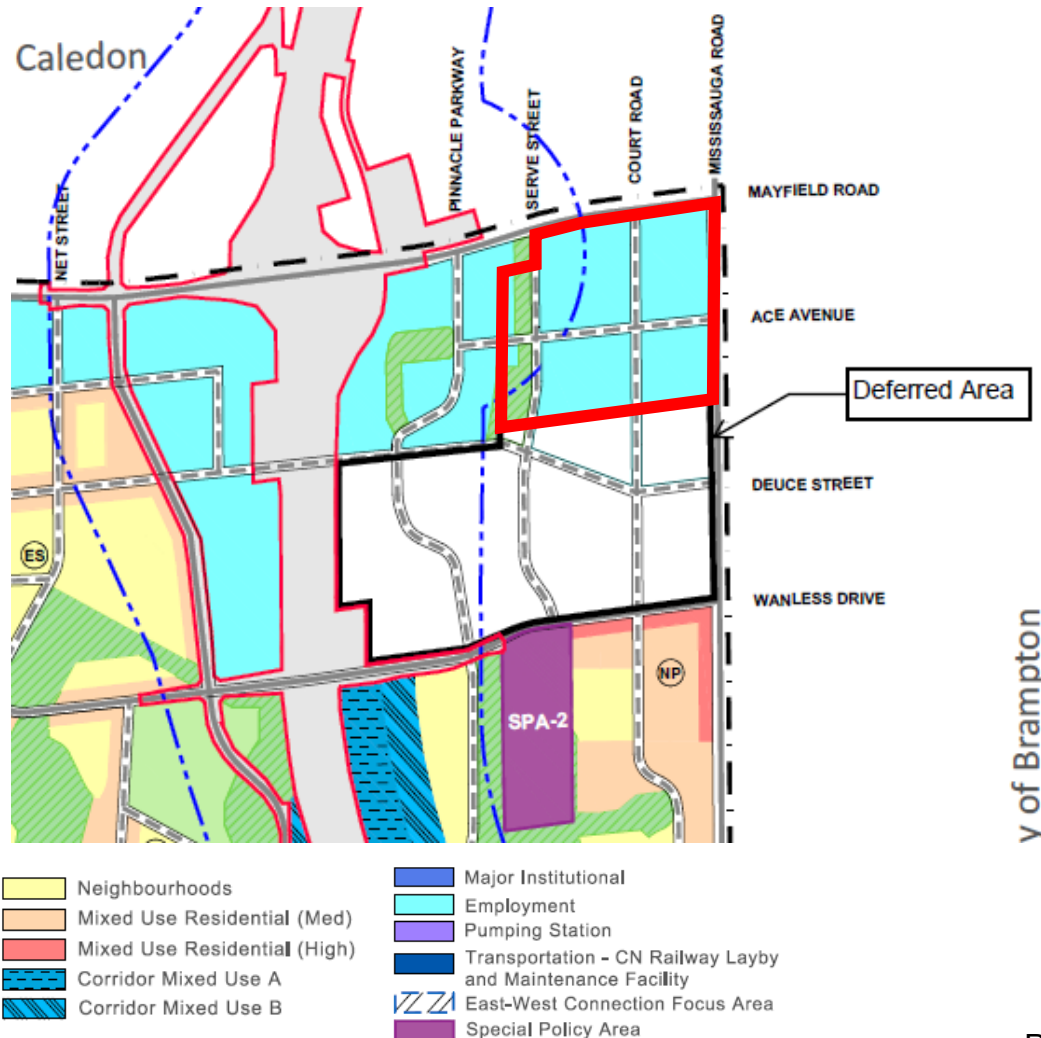
Heritage Heights Secondary Plan

Land Use Designation: Employment and Natural Heritage System

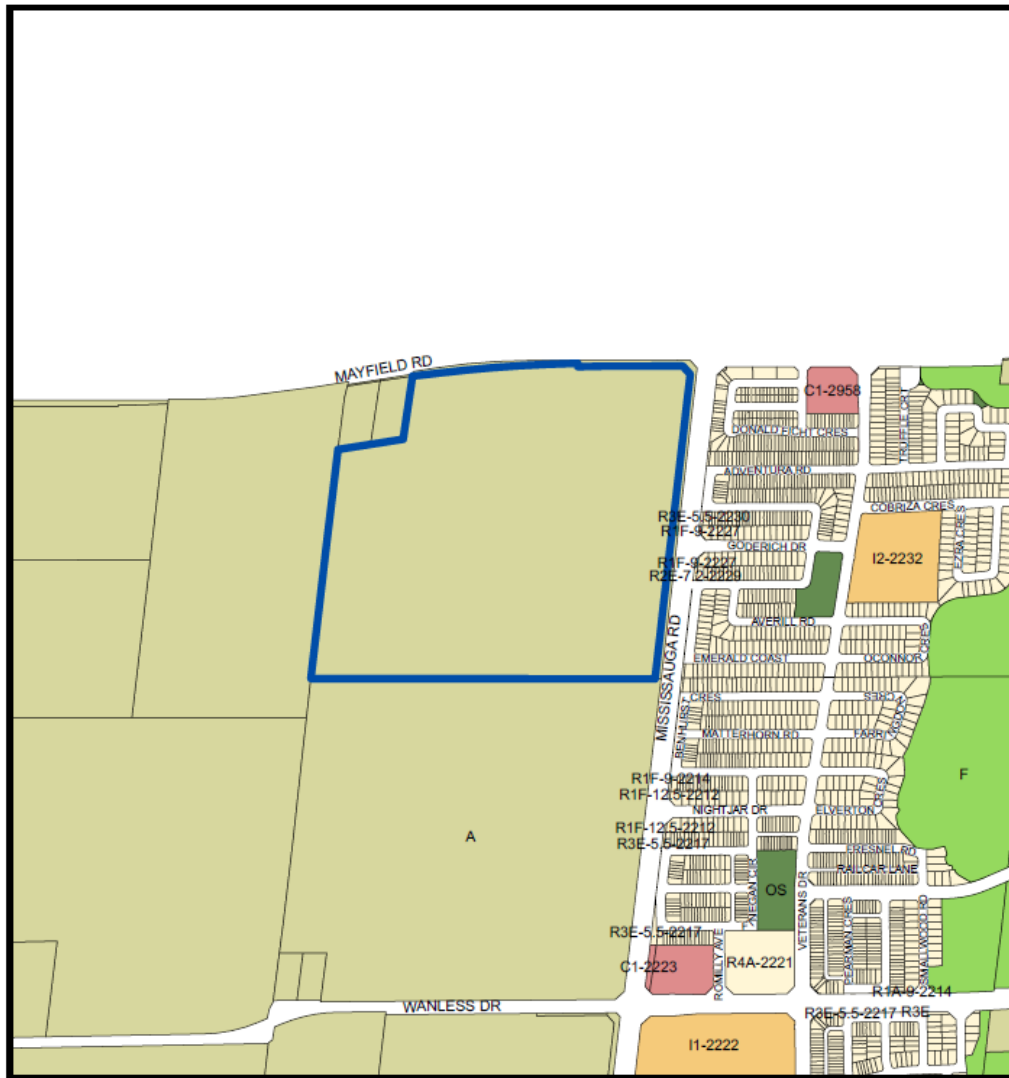
Permitted Uses:

Light industrial uses supporting research and technology, major institutional uses, and office uses will be permitted.

An amendment to the Secondary Plan is not required.



CURRENT PLANNING CONTEXT: ZONING BYLAW



- | | | |
|-------------|---------------|---------------|
| RESIDENTIAL | INSTITUTIONAL | Subject Lands |
| COMMERCIAL | AGRICULTURAL | |
| FLOODPLAIN | OPEN SPACE | |

Current Zoning:

Agricultural (A) zone

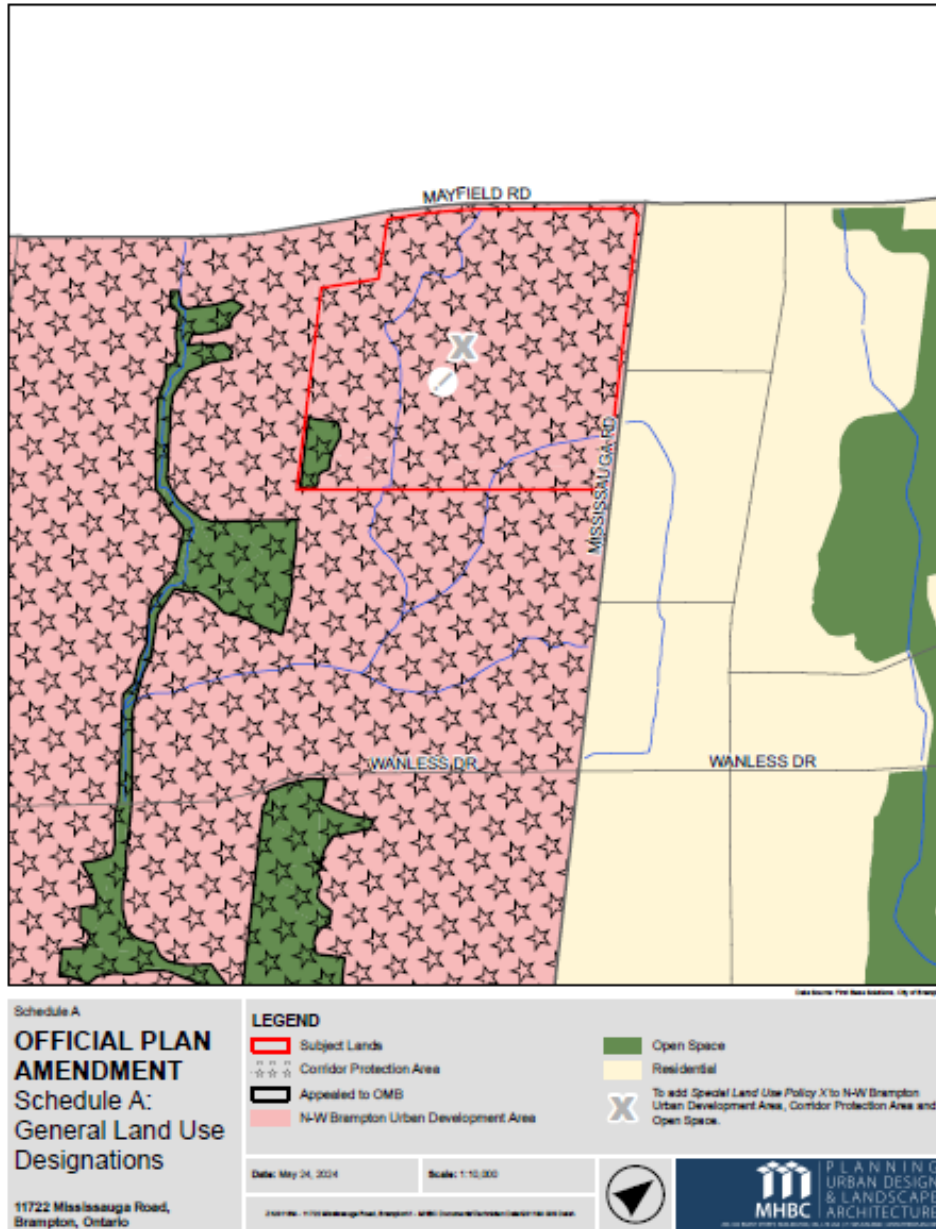
Permitted uses: agricultural purposes and limited non-agricultural uses

An Amendment to the Zoning Bylaw is required to permit the proposed uses.

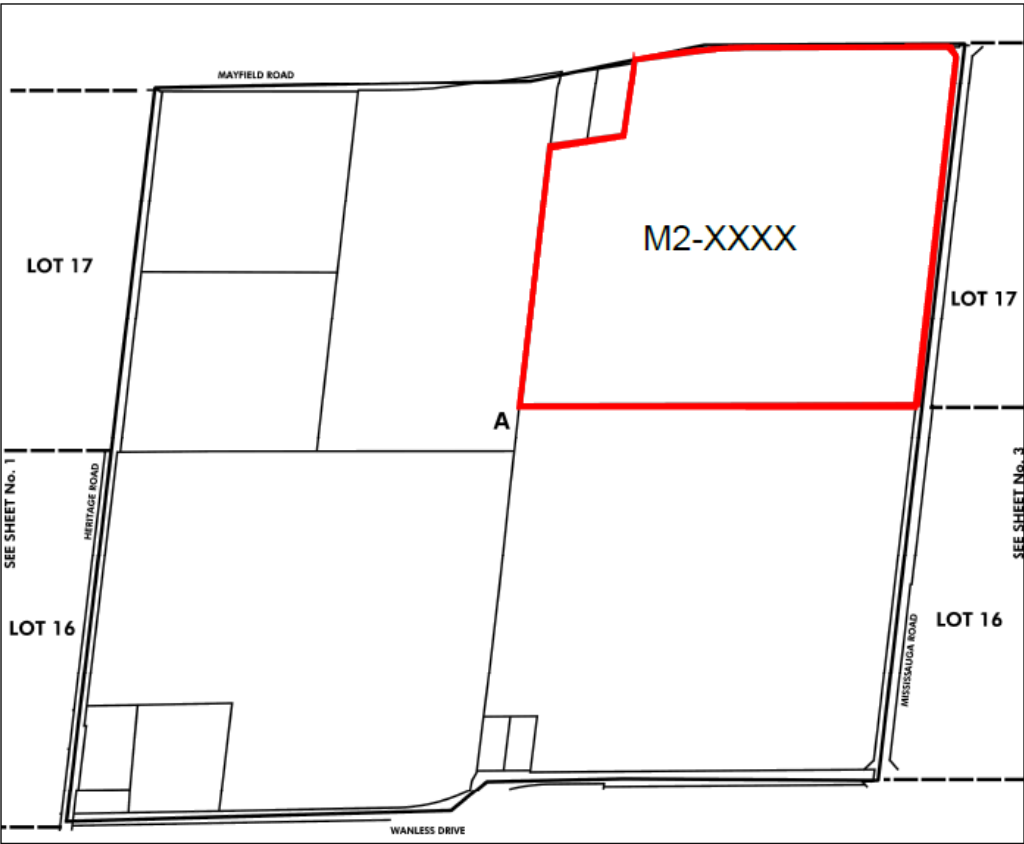
PROPOSED OFFICIAL PLAN AMENDMENT

The applicant proposes an Official Plan Amendment to the 2006 City Official Plan, as follows:

- Add a 'Special Land Use Policy Area' designation to Schedule A of the Official Plan
- To permit **warehousing, manufacturing, and ancillary office uses** in the Special Land Use Policy Area



PROPOSED ZONING BYLAW AMENDMENT



The proposed Zoning By-law Amendment will permit the rezoning of the subject site from 'Agricultural' to 'Industrial Two – Section xxxx'

Proposed Zone	Uses Permitted
Industrial Two – Section xxxx	<ul style="list-style-type: none">• manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials• non-obnoxious industrial uses• a printing establishment• a warehouse• A parking lot• a freight classification yard• Non-hazardous and hazardous Solid Waste Processing Use with conditions• Non-industrial uses and accessory uses

BRAMPTON
ZONING BY-LAW
270-2004
Schedule A

11722 Mississauga Road,
Brampton, Ontario

LEGEND

Lands to be rezoned from Agricultural (A) to Industrial Two (M2-XXXX)

Date: May 31, 2024

Scale: NTS

MHBC

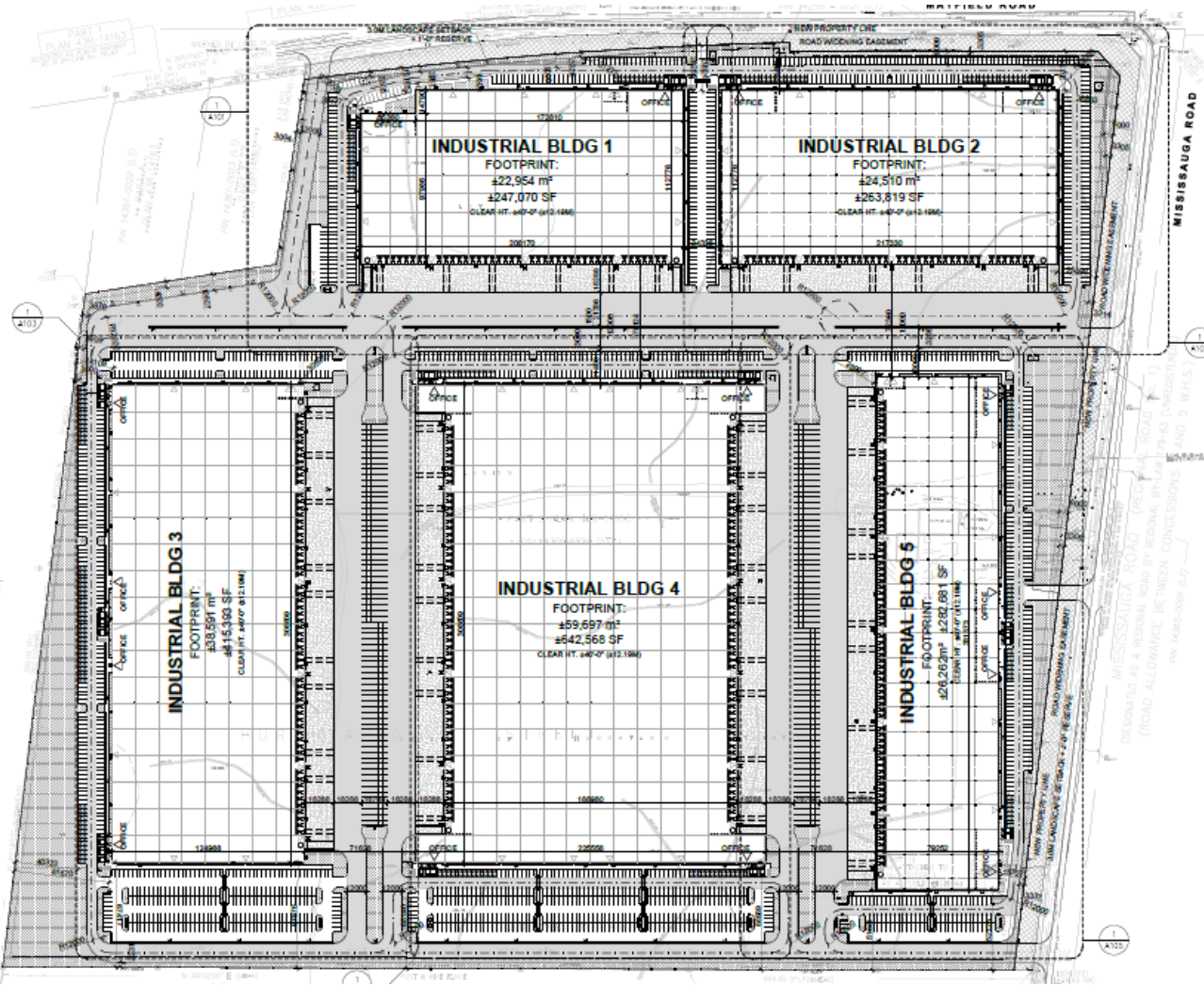
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

11722 MISSISSAUGA ROAD, BRAMPTON, ONTARIO L6Y 4R2

416-291-1172

Page 51 of 781

KEY ISSUES / CONSIDERATIONS



- Confirmation of potential revisions to policy amendments to accommodate the proposed use.
- Coordination of the site-specific technical studies with the Heritage Height Secondary Plan level studies
- Coordination with future developments within Precinct Area 52-3 for road network and servicing infrastructures
- Justification of the proposed modification to the planned road network
- Delineation of Natural Heritage Features
- Temporary and permanent servicing strategies

NEXT STEPS

Notice of complete application

Circulation to departments and agencies

Notice of public meeting

Public Meeting (We are here)

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period



ACCESS THE DEVELOPMENT APPLICATION

1. Click the [BramPlan Online](#) link:

<https://planning.brampton.ca/CitizenAccess/Default.aspx>

2. Click the [Search for An Application](#) link:

<https://planning.brampton.ca/CitizenAccess/Cap/CapHome.aspx?module=Planning&TabName=Planning>

3. Type the [file number](#) in the required field:

File Number: **OZS-2024-0063**

4. On the [OZS-2024-0063 file page](#) click:

The File Info Tab, and click documents to review all application drawings and documents.

The screenshot displays the BramPlanOnline web application interface. The top navigation bar includes the Brampton logo, the text 'BramPlanOnline', and links for 'Announcements', 'Register for an Account', and 'Login'. A search bar is located on the right side of the header. Below the header, the main content area is divided into two columns. The left column features a 'Home' and 'Planning' tab, the 'BRAMPLAN ONLINE' logo, and a 'Welcome to BramPlanOnline!' message. It provides instructions on how to use the system, including submitting applications and logging in. The right column contains a 'Login' section with fields for 'User Name or E-mail' and 'Password', a 'Remember me' checkbox, and a 'Login' button. Below the login section, there are links for 'I've forgotten my password' and 'New Users: Register for an Account'. The bottom section of the screenshot shows the 'File OZS-2024-0063' page, which includes the 'OPA ZBA Subdivision' and 'Status: Deemed Complete'. It features a 'File Info' tab and a 'File Location' section displaying the address '11722 MISSISSAUGA' and 'L7A0B5'. The 'File Details' section provides a 'Project Description' and a 'Click to Print/View Summary' button.

BRAMPTON | BramPlanOnline

Announcements Register for an Account Login

Search...

Home Planning

BRAMPLAN
ONLINE

Welcome to BramPlanOnline!

BramPlanOnline will allow you to manage all your Planning and Development applications. With BramPlanOnline you can submit an application and obtain its status.

To submit an application or obtain its status, please login using your account.

Don't have an account?

If you don't have an account click on "Register for an Account". By registering for a free account, you will have the ability to submit online planning and development applications, eliminating the need for in office appointments to begin the process. Once registered, you will receive confirmation within 48 hours that your account is activated.

Through this system, you will be able to submit documentation track an application's status online. In order to establish communication and transparency, you are able to view your application status at anytime and view current tasks, allowing you to stay informed and prepared.

To get started, please select one of the services offered below.

Login

User Name or E-mail:

Password:

☐ I'm not a robot

☐ Remember me on this computer

I've forgotten my password

New Users: Register for an Account

BRAMPTON | BramPlanOnline

Register for an Account Login

Home Planning

File OZS-2024-0063:

OPA ZBA Subdivision

Status: Deemed Complete

File Info

File Location

11722 MISSISSAUGA *
L7A0B5

File Details

Project Description:

11722 Mississauga Road

The OPA, ZBA, and Site Plan Applications are intended to facilitate the proposed development of the Subject Lands with five (5) industrial buildings that each contain a warehouse and ancillary office area. Each building will be one storey in height. The proposed development will have a total gross floor area of 172,012.82 m² including, 162,470.07 m² of warehouse area and 9,542.75 m² of office area. The Subject Lands, with an area of 37.9 hectares, are suitable to accommodate the five building footprints of varying sizes, associated parking and loading, and landscaped areas.

Click to Print/View Summary

CONTACT INFORMATION

The presentation associated with tonight's meeting can be found online at www.brampton.ca on the **MEETINGS** and **AGENDAS** page.

City Planner contact:

Yin Xiao
Development Planner
City of Brampton
yinzhou.xiao@Brampton.ca

Applicant information:

Oz Kemal
MHBC Planning Limited
okemal@mhbcplan.com

The background image shows a city street scene. On the left, there is a bus stop shelter with a red roof and glass panels. The word "Wellington" is visible on the top of the shelter. A person is standing inside the shelter. Behind the bus stop is a large, multi-story brick building with many windows. To the right of the main building is a tall, narrow structure with a clock face near the top. The text "Thank you!" is overlaid in the center of the image in a large, white, sans-serif font.

Thank you!



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-22

File: OZS-2021-0038

Subject: **RECOMMENDATION REPORT** Draft Plan of Subdivision and Application to Amend the Secondary Plan and Zoning By-Law
(To facilitate a residential development of 178 single detached dwellings, 530 townhouse units, 913 apartment units and 320 mixed use apartment units. Additional blocks are included for one district retail block, two school blocks, five park blocks, three stormwater management blocks, natural heritage system blocks, buffer blocks, compensation blocks, linkage blocks, and vista blocks)
Senwood Development Inc. – Candevcon Limited
10159 The Gore Road – North of Castlemore Road, East of The Gore Road
Ward: 10

Contact: Samantha Dela Pena, Development Planner, Development Services
 Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2024-846

RECOMMENDATIONS:

1. That the report from Samantha Dela Pena, Development Planner, Development Services to the Planning and Development Committee Meeting of November 25th, 2024, re: **Recommendation Report, Draft Plan of Subdivision and Application to Amend the Secondary Plan and Zoning By-Law, Senwood Development Inc. – Candevcon Limited**, North of Castlemore Road, East of The Gore Road, Ward 10, File OZS-2021-0038 & 21T-21015B, be received;
2. That Draft Plan of Subdivision and Application to Amend the Secondary Plan and Zoning By-Law submitted by Candevcon Limited on behalf of Senwood Development Inc., File OZS-2021-0038 & 21T-21015B, be endorsed, on the basis that it represents good planning, including that it is consistent with the Planning Act, and for the reasons set out in this Planning Recommendation Report; and
3. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- This report recommends approval of an amendment to the Secondary Plan by way of an Official Plan Amendment, Zoning By-Law Amendment, and for a Draft Plan of Subdivision to accommodate a proposed residential development consisting of 178 single detached dwellings, 530 townhouse units, 913 apartment units, 320 mixed use apartment units, one (1) District Retail block, two (2) School blocks, five (5) Park blocks, and three (3) Stormwater Management blocks. The remainder of the subdivision includes natural heritage system blocks, buffer blocks, compensation blocks, open space linkage blocks, open space vista blocks, and road widening blocks.
- The subject lands are located within the Highway 427 Industrial Secondary Plan Area (SP47). The lands are designated as “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland”, “SWM Facility”, “Special Policy Area 9”, “Special Policy Area 10” on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan. An amendment to the Secondary Plan is required to permit the proposed development within the blocks designated High Density Residential and District Retail.
- The subject lands are zoned “Agricultural” (A), “Residential Rural Estate Two” (RE2), “Residential Hamlet One Special Section” (RHM1-1519) and “Floodplain” (F) in the City of Brampton Zoning By-Law 270-2004, as amended. An amendment to the Zoning By-Law is proposed to allow residential development. The draft Zoning By-Law Amendment (Attachment 12) will implement the proposed residential, institutional, commercial, and open space uses.
- A Statutory Public Meeting for this application was held on January 17th, 2022. Details of the Statutory Public Meeting are summarized in Attachment 8 of this report.
- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.
- The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).

BACKGROUND:

The application was reviewed for completeness and found to be Complete on January 26, 2022; in accordance with Section 22 (6.1), Section 34 (10.4), and Section 51 (19.1) of the Planning Act. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on January 17th, 2022, satisfying the notice and statutory public meeting requirements in the Planning Act and the Public Meeting policies in Section 5.30 of the City of Brampton Official Plan (2006) and Section 5.4.10 of the Brampton Plan (2023).

Since the time of the application being deemed to be Complete, staff has been working with the applicant on four technical submissions to be able to resolved outstanding issues with this application. The technical studies for this individual application have also been approved over the course of the application review and is now in position to be brought forward for a decision. As further noted in this report, there are a number of legal agreements that still need to be finalized and signed-off by the City and SP47 landowner group, which will be addressed through prior to registration conditions in the forthcoming draft approval of the subdivision application.

This application is one of twenty active applications submitted for Block Plan Areas 47-1 and 47-2, which will deliver 10,401 residential units with an expected population of approximately 35,987 people. The block plans are also anticipated to accommodate approximately 3,516 jobs based on the commercial designations proposed within the block plan area. The development will help to create a complete community which includes a variety of housing typologies, a range of employment areas, parkland and trails and future improvements to necessary infrastructure including roads, watermain, sanitary sewers and stormwater management ponds. The active applications that are located in Block Plan Areas 47-1 and 47-2 can be found in Attachment 4B.

Current Situation:

Proposal (Please refer to Attachment 1)

An application to amend the Official Plan and Zoning By-Law has been submitted to permit residential, institutional, park, and open space uses. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the proposed lots and blocks. The creation of the future single-detached lots in the residential reserve blocks can be facilitated through the part lot control process. The future high-density block will be facilitated through a site plan and possibly a condominium application(s). Details of the proposal are as follows:

- 178 lots for single detached residential dwellings;
- Six (6) Medium Density Residential Blocks (12.34ha / 30.49ac) with 530 back-to-back and street townhouse dwelling units;

- Two (2) High Density Mixed Use Residential Blocks (0.95ha / 2.34ac);
 - Conceptual High Density Mixed Use Residential Blocks totaling 320 mixed use apartment units, intended to be 6-9 storeys, and include commercial retail uses permitted on the ground floor only
- Two (2) High Density Residential Blocks (2.05ha / 5.06ac);
 - Conceptual High Density Residential Blocks totaling 913 apartment units and intended to be up to 11-storeys
- One (1) District Retail Block (9.09ha / 22.46ac);
 - Conceptual District Retail Block comprised of:
 - Twelve (12) low density retail developments totaling approximately 17,714 sqm GFA, of which includes approximately 6124sqm GFA intended specifically for “Supermarket” uses.
 - Six (6) high density mixed-use residential developments totaling approximately 112,401sqm GFA, intended to be up to 12 storeys and must include commercial retail uses.
- Two (2) Elementary School Blocks (3.30ha / 8.15ac);
- Five (5) Park Blocks (5.24ha / 12.95ac);
- Three (3) Stormwater Management Pond Blocks (7.68ha / 18.98ac);
- Valleyland (9.80ha / 24.22ac);
- Walkways, Open Space, and Buffer Blocks; and
- Public roads and laneways.

Property Description & Surrounding Land Use (Please refer to Attachment 6)

The current conditions on-site are as follows:

- Has a total site area of approximately 70.79 hectares (174.92 acres);
- Has frontage onto The Gore Road, Castlemore Road, and Clarkway Drive;
- There are currently a number of single detached dwellings and accessory structures on the subject property. One dwelling located at 10123 The Gore Road will be retained as part of the development application;

- Is divided by the valleylands.

The surrounding land uses are as follows:

- North: Agricultural lands, and lands part of Block Plan 47-1 proposed for residential uses as part of applications OZS-2021-0041 and OZS-2021-0019;
- East: Clarkway Drive, beyond which are agricultural lands part of Block 47-1 proposed for residential uses as part of applications OZS-2021-0060, OZS-2021-0050, and OZS-2022-0025;
- West: The Gore Road, beyond which is the Gore Meadows Community Centre and agricultural lands;
- South: Castlemore Road, beyond which are existing single-detached residential dwellings a part of the Castlemore Crossing residential community.

Garage & Driveway Dimensions

Appropriate provisions have been included in the draft Zoning By-law to ensure residential dwellings can accommodate a minimum of two parked vehicles, in accordance with the minimum parking requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law. The site-specific Zoning By-law for this application requires a minimum 3.0 metre front yard setback from the front lot line to maintain an appropriate driveway length. The driveways will also maintain the minimum width of 3 metres, ensuring a minimum driveway dimension of 3 metres by 6 metres.

A provision has also been included to establish minimum interior garage dimensions to ensure garages can adequately function as a parking space while maintaining adequate storage areas for regional waste/recycle bins within the garage. A minimum dimension of 6 metres in length by 3.1 metres in width has been included as a requirement of the draft by-law. Single garages of this dimension have been deemed to be functional by City Staff. The dimension of the driveway and garage exceed the standard parking space requirement of the Zoning By-Law, which require a minimum dimensioned space of 2.7 metres by 5.4 metres.

The driveway in combination with the garage will provide the necessary space to park two vehicles while maintaining space to store regional waste/recycle bins.

Additional Residential Units (ARU)

Appropriate measures have been taken to protect for the opportunity of future residents to create ARUs within detached and semi-detached dwellings. Provisions have been included in the draft Zoning By-law to protect for the minimum 1.2 metre unobstructed path of travel to meet Ontario Building Code requirements to accommodate additional

residential units. Typical rear yard depths range between 6.0 metres and 7.5 metres (depending on location and building typology) within the SP47-1 Block Plan. It is anticipated that ARUs will take the form of a secondary unit in the basement of a dwelling unit, given some of the space limitations associated with rear yard setbacks. ARUs in the rear yard would be difficult for lots approved with a 7m rear yard depth or less.

Sustainability Score

The subject application achieved a sustainability score of 61, attaining the Gold Threshold. The Gold Threshold is the highest threshold level that can be achieved under the Sustainable New Communities Program.

Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase. This may include a variety of sustainability metrics such as those listed above. It is worth noting that this subdivision has been prepared in alignment with the LPAT (now OLT) approved SP47 Block Plan. Given this, there are limited opportunities to score higher on other metrics related to the built environment considering this area is a new greenfield development.

Secondary Plan Amendment

The subject lands are designated as “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, “Special Policy Area 10” on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan.

An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density and residential uses in the District Retail block. The draft Secondary Plan Amendment can be found in Attachment 11. A development concept of the high-density block can be found in Attachment 15.

Zoning By-Law Amendment

The subject property is zoned “Agricultural – (A)”, “Residential Rural Estate Two – (RE2)”, and “Floodplain – (F)” as per Zoning By-Law 270-2004, as amended. The zoning designation does not permit the proposed residential units.

The proposed Zoning By-Law Amendment will rezone the property to new site-specific single-detached residential zones, townhouse residential zones, residential apartment zones, a commercial zone, an institutional zones, and Open Space (OS) and Floodplain (F) zones. The schedule depicting the proposed zones can be found in Attachment 12A.

Summary of Recommendations:

This report recommends that Council endorse the approval of the proposed Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision Application. This report further recommends that Council approve the Secondary Plan and Zoning By-Law amendments generally in accordance with Attachments 11 and 12, respectively.

The proposed residential development represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 9 – Detailed Planning Analysis.

PLANNING ANALYSIS SUMMARY

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

Matters of Provincial Interest

Planning Act

This development proposal has regard for the matters of Provincial Interest as set out in Section 2 of the Planning Act. The proposed development has regard for Section 2, Section 22, and Section 51 of the Official Plan.

The proposal contemplates low, medium, and high-density residential uses, mixed use, open space, and institutional uses, thus adding a variety of housing types, commercial uses, and institutional uses to the City of Brampton. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with Section 2(h) and (j) of the Planning Act. Furthermore, as the subject property is located in a "Designated Greenfield Area", the development also represents the appropriate location of growth and development in accordance with Section 2(p) of the Planning Act.

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

Provincial Policy Statement (PPS) (2024)

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy

framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20th, 2024.

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

The proposal will also allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The proposed development will be in close proximity to existing and planned transit corridors along The Gore Road and Clarkway Drive, as well as the existing bus route along Castlemore Road which aligns with Section 2.2.1(d).

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

Municipal Planning Documents

Region of Peel Official Plan

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

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

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

City of Brampton Official Plan (2006)

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

The subject lands are designated “Residential” and “Open Space” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system. The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, townhouses, and future apartment units to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, district retail block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision is consistent with the policies of the City of Brampton Official Plan.

Brampton Plan (2023)

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

The subject lands are designated “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” on Schedule 2 – Designations of the Brampton Plan (2024). The “Mixed Use” designation permits a range of residential uses including mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors. The “Neighborhoods” designation permits predominantly residential uses, subject to the planned or existing character of the subject property’s street classification. These uses include residential uses, community services and facilities, and parks and open space. The “Natural Heritage System” designation permits a limited amount of uses, including

passive recreational uses such as trails, picnic areas, small playgrounds, etc., which are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Mixed Use”, “Neighborhoods and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, townhouses, and future apartment units to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, district retail block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision is consistent with the policies of the Brampton Plan (2024).

Highway 427 Industrial Secondary Plan - Area 47

The subject property is designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, and “Special Policy Area 10” in the Highway 427 Industrial Secondary Plan (Area 47).

The proposal will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designation. An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density and residential uses in the proposed District Retail block within the plan of subdivision. Staff have reviewed the proposed details from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

The Valleyland designation represents the NHS Corridor that runs north-south through the east and west ends of the property. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area. Staff is satisfied that the proposed development aligns with the policies of the Highway 427 Industrial Secondary Plan (Area 47).

Highway 427 Industrial 47-1, 47-2 Block Plan

The property is designated as “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “Elementary / Secondary Schools”, “Park”, “SWM Ponds”, “Vista Block”, “District Retail”, and “Valley Land” in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and an amendment to the Block Plan is not required.

Community Engagement

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

A Statutory Public Meeting for this application was held on January 17th, 2022. One (1) member of the public spoke at the meeting and one (1) written submission was received to the application. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concern Raised	Staff Response
In regard to the District Retail Block, is there an opportunity for increased retail, more specifically grocery stores, to service the general area?	<p>The development application contemplates twelve (12) low density retail developments totaling approximately 17,714sqm GFA.</p> <p>Of the total 17,714sqm retail GFA within the District Retail Block, approximately 6124sqm GFA is intended specifically for "Supermarket" uses, as required through the Draft Zoning By-Law Amendment (see Attachment 12).</p> <p>The development application contemplates six (6) mixed-use residential apartment buildings, that can only be developed in conjunction with permitted non-residential uses (i.e., retail), as required through the Draft Zoning By-Law Amendment (see Attachment 12).</p> <p>Furthermore, a specific Minimum Non-Residential Gross Floor Area zoning provision of 17,714sqm. has also been included as part of the Draft Zoning By-Law Amendment (see Attachment 12) in order to ensure sufficient retail for the area has been provided as part of the development application.</p>

	<p>As such, the proposed Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision contemplates a sufficient amount of retail, including grocery stores and supermarket uses, within the District Retail Block in order to service both the proposed development application and the existing surrounding residential community.</p>
<p>Is there an opportunity to accommodate a hospital as a part of this development application?</p>	<p>This application does not contemplate a hospital as part of the development proposal. However, the District Retail Block does propose a 3-storey medical clinic and office in order to serve the health and medical needs of both the future residents of the development application and the existing surrounding community.</p> <p>A development concept of the District Retail Block can be found in Attachment 15.</p>
<p>In regard to the Mixed-Use Block, in the case of surplus parking, would there be an opportunity to later infill office uses for any potentially underutilized parking lots?</p>	<p>In the case of possible surplus parking, there is an opportunity to redevelop underutilized parking lots to mixed-use residential developments with commercial and/or office uses on the ground floor, as permitted by the proposed R4A zones in the Draft Zoning By-Law Amendment (see Attachment 12).</p> <p>A development concept of the Residential High Density / Mixed-Use Block can be found in Attachment 15.</p>
<p>In the northeast portion of Brampton, there are currently limited transit options. Is there opportunity for the City to increase transit service (i.e., via a new transit terminal) for this area in order to service the increased density as a result of this proposed development?</p>	<p>As per <i>Schedule 3B – Transit Network</i> on the Brampton Plan (2024), potential Future Rapid Transit (BRT/LRT or Priority Bus/ZUM) are planned along both Castlemore Rd and The Gore Rd.</p> <p>As such, increased transit service options are planned for this area and will service both the</p>

	future residents of the development application and the existing surrounding community.
Given the increased density and overall size of the proposed development application, how does the application address sustainability metrics?	<p>This subject application achieved a sustainability score of 61, attaining the gold threshold. Please note that the Gold Threshold is the highest threshold level that can be achieved under the Sustainable New Communities Program.</p> <p>Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase.</p> <p>Please refer to the “Sustainability Score” section of this report, as well the Sustainability Score Snapshot found in Attachment 10 for more detail.</p>
Given the increased density and overall size of the proposed development application, how does the development application address design standards to ensure well-designed buildings and residential units?	<p>An Urban Design Brief was prepared by NAK Design Strategies in order to address design standards of the proposed development via built form principles, building design, architectural style, façade treatment, etc.</p> <p>Urban Design staff have evaluated the study and have found the document to be satisfactory.</p>

CORPORATE IMPLICATIONS:

Financial Implications:

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

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

This application to amend the Official Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of underutilized parcels of land to implement the policies of

the Highway 427 Industrial Secondary Plan and will add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City's greenfield area.

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

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

LIVING THE MOSAIC – 2040 Vision

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

CONCLUSION:

Staff is satisfied that the proposed Draft Plan of Subdivision, Secondary Plan Amendment, and Zoning By-law Amendment, subject to the Draft Conditions of Draft Approval generally in accordance with Attachment 14, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Highway 427 Secondary Plan (Area 47).

The report recommends that Council enact the Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 11 and 12, respectively. The Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application is appropriate for the orderly development of the lands considering the following:

- The proposal is consistent with the Provincial Policy Statement (2024);
- The proposed development precludes development on lands within the City's open space network;
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan and Highway 427 Secondary Plan (Area 47); and
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

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

Authored by:

Reviewed by:

Samantha Dela Pena
Development Planner, Development
Services
Planning, Building and Growth
Management

Allan Parsons MCIP, RPP
Director, Development Services
Planning, Building, and Growth
Management

Approved by:

Approved by:

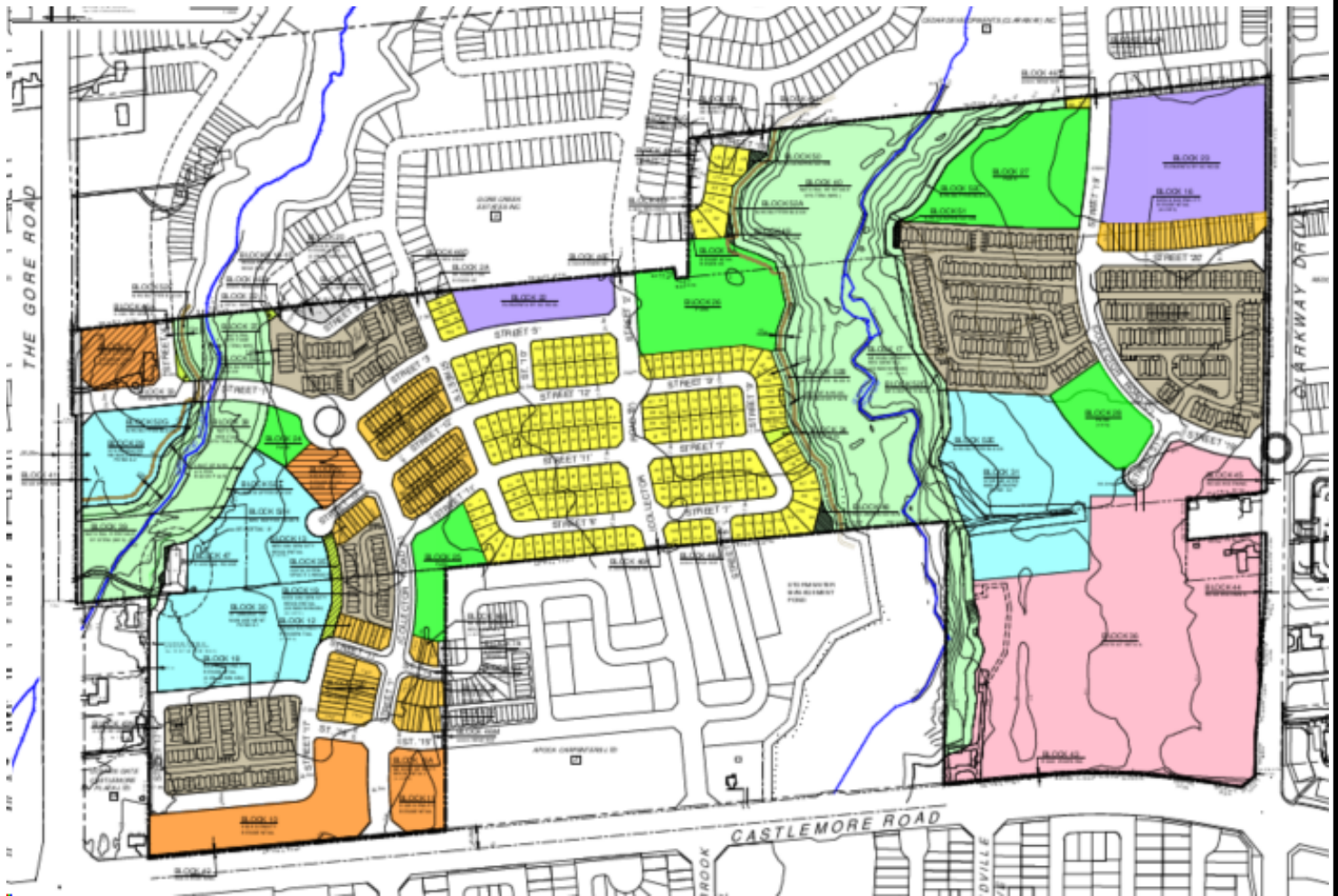
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

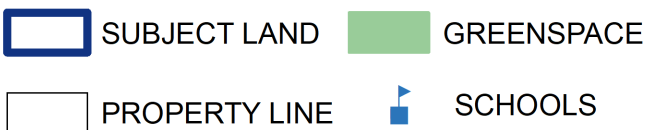
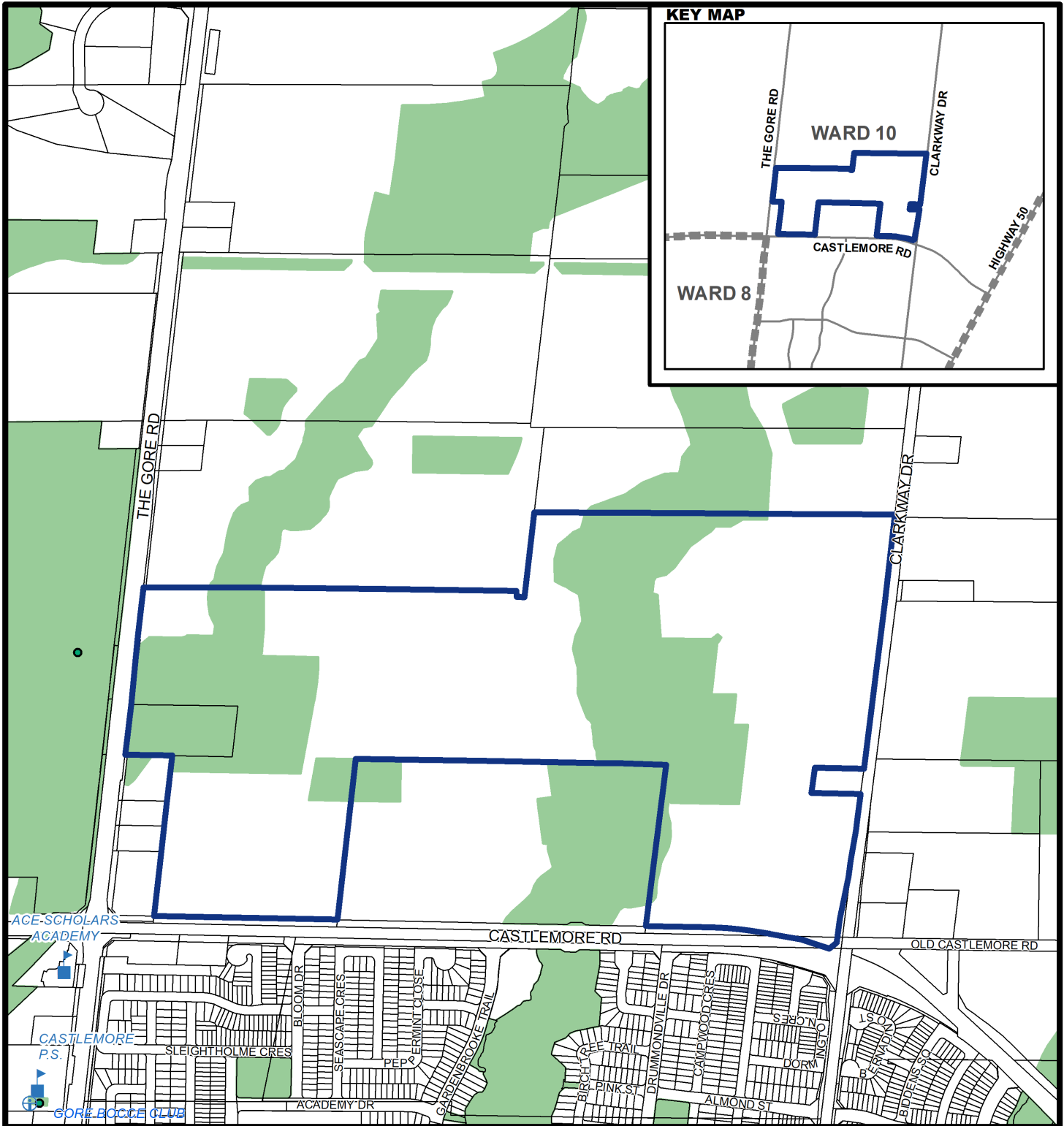
- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designation
- Attachment 4 – Secondary Plan Designation
- Attachment 4A – Block Plan 47-1 Designation
- Attachment 4B – Active Applications in Block 47-1
- Attachment 5 – Zoning Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resources
- Attachment 8 – Results of Public Meeting
- Attachment 9 – Detailed Planning Analysis
- Attachment 10 – Sustainability Score
- Attachment 11 – Draft Secondary Plan Amendment
- Attachment 12 – Zoning By-Law Amendment
- Attachment 12A – Zoning By-Law Amendment Schedule
- Attachment 13 – Draft Plan of Subdivision
- Attachment 14 – Draft Conditions of Draft Approval

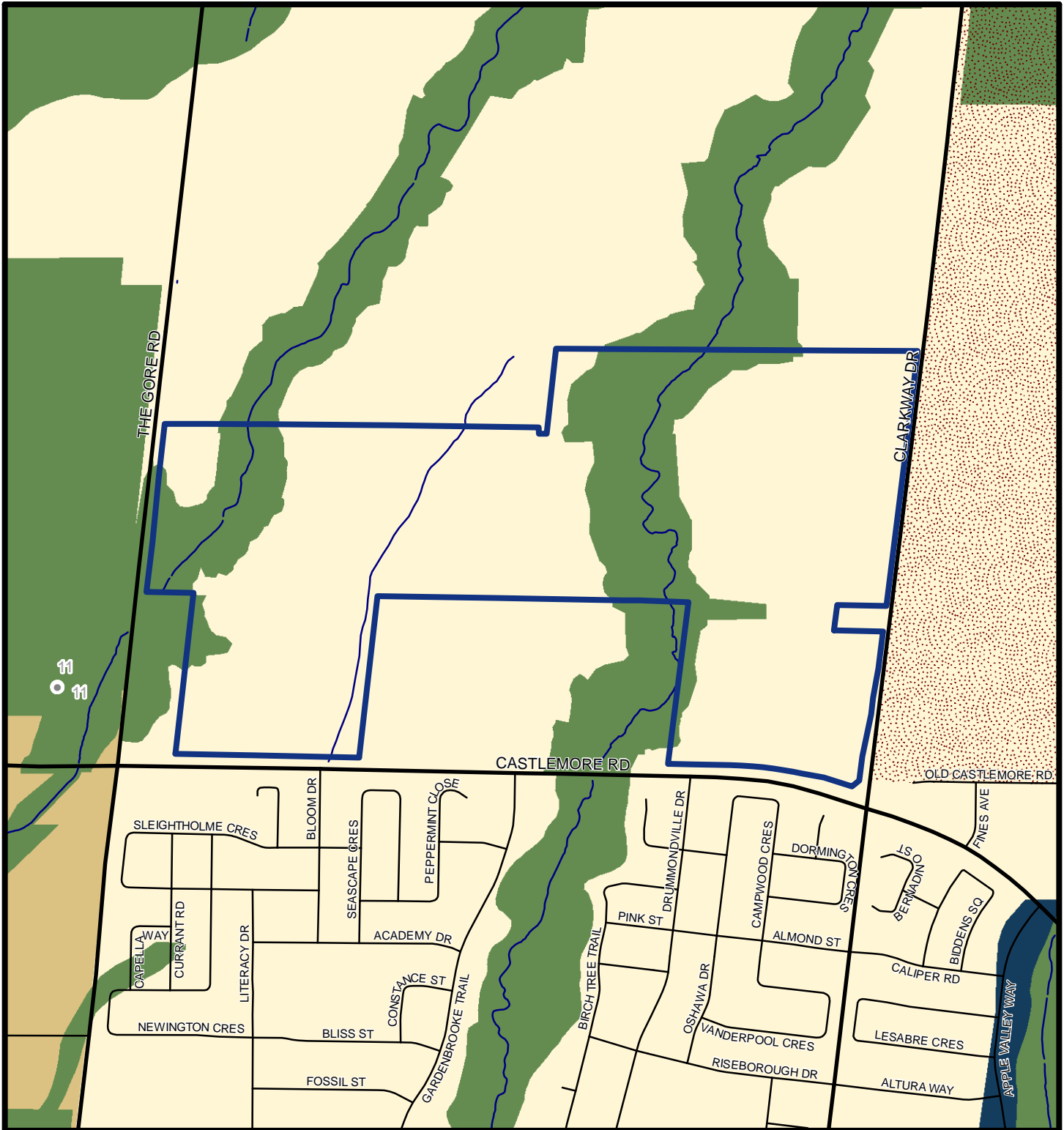
- Attachment 15 – High Density and District Retail Block Concept Plan









LOT SCHEDULE					
DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOTS	NUMBER OF UNITS
SINGLE DETACHED	X1	11.00m (36.0')	27.50m (90.2')	97	97
SINGLE DETACHED	X2	12.20m (40.0')	27.50m (90.2')	80	80
TOWNHOUSING	T	6.0m (19.7')	23.50m (77.1')	-	136
TOTAL				177	313

LAND USE	BLOCK / LOT	AREA
RESIDENTIAL LOW/MEDIUM DENSITY	LOTS 1-177	6.31 ha. (15.59 Ac.)
RESIDENTIAL RESERVE	BLOCKS 1A-7C	0.32 ha. (0.79 Ac.)
RESIDENTIAL HIGH DENSITY/ MIXED USE	BLOCK 8	0.58 ha. (1.43 Ac.)
RESIDENTIAL HIGH DENSITY/ MIXED USE	BLOCK 9	0.37 ha. (0.91 Ac.)
RESIDENTIAL HIGH DENSITY	BLOCK 10	1.49 ha. (3.68 Ac.)
RESIDENTIAL HIGH DENSITY	BLOCK 11	0.56 ha. (1.38 Ac.)
RESIDENTIAL MEDIUM DENSITY	BLOCKS 12-16C	2.79 ha. (6.89 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 17	3.38 ha. (8.35 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 18	1.47 ha. (3.63 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 19	0.60 ha. (1.48 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 20	1.23 ha. (3.04 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 21	2.87 ha. (7.10 Ac.)
SCHOOL	BLOCKS 22-23	3.30 ha. (8.15 Ac.)
PARK	BLOCKS 24-28	5.24 ha. (12.95 Ac.)
STORMWATER MANAGEMENT POND	BLOCKS 29-31	7.68 ha. (18.98 Ac.)
VISTA / NHS	BLOCKS 32-34	0.06 ha. (0.15 Ac.)
VISTA / OPEN SPACE LINKAGE	BLOCK 35	0.14 ha. (0.35 Ac.)
DISTRICT RETAIL	BLOCK 36	9.09 ha. (22.46 Ac.)
NATURAL HERITAGE SYSTEM (NHS)	BLOCKS 37-40	9.80 ha. (24.22 Ac.)
STREETS	STREETS '1' TO '21'	10.31 ha. (25.48 Ac.)
ROAD WIDENING	BLOCKS 41-45	0.66 ha. (1.63 Ac.)
0.30m RESERVES	BLOCKS 46A-46N	0.01 ha. (0.02 Ac.)
EXISTING HOUSE	BLOCK 47	0.25 ha. (0.62 Ac.)
NHS COMPENSATION	BLOCKS 48-51	0.10 ha. (0.25 Ac.)
NHS BUFFER BLOCK	BLOCKS 52A-52J	2.18 ha. (5.39 Ac.)
TOTAL		70.79 ha. (174.92 Ac.)



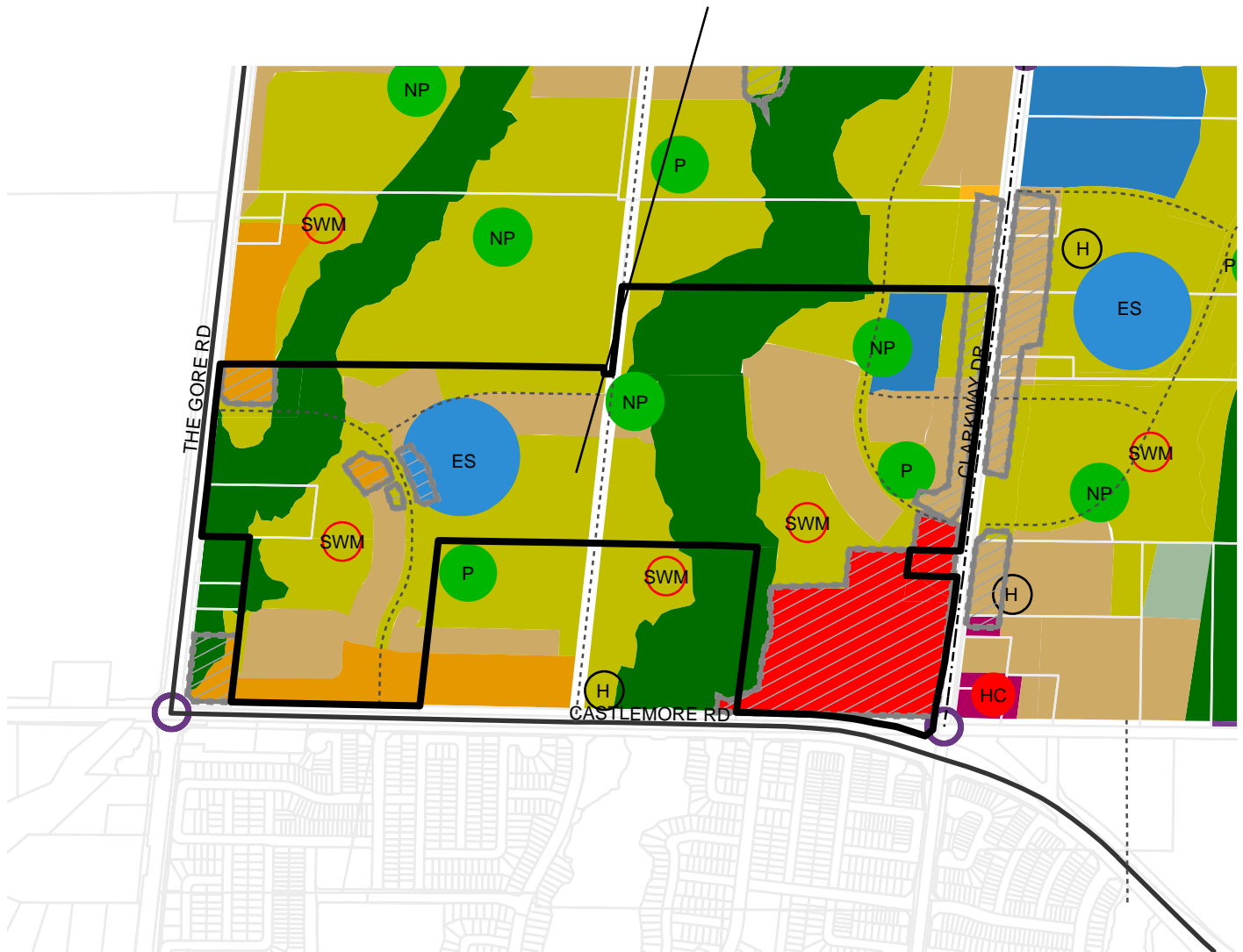


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
|  SUBJECT LAND |  ESTATE RESIDENTIAL |  RESIDENTIAL |
|  BUSINESS CORRIDOR |  OPENSOURCE |  SPECIAL STUDY AREA |

SUBJECT LANDS

APPENDIX 4



EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN

RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- EXECUTIVE RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

EMPLOYMENT

- OFFICE NODE
- LOGISTICS/WAREHOUSE/TRANSPORTATION
- BUSINESS PARK
- PRESTIGE INDUSTRIAL
- MIXED COMMERCIAL / INDUSTRIAL

COMMERCIAL

- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL

ROAD NETWORK

- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- ROAD ACCESS (POTENTIAL/CONCEPTUAL)
- COLLECTOR ROAD

NATURAL HERITAGE SYSTEM

- SIGNIFICANT WOODLANDS
- VALLEYLAND
- WETLAND RESTORATION AREA

RECREATION OPEN SPACE

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- PARKETTE

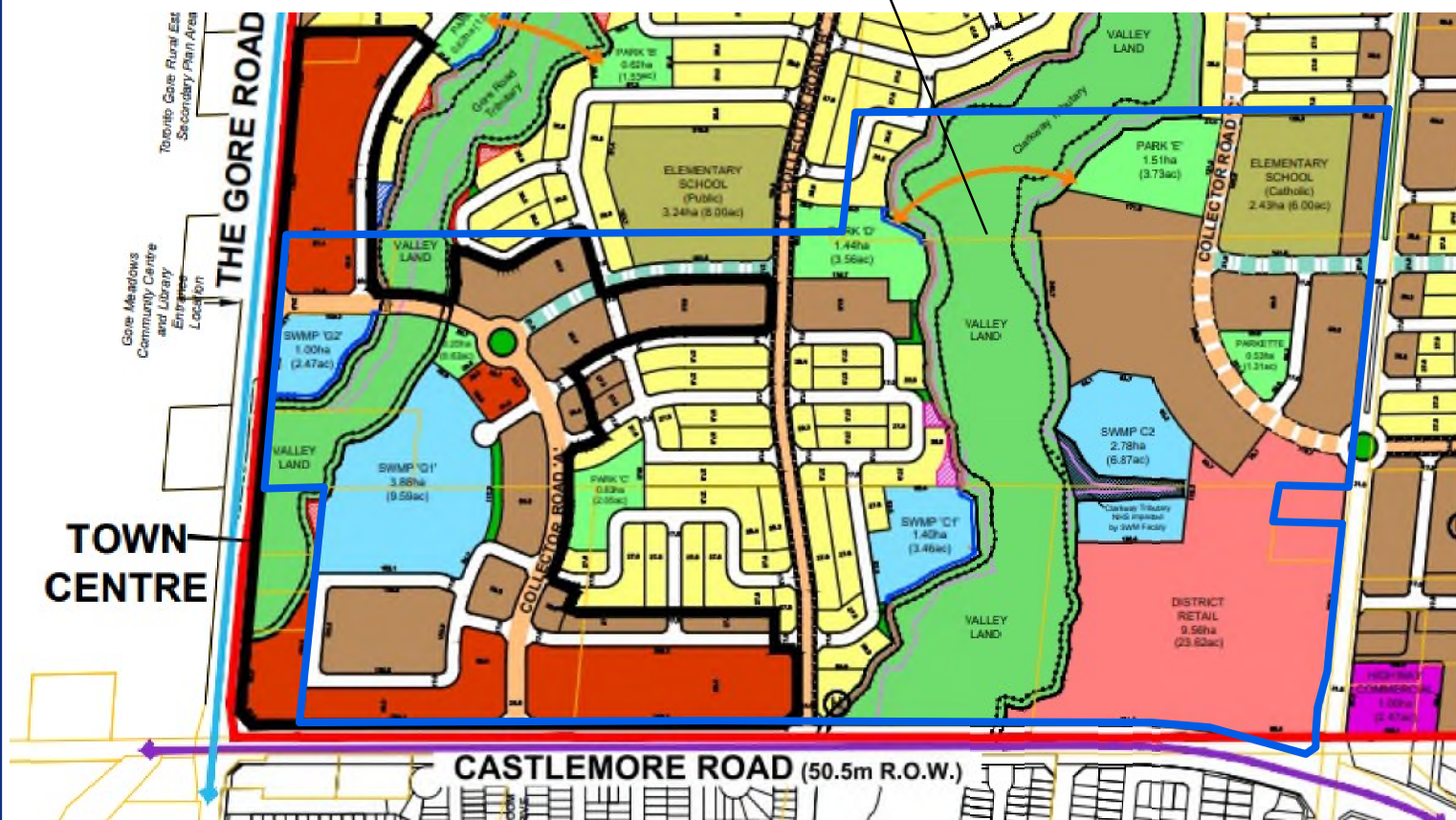
INSTITUTIONAL

- PUBLIC SECONDARY SCHOOL
- CATHOLIC ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL
- FIRE STATION
- PLACE OF WORSHIP

UTILITIES AND INFRASTRUCTURE

- TRANS CANADA PIPELINE
- PRIMARY GATEWAY
- HERITAGE RESOURCE
- SPECIAL POLICY AREA
- SP-47 BOUNDARY
- SECONDARY GATEWAY
- SWM FACILITY
- CEMETERY
- SCOPED APPEALED LANDS

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 47-1 KNOWN AS THE HIGHWAY 427 INDUSTRIAL BLOCK PLAN

Legend

Executive Residential	Service Commercial	Regional Floodline	Northwest GTA Corridor Study Identification Area	Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)
Low Density Residential	Elementary / Secondary Schools	Top of Bank (as per Site walks)	Cross Valley Connection	Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)
Low/Medium Density Residential	Place of Worship	Proposed Limit of Development (10.0m offset from constraint)	Existing Region of Peel 3.0m Multi-Use Path in Boulevard	Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)
Medium Density Residential	Community Park	Existing Wetland and Buffer	Proposed 3.0m Asphalt Multi-Use Path (MUP)	
High Density Residential	Park	Cultural Heritage Resources	City of Brampton Citywide Pathway Network	NOTES:
District Retail	Vista Block	Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)	Bike Lane (on Road)	-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.
Convenience Retail	Valley Land	Proposed 24.0 - 24.5m Collector	Trail within NHS Valley Land (low constraint)	-SWM Pond configuration and Active Transportation infrastructure are conceptual only.
Neighbourhood Retail	SWM Ponds	Proposed 23.0m Collector	Trail within SWM Facility or Public Park	
Highway Commercial	Wetland Restoration Area	Proposed 21.5m Collector	Conceptual Trail on tableland	



BRAMPTON
Flower City

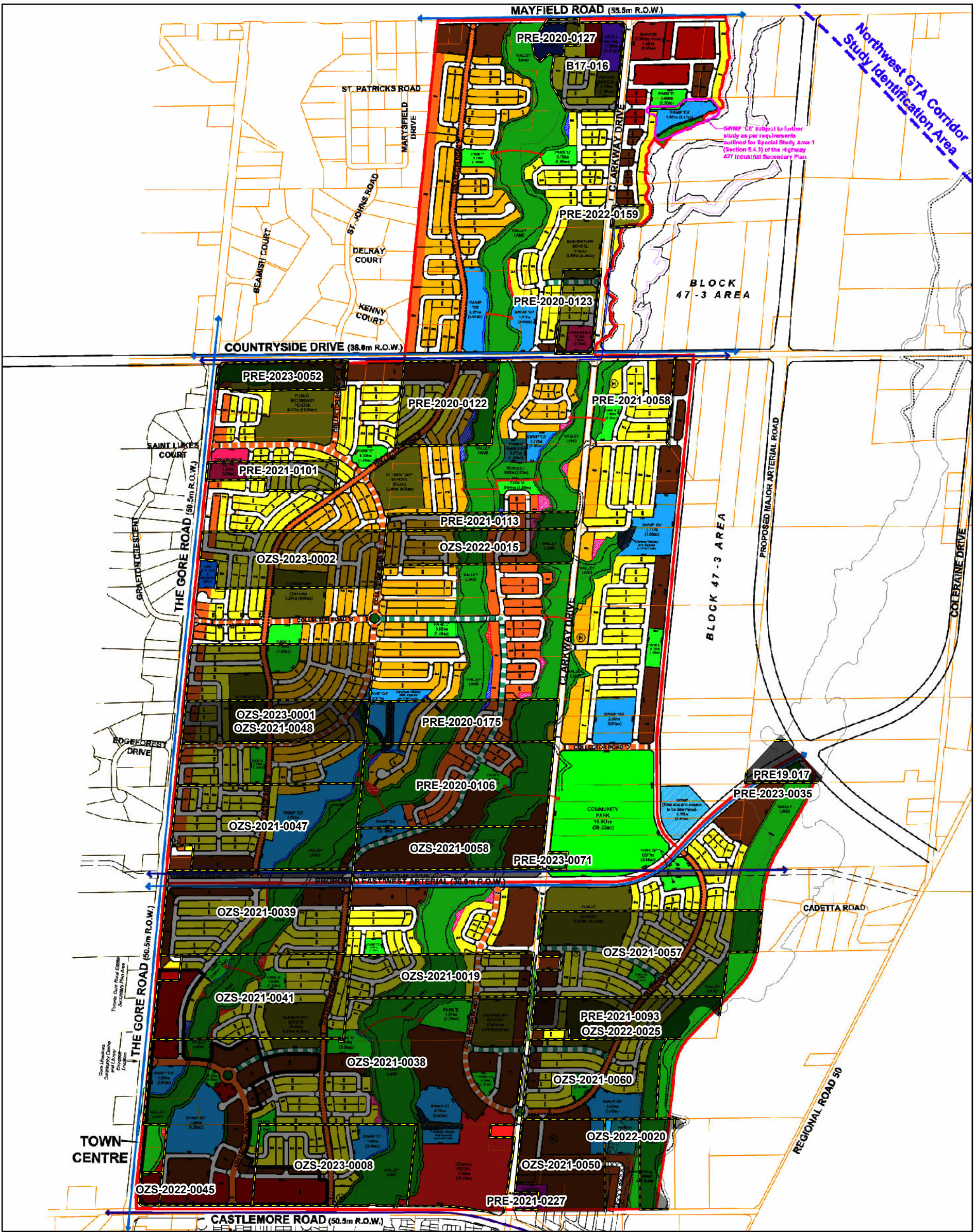
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac

Date: 2021/10/25

APPENDIX 4A
BLOCK PLAN DESIGNATIONS
CANDEVCON LTD.
SENDWOOD DEVELOPMENT INC.

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CITY FILE: OZS-2021-0038



EXTRACT FROM SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

Existing Region of Peel 3.0m Multi-Use Path in Boulevard

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)

Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)

Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:

-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.

-SWM Pond configuration and Active Transportation infrastructure are conceptual only.

BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND GROWTH MANAGEMENT

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Metres

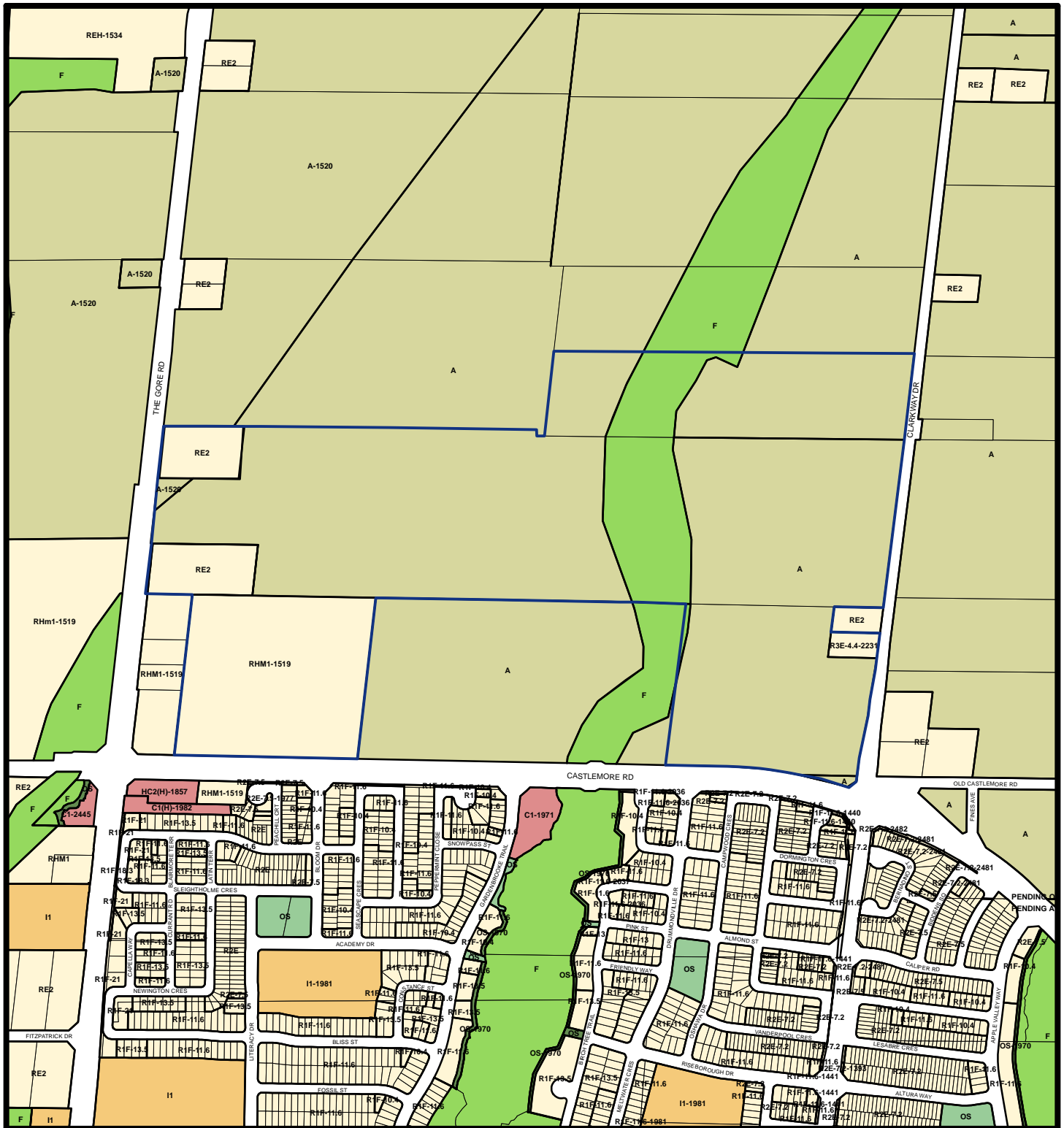
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APPENDIX 4B - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

Date: 2023/11/02 Author: ADeBoer

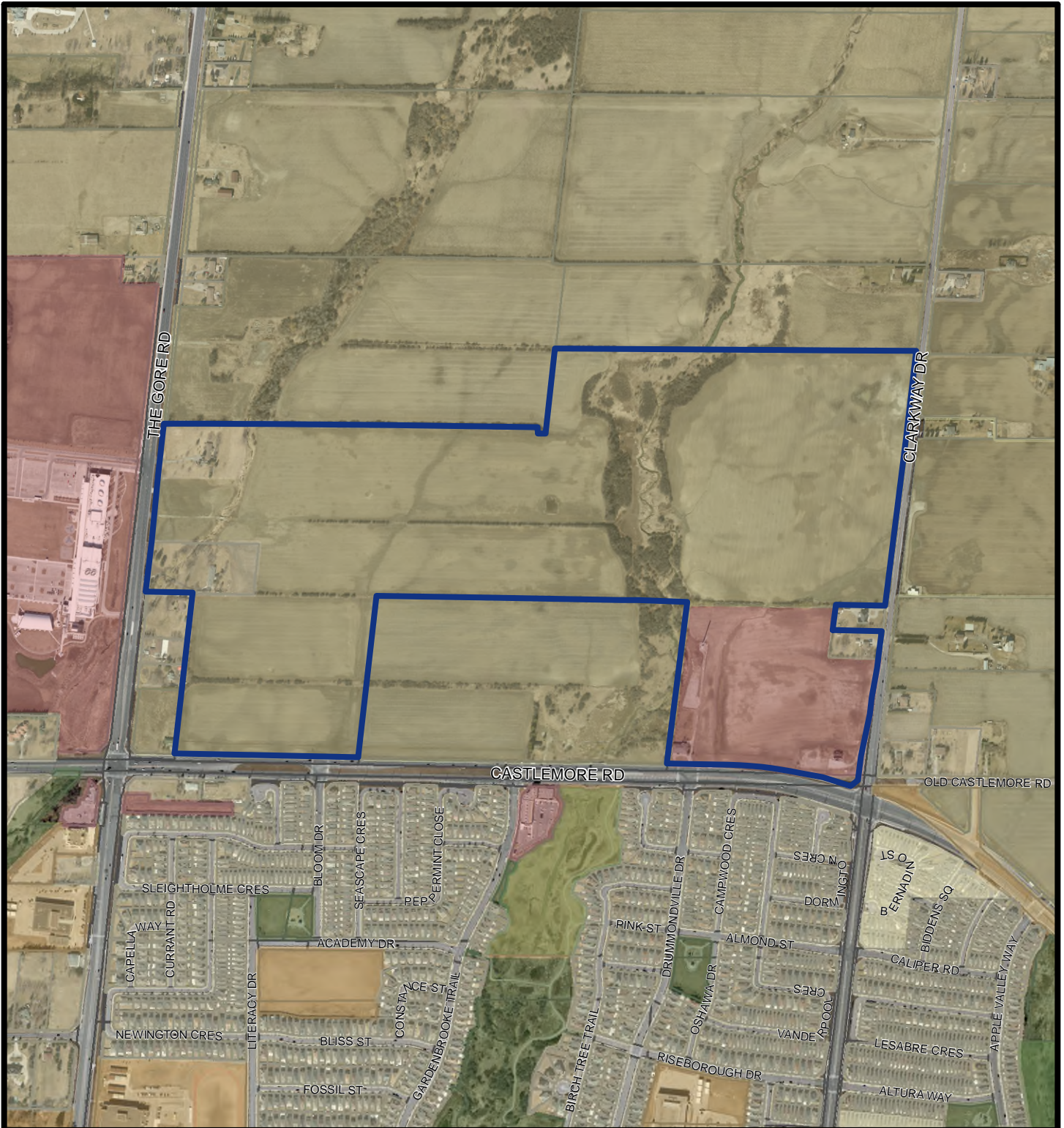
C:\Users\ADeBoer\Desktop\APPENDIX X Schedule BP 47-1 and 47-2 overlaid with Open Planning Applications 20231102-ADeBoer.aprx

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





- SUBJECT LAND
- COMMERCIAL
- AGRICULTURAL
- FLOODPLAIN
- RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE



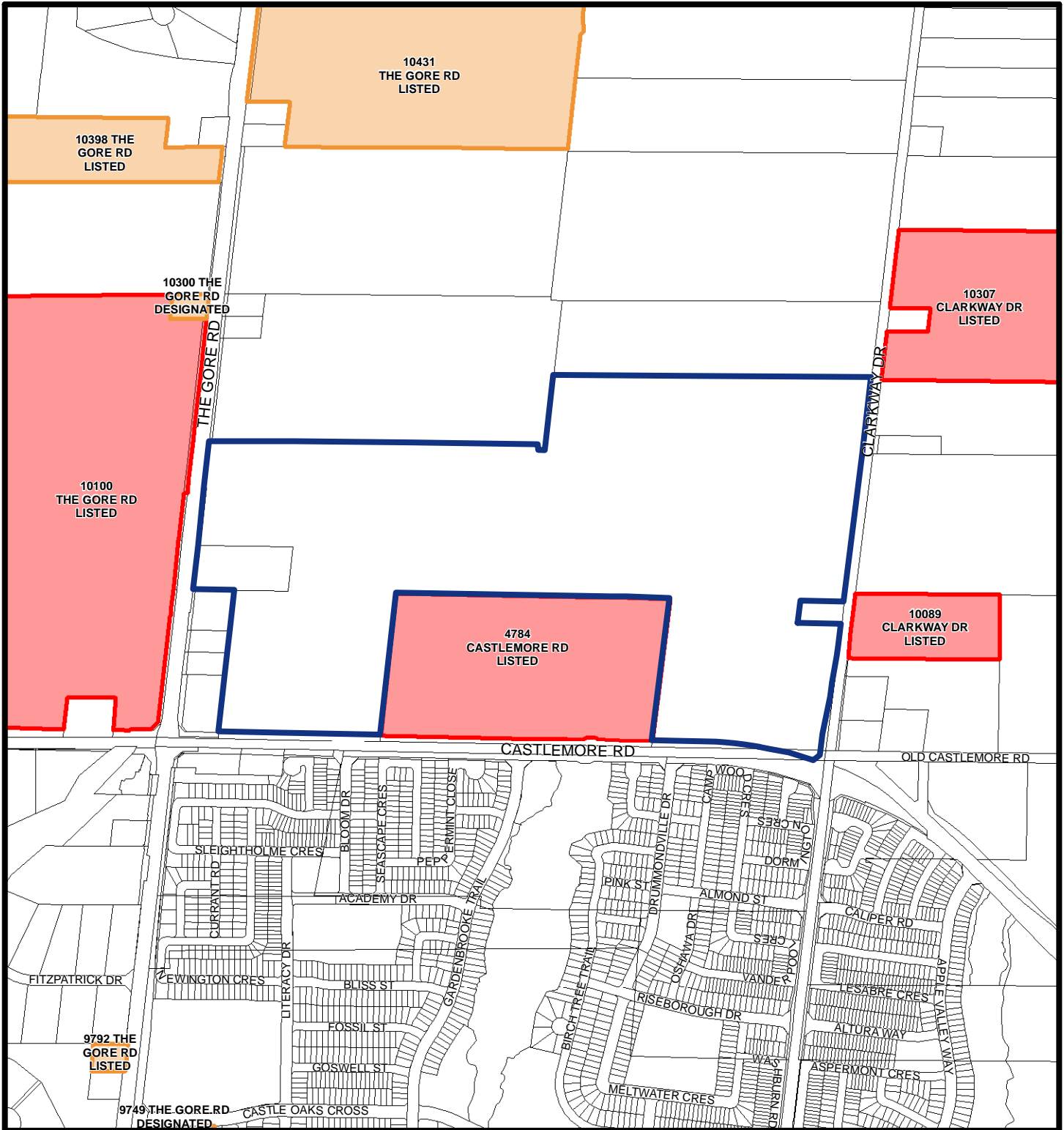


AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- SUBJECT LAND
- HERITAGE PROPERTIES OUTSIDE 50M
- CITY LIMIT
- HERITAGE PROPERTIES WITHIN 50M



Results of Public Meeting (January 17th, 2022) and Correspondence Received

OZS-2021-0038

Members Present via Virtual Option:

Regional Councillor M. Medeiros – Wards 3 and 4 (Chair)

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor P. Vicente - Wards 1 and 5

Regional Councillor M. Palleschi - Wards 2 and 6

City Councillor R. Santos - Wards 1 and 5

City Councillor D. Whillans - Wards 2 and 6

City Councillor J. Bowman - Wards 3 and 4

City Councillor C. Williams - Wards 7 and 8

City Councillor H. Singh - Wards 9 and 10

Members Absent: Regional Councillor G. Dhillon - Wards 9 and 10

Mayor Patrick Brown (ex officio)

Staff Present:

D.Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R.Forward, Commissioner Planning and Development Services

A.Parsons, Director, Planning, Building and Economic Development

B.Bjerke, Director, Policy Planning, Planning, Building and Economic Development

J.Humble, Manager, Policy Planning

S.Ganesh, Manager, Planning Building and Economic Development

D.Vanderberg, Manager, Planning Building and Economic Development

C.Owusu-Gyimah, Manager, Planning Building and Economic Development

Corporate Services Department

S. Akhtar, City Solicitor

City Clerk's Office:

P. Fay, City Clerk

C. Gravlev, Deputy City Clerk

R.Ajitkumar, Legislative Coordinator

Item 5.1

Staff report re: Proposal to Amend the Official Plan, Amend the Zoning By-law and Draft Plan of Subdivision, Senwood Developments Inc. – Candevcon Limited, 10159 The Gore Road - File: OZS-2021-0038 & 21T-21015B

A Planning and Development Services Committee was held virtually commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures.

Mark Michniak, Development Planner, Planning, Building and Growth Management, presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

At the January 17th, 2022, statutory public meeting, one member of the public spoke to the application and one written submission was received:

1. Sylvia Roberts, Brampton Resident, addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application.

2. Added as a delegate under approval of agenda - Recommendation PDC001-2022, Committee consideration of the matter included questions of clarification with respect to sustainability metrics and design standards.
3. Written correspondence from Apoorav Soni, Brampton Resident, dated January 10, 2022, was received expressing interest and concern/issues to the application. The correspondence letter can be found attached to the end of this Appendix.

Concern Raised	Staff Response
<p>In regard to the District Retail Block, is there an opportunity for increased retail, more specifically grocery stores, to service the general area?</p>	<p>The development application contemplates twelve (12) low density retail developments totaling approximately 17,714sqm GFA.</p> <p>Of the total 17,714sqm retail GFA within the District Retail Block, approximately 6124sqm GFA is intended specifically for “Supermarket” uses, as required through the Draft Zoning By-Law Amendment.</p> <p>Furthermore, the development application contemplates six (6) mixed-use residential apartment buildings, that can only be developed in conjunction with permitted non-residential uses (i.e., retail), as required through the Draft Zoning By-Law Amendment.</p> <p>Furthermore, a specific Minimum Non-Residential Gross Floor Area zoning provision of 17,714sqm. has also been included as part of the Draft Zoning By-Law Amendment in order to ensure sufficient retail for the area has been provided as part of the development application.</p> <p>As such, the proposed Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision contemplates a sufficient amount of retail, including grocery stores and supermarket uses, within the District Retail Block in order to service both the proposed development application and the existing surrounding residential community.</p>

Is there an opportunity to accommodate a hospital as a part of this development application?	This application does not contemplate a hospital as part of the development proposal. However, the District Retail Block does propose a 3-storey medical clinic and office in order to serve the health and medical needs of both the future residents of the development application and the existing surrounding community.
In regard to the Mixed-Use Block, in the case of surplus parking, would there be an opportunity to later infill office uses for any potentially underutilized parking lots?	In the case of possible surplus parking, there is an opportunity to redevelop underutilized parking lots to mixed-use residential developments with commercial and/or office uses on the ground floor, as permitted by the proposed R4A zones in the Draft Zoning By-Law Amendment.
In the northeast portion of Brampton, there are currently limited transit options. Is there opportunity for the City to increase transit service (i.e., via a new transit terminal) for this area in order to service the increased density as a result of this proposed development?	<p>As per <i>Schedule 3B – Transit Network</i> on the Brampton Plan (2024), potential Future Rapid Transit (BRT/LRT or Priority Bus/ZUM) are planned along both Castlemore Rd and The Gore Rd.</p> <p>As such, increased transit service options are planned for this area and will service both the future residents of the development application and the existing surrounding community.</p>
Given the increased density and overall size of the proposed development application, how does the application address sustainability metrics?	<p>This subject application achieved a sustainability score of 61, attaining the gold threshold. Please note that the Gold Threshold is the highest threshold level that can be achieved under the Sustainable New Communities Program.</p> <p>Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase.</p>
Given the increased density and overall size of the proposed development application, how does the development application	An Urban Design Brief was prepared by NAK Design Strategies in order to address design standards of the proposed development via built

<p>address design standards to ensure well-designed buildings and residential units?</p>	<p>form principles, building design, architectural style, façade treatment, etc.</p> <p>Urban Design staff have evaluated the study and have found the document to be satisfactory.</p>
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From: Apoorav Soni
Sent: 2022/01/10 10:24 AM
To: Michniak, Mark <Mark.Michniak@brampton.ca>
Subject: [EXTERNAL]Comments Regarding Ward 10 Development = OZS-2021-0038

Good morning Mark and a happy new year,

First of all, I want to thank you for sending me the letter for application for the official plan of ward 10 located at 10159 The Gore Road and I just have a few questions for you.

I understand that there will be 1 district retail block, but is it possible to do more than just 1 block. In this area, there are not a lot of shopping outlets and the nearest location is at Vaughan Mills or Bramalea City Center which is about a 15-20 minute drive away. Therefore, is it possible to include some sort of retail shopping as well?

There is also a lack of grocery shopping in the area as well, the nearest grocery shopping place is Chalo FreshCo is quite a drive away, will this block include a grocery store?

Lastly, I understand that Mayor Patrick Brown is attempting to get another hospital in Brampton because there is only one hospital in the city, would this lot be able to accommodate a hospital? I understand this is just the zoning phase, but this is a great location for development with a lot of possibilities beyond just residential items.

I look forward to attending the public meeting virtually on January 17, 2022 at 7pm.

Thanks for all your work,
Apoorav Soni

**Detailed Planning Analysis
City File Number: OZS-2021-0038**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

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

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion to these sections.

Section 2:

- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (h) The orderly development of safe and healthy communities;
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities
- (j) The adequate provision of a full range of housing, including affordable housing;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and

(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.

Section 51(24) – Criteria for Approval of Subdivision Applications:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) conformity to the official plan;

(d) suitability for the land for the purpose for which it is being subdivided; and

(h) conservation of natural resources and flood control.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision, Secondary Plan Amendment, and Zoning By-law Amendment.

The proposal contemplates low, medium, and high-density residential uses, a public elementary school, a district retail block, parks, valleyland, Natural Heritage system, internal road network and walkway blocks, and reserve blocks for future development. The subject area where the proposal is located can be adequately serviced by existing and planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential intensification in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources, as there are dedicated lands that are being proposed

as Valleyland Block, Natural Heritage System Buffer Blocks, Park Blocks, and Vista Blocks.

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

Provincial Policy Statement (PPS), 2024:

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20, 2024.

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

Section 2.1.4 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

Section 2.1.6 – Planning authorities should support the achievement of *complete communities* by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.2.1 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b. permitting and facilitating:
 - i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3
- c. promoting densities for new housing which efficiently use land, resources, and infrastructure and public service facilities, and support the use of active transportation; and
- d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

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

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

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

Section 2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

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

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

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

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

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

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

Section 2.4.1.3 – Planning authorities should:

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

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

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

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

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

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

- a. planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b. planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c. providing opportunities for public access to shorelines; and
- d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Section 4.1.1 – Natural features and areas shall be protected for the long term.

Section 4.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

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

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

Analysis: Provincial Policy Statement

The proposed 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 of the PPS.

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

- 97 single-detached dwelling units with lot widths of approximately 11.0 metres;
- 80 single-detached dwelling units with lot widths of approximately 12.20 metres;
- Six (6) Medium Density Residential Blocks (12.34ha / 30.49ac) with 530 back-to-back and street townhouse dwelling units;
- Two (2) High Density Mixed Use Residential Blocks (0.95ha / 2.34ac) conceptually designed for one 9-storey apartment building with 220 units + retail at grade and one 6-storey apartment building with 100 units + retail at grade, comprising a total of 320 residential units.
- Two (2) High Density Residential Blocks (2.05ha / 5.06ac) conceptually designed for one 11-storey apartment building with 293 units, one 10-storey apartment building with 367 units, and one 10-storey apartment building with 253 units, comprising a total of 913 residential units.
- One (1) District Retail Block (9.09ha / 22.46ac) conceptually designed for the following:
 - A 1-storey retail building, intended for “supermarket” uses, consisting of 4,528 sqm.
 - A 1-storey retail building, intended for “supermarket” or “pharmacy” uses, consisting of 1,596 sqm.
 - Two (2) 1-storey retail buildings, intended for retail uses permitted under the Commercial Three (C3) zone, totaling 2,973 sqm.
 - Three (3) 2-storey retail buildings, intended for retail uses permitted under the Commercial Three (C3) zone, totaling 2,352 sqm.
 - Four (4) 4-storey retail buildings, intended for retail uses permitted under the Commercial Three (C3) zone, totaling 4,365 sqm.

- One (1) 3-storey medical building, intended for medical office and clinic uses, consisting of 3,990 sqm.
 - Two (2) 6-storey mixed-use residential apartment buildings with retail at grade, totaling 14,656 sqm.
 - Three (3) 8-storey mixed-use residential apartment buildings with retail at grade, totaling 59,524 sqm.
 - Two (2) 12-storey mixed use residential apartment buildings with a shared 6-storey podium and retail at grade, totaling 38,221 sqm.
- 3.30 hectares (8.15 acres) dedicated to public elementary school blocks;
 - 9.80 hectares (24.22 acres) dedicated to Natural Heritage System (NHS) blocks;
 - 2.18 hectares (5.39 acres) dedicated to Natural Heritage System (NHS) buffer blocks;
 - 5.24 hectares (12.95 acres) dedicated to park blocks;
 - 0.06 hectares (0.15 acres) dedicated to vista blocks;
 - 0.25 hectares (0.62 acres) dedicated to an existing single-detached dwelling lot to be retained;
 - 7.68 hectares (18.98 acres) dedicated to a stormwater management pond block;
 - 10.98 hectares (27.13 acres) dedicated to road widenings and internal road network blocks.

As such, the development proposal will allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The subject property is also a part of the larger Block Plan 47-1 area which comprises a range and mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing and planned transit corridors along The Gore Road and Clarkway Drive, as well as the existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 2.1.6 b), 2.2.1 d), and 2.4.1.2 of the PPS.

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject

application is within the “Urban System” in Schedule E-1: Regional Structure, ‘Designated Greenfield Area’ in Schedule E-3: The Growth Plan Policy Areas in Peel, and ‘Node/Centres’ in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. 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 5.4.10 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 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel’s Designated Greenfield Area excluding the following:

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

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

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 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a

housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

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

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 vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities 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 housing options including single detached, townhouse, and apartment building structural types, in close proximity to park facilities, and other uses in the Block Plan area such as public service facility uses in accordance with Section 5.4.10. 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 proposal also directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, and medium to high density apartment buildings that will provide a mix of housing types and densities.

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

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Communities", "Designated Greenfield Area" and "Open Space" on Schedule 1 – City Concept; and "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan and the proposed Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,
- f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 - Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 - Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare.

Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 – Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- ii) The development contributes to the City's desired housing mix;
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- v) There is sufficient existing or planned infrastructure to accommodate the development;
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the

Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 – The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

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

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

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

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 4.2.1.9 – 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 4.2.1.14 – 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 4.2.7.1 – 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 4.5.2.2 (ii) – Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed, and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle

(HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

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 4.5.5.5 – The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1– The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.

Section 4.7.2.5 – The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

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

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

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

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

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

neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The "Open Space" designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the "Residential" and "Open Space" designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, street townhouses, and both mixed use and residential apartment buildings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, a district retail block, park block, Natural Heritage Buffer Block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The subject property will be located close to existing and future planned transit infrastructure which will aide 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 planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

As such, the proposal is consistent with the "Residential" and "Open Space" land use designations and an amendment to the Official Plan is not required.

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

Brampton Plan (2024)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The subject lands are designated "Mixed Use", "Neighbourhoods", and "Natural Heritage System" on Schedule 2 – Designations of the Brampton Plan (2024).

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

Section 2.2.6 - Mixed-Use areas are locations in Brampton that facilitate a significant amount of urban growth until 2051 and beyond, achieving a broad range of planning objectives set out by Brampton Plan. Mixed-Use areas will be located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of complete communities. Mixed-Use areas will provide for complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. These areas will reduce the need to own cars, thereby promoting use of sustainable modes of transportation and encouraging social and economic exchange. Flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs, strategically located close or adjacent to transit. There may also be locations across the city where a mix of uses help to promote intensification and support the objective of creating 15-minute communities, notably within Neighbourhood Centres and Corridors.

Section 2.2.6.1 - In 2051, Brampton's Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:

- a. Plan for Intensification. Mixed-Use areas will support increased population, employment and household growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote sustainable transportation options, increase resilience to climate change and create great places to experience across Brampton.
- b. Protect and Plan for the Future of Major Institutional Areas. Within the Mixed-Use designation, the intent is to build upon the role of the institutions by providing opportunities for urban, high intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.

Section 2.2.6.2 – Lands designed Mixed-Use on Schedule 2 will:

- a. Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.
- b. Concentrate a broad range of uses that create attractive multistorey street-related building environments.
- c. Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.
- d. Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.
- e. Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.
- f. Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as family friendly housing units in key growth areas.
- g. Have connection and access to community services, including schools, parks, community centres, libraries and childcare.
- h. Improve the pedestrian experience by making it attractive, comfortable and safe.

- i. Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan

Section 2.2.6.3 - The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:

- a. A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;
- b. Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;
- c. Community services and facilities provided these are located on an arterial or major collector road; and,
- d. Missing middle housing options to support the transition between Mixed-Use and adjacent designations.

Section 2.2.6.5 - The expansion and the development of new automobile-oriented land uses, such as gas bars and drive throughs, are prohibited in the Mixed-Use designation.

Section 2.2.6.13 - The evolution of Major Institutional areas within the Mixed-Use designation so that they function as important community resources and focal points will occur by:

- a. Incorporating public squares, urban parks, and other social spaces into new developments located in areas of high pedestrian activity, near Rapid Transit stations or Corridors.
- b. Locating parking areas underground where possible or locating them behind or at the side of the building to reduce the visual impact of parking areas from the public realm.
- c. Situating Rapid Transit stations on site in prominent locations where there is high level of pedestrian activity or where it can form a focal point for the site.
- d. Providing connections to trails within the Natural System in accordance with the policies of this Plan.

Section 2.2.6.15 - The minimum density target for lands located within the Mixed-Use designation is established in Part 2.1 of Brampton Plan or will be outlined in a Secondary Plan.

Section 2.2.6.16 - Built form within the Mixed-Use designation is subject to the respective overlay policies contained in Part 2.2 of this Plan.

Section 2.2.6.22 - Where retail buildings are set back with parking between the building and the public street or sidewalk, new street-related retail infill development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

Section 2.2.6.23 - Development applications and local area studies that include retail uses are encouraged to provide:

- a. Retail development of a type, density, and form that is compatible with the existing and planned context of the area; and,
- b. Retailing in intensive formats.

Section 2.2.6.24 - Commercial development on large sites should be designed to promote street related retail, pedestrian and transit use and limit traffic impacts on existing neighbourhoods and employment uses by:

- a. Dividing the large site with public streets, mid-block pedestrian connections, private streets, lanes and/or shared driveways, where appropriate, to create appropriately human-scaled development blocks;
- b. Providing safe and comfortable pedestrian connections between the retail stores, the parking areas and the public sidewalks at the edge of the site and between retail developments on adjacent sites;
- c. Locating and designing development to frame and support the public realm; and,
- d. Ensuring the appropriate phasing of the redevelopment, where appropriate.

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

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

- a. Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.

- b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.
- c. Foster Livability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

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

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

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

Section 2.2.7.2 – The City-wide Urban Design Guidelines will be used to evaluate and provide guidance on infill proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.

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

- a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;
- b. A grid network of interconnected streets and pedestrian routes that define development blocks;
- c. Parks and open spaces, community facilities, schools and public buildings to support existing and new residents and workers;

- d. Services and facilities that meet the needs of residents, workers and visitors such as small healthcare facilities, and local-serving places of worship and pharmacies;
- e. Access to transit, walking, and cycling and accessible and comfortable connections to the surrounding streets and open spaces;
- f. Uses and building scales and designs that are compatible with surrounding development and provide an appropriate transition to existing Neighbourhoods in accordance with the Urban Design policies and Table 4 of this Plan;
- g. Development that promotes a compact built form and opportunities for intensification; and,
- h. A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities.

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

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

Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses (Subject to the Policies of this Section)	Permitted Accessory Uses (Subject to the Policies of this Section)
Local Street	A. Residential Uses B. Community Services and Facilities C. Parks and Open Space	I. Home Occupations J. Additional Residential Units K. Community Gardens
Collector	A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Neighbourhood Supportive Commercial Uses E. Emergency Facilities F. Places of Worship G. Day Care Centres H. Long Term Care Facility	
Major and Minor Arterial (City and Region)	A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Emergency Facilities E. Places of Worship F. Day Care Centres G. Long Term Care Facility H. Motor Vehicle Commercial	

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

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

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

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

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

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

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

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

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

- g. Transition in building form to and from abutting designations.
- h. The intended density to be accommodated within the permitted building envelope.

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

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

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

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

- b. The proposed development includes a mix of residential and community-supportive non-residential uses to help support achievement of a complete and walkable community, as appropriate;
- c. The intent of the City-Wide Growth Management Framework is met;

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

Section 2.2.9 - Brampton's Natural System is an interconnected network of Natural Heritage System and Water Resource System features and areas, and their linkages such as wetlands, woodlands, valleylands, lakes and rivers and their flood plains, water resources, and any associated buffers and restoration and enhancement areas.

Section 2.2.9.30 - Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and conservation of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. To achieve this, Brampton Plan will:

- a. Identify, Protect and Restore the Natural Heritage System. Taking a systems-based approach to identify, protect, restore and enhance key natural heritage features and areas, and the ecological functions, processes, and linkages they provide over the long-term while striving to achieve watershed/subwatershed targets identified by the Conservation Authorities.
- b. Identify and Protect the Water Resource System. Identify, protect, restore and enhance the water resource system, features and areas, and their linkages, including ground and surface water features and their hydrologic functions
- c. Enhance the Natural Heritage System and Water Resource System. Restore, enhance and conserve the quality and ecological integrity of the Natural System and Water Resource System through appropriate permitted uses, well planned builtform and community design and stewardship, buffers, linkages, ecological restoration and enhancement, appropriate mitigation, environmental studies and green infrastructure implementation.
- d. Education, Stewardship, and Partnerships. Encourage through education, stewardship and partnerships, the cooperation of property owners in the maintenance of, or enhancement to, the naturalization of lands and the sustainable use of the Natural System.

Section 2.2.9.33 - Subject to the minimum protection standards for natural and water resource features and areas, Brampton Plan encourages the continuum of conservation, which includes, in priority sequence:

- b. Protect – Protect natural features, areas, and functions and avoid any negative impacts.
- c. Minimize – Minimize negative impacts.
- d. Mitigate – Prevent, modify, or alleviate negative effects.
- e. Offset – If mitigating impacts is not possible, removal or compensation measures may be considered in consultation with Conservation Authorities.

Section 2.2.9.34 - Through planning and development applications, the City will protect, restore, connect, and where possible, enhance existing natural features and areas, as feasible.

Section 2.2.9.47 - Development and site alteration will not be permitted on adjacent lands to the Natural Heritage System until appropriate studies have been completed to evaluate the ecological function of the adjacent lands and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Section 2.2.9.49 - Development and site alteration within the Natural Heritage System designated on Schedule 2 will be prohibited except for the following:

- a. Passive recreational uses, including trails, trail heads, foot bridges, signage, public art, small playgrounds, outdoor classrooms, picnic areas, and washrooms if measures are taken to minimize the number of such structures and their negative impacts;
- b. Natural heritage restoration or enhancement efforts, including forest, fish, and wildlife management;
- c. Flood and erosion control project where it has been demonstrated to be necessary in the public interest and after all reasonable alternatives outside the Natural Heritage System have been considered, and the impact to the Natural Heritage System is minimized;
- d. Essential infrastructure exempted, pre-approved, or authorized under an Environmental Assessment process;
- e. Existing uses, buildings, or structures;
- f. A new single residential dwelling, if the need has been demonstrated and it has been established that there is no reasonable alternative, on an existing lot of record, after studies have been undertaken and approved by the City and appropriate agencies; and,

- g. Minor Development and Minor Site Alteration where it has been demonstrated through an Environmental Implementation Report that there will be no net loss to the Natural Heritage System and its functions and a net ecological gain.

Analysis: Brampton Plan (2024)

The subject lands are designated “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” on Schedule 2 – Designations of the Brampton Plan (2024).

The “Mixed Use” designation permits a range of residential uses including mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors.

The “Neighborhoods” designation permits predominantly residential uses, subject to the planned or existing character of the subject property’s street classification. These uses include residential uses, community services and facilities, and parks and open space.

The “Natural Heritage System” designation permits a limited amount of uses, including passive recreational uses such as trails, picnic areas, small playgrounds, etc., which are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Mixed Use”, “Neighborhoods and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, townhouses, and future apartment units to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, district retail block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the proposal is consistent with the “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” land use designations and an amendment to the Official Plan is not required.

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

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The subject lands are designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, “Special Policy Area 10” on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan. The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

Section 5.1.4.1 – In areas designated Low/Medium Density Residential on Schedule SP47(a) the following shall apply, subject to Section 5.1.1 of this Chapter:

- i. Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;
- ii. A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;
- iii. A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;
- iv. A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- v. Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall.

Section 5.1.4.2 – Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

Section 5.1.5.1 – As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

Section 5.1.7 - Notwithstanding the High-Density category identified in Section 4.2 of the Official Plan, the lands designated High Density Residential in Schedule 47(a) shall permit the following:

- i. Back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the High Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the

greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

Section 5.3.1.3 – The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study

Section 5.3.1.4 – Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

Section 5.3.1.6 – Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.

Section 5.3.1.9 – Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

Section 5.4.3.1 – Neighbourhood Parks are intended to service the recreational needs of the immediate or local neighbourhood. Neighbourhood Parks in Area 47 shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons. The parks should be evenly distributed and be within a walking distance for the majority of the population.

Section 5.4.3.3 – The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

Section 5.4.3.4 – Entry / access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

Section 5.5.1.5 - In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long-term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block

planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

Section 5.5.2.1 – Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

Section 5.5.2.2 – Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the anticipated long-term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve 48 development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

Section 5.5.2.3 – The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

Section 5.5.2.4 – If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.

Section 5.5.2.5 – Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The subject lands are designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, “Special Policy Area 10” on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan.

The proposal conforms to designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Institutional”, “Parkette”, “Neighbourhood Park”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, “Special Policy Area 10” designations of the Highway 427 Secondary Plan (SP47). The Draft Plan of Subdivision will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” designations of the Secondary Plan.

As such, the proposal is generally consistent “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” designations of the Highway 427 Secondary Plan (SP47).

An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density and residential uses in the proposed District Retail block within the Draft Plan of Subdivision.

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “Elementary / Secondary Schools”, “Park”, “SWM Ponds”, “Vista Block”, “District Retail”, and “Valley Land” in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Zoning By-law

The subject properties are currently zoned “Agricultural – (A)”, “Residential Rural Estate Two – (RE2)”, and “Floodplain – (F)” as per Zoning By-Law 270-2004, as amended.

Analysis: Zoning By-law

The ‘Agricultural (A)’ zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

The ‘Residential Rural Estate Two (RE2)’ zone permits a single-detached dwelling, Supportive Housing Residence Type 1, and any purposes accessory to the other permitted purposes.

The 'Floodplain (F)' zone permits flood and erosion control, any conservation area or purposes, public park, and a golf course.

An Amendment to the Zoning By-law is required to facilitate the proposed Draft Plan of Subdivision. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed several zones to permit the requested uses. The Special Sections refer to unique provisions within the by-law that only apply to one specific area. The applicant is currently proposing to use Special Sections that have been used elsewhere. They are as follows:

- Residential Semi-Detached F-11.0 – AAAA (R1F-11.0-AAAA);
- Residential Semi-Detached F-12.0 – BBBB (R1F-12.0-BBBB);
- Residential Townhouse B – CCCC (R3B-CCCC);
- Residential Townhouse A – EEEE (R3A-EEEE);
- Residential Apartment A – FFFF (R4A-FFFF);
- Residential Apartment A – GGGG (R4A-GGGG);
- Residential Apartment A – HHHH (R4A-HHHH);
- Residential Rural Estate 2 – IIII (RE2-IIII);
- Commercial Three – JJJJ (C3-JJJJ);
- Institutional One – KKKK (I1-KKKK);
- Open Space (OS); and
- Floodplain (F).

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

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

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon 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. 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.

Traffic Impact Study

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

Stage 1 and 2 Archaeological Assessment

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

Arborist Report

An Arborist Report was prepared by Kuntz Forestry Consulting Inc. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

Environmental Impact Study

An Environmental Impact Study was prepared by GEI Consultants to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by Soil Engineers Ltd. and was carried out in accordance with Ontario Regulation 153/04. Engineering staff

have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Acoustical Report

The Noise Control Feasibility Report was prepared by Candevcon Limited to assess the potential impact of road traffic noise on The Gore Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 61 points that satisfies the City's gold threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.

Sustainability Assessment Tool (for applications submitted before July 1, 2022)

General Information

User Name:*

Company Name:*

Project Name:*

City File Number:*

Type of Development Site:*

Plan Type:*

Type of Development Properties:

Ground Related Residential:

Multi-Unit Buildings (4 stories or greater):

Commercial / Industrial / Institutional:

Email Address:*

Confirm Email Address:*

Last Modified: Oct 28, 2024

Sustainability Score

18 of 18 Mandatory Metrics Are Satisfied

50 of 64 Minimum Targets Are Satisfied

22 of 65 Aspirational Targets Are Satisfied

Application

Overall	61 of 109
55%	
Energy	10 of 21
47%	
Water	0 of 11
Walkability	34 of 50
68%	
Natural Systems	7 of 14
50%	

Community

Overall	72 of 129
55%	
Energy	10 of 21
47%	
Water	0 of 11
Walkability	47 of 66
71%	
Natural Systems	7 of 14
50%	

FINAL SUSTAINABILITY SCORE

61



Gold

Reminder: Please complete all four sections and make sure to press "Save" at the end of each.

Built Environment ^{Help}

Compact Development: Persons and Jobs per Hectare

Has the plan conformed to the following relevant minimum density targets? Places to Grow - 50 ppl+jobs/hectare OR Targets set within the Municipal Official Plan/Secondary Plan

Yes

Mandatory

Land use Diversity Mix: Proximity to Basic Amenities

Please Populate Both Cases

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (2 Points Each) (This minimum metric must be satisfied to earn aspirational points)

Up to 6 points (M)

Grocery Store/Farmers' Market/Place to purchase fresh produce

Yes

Community/Recreation Centre

Yes

Pharmacy

Yes

Library

Yes

Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (2 Points Each)

Up to 6 points (A)

Grocery Store/Farmers' Market/Place to purchase fresh produce

Yes

Community/Recreation Centre

Yes

Pharmacy

Yes

Library

Yes

Land use Diversity Mix: Proximity to Lifestyle Amenities

Please Populate Both Cases

Case 1 - Mandatory Requirement

Have all Municipal Official Plan requirements been satisfied?

Mandatory

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (1 Point Each) (This minimum metric must be satisfied to earn aspirational points)

Up to 3 points (M)

General Retail

Convenience Store

Theatre

Coffee Store

Hair Salon

Bank

Place of Worship

Daycare

Restaurant/Pub

Other (Please Specify)

Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (1 Point Each)

Up to 3 points (A)

General Retail

Convenience Store

Theatre

<select>

Coffee Store

Yes

Hair Salon

Yes

Bank

Yes

Place of Worship

<select>

Daycare

Yes

Restaurant / Pub

Yes

Other (Please Specify)

<select>

Landscape and Street Tree Planting/Preservation - Urban Tree Diversity

In an urban area, where trees are planted in a row (i.e. street trees, trees in parks, parking area, etc.), have tree species been alternated every two trees, or in accordance with approved Municipal Standards?

Yes

Mandatory

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

Are there any trees on site?

Yes

Qualifier

Has a Tree Evaluation Report (Arborist report) been prepared that identifies and evaluates where on-site healthy trees will be protected or removed, and has compensation for removal of healthy tableland trees been proposed in accordance with the City's requirements?

Yes

Mandatory

Where healthy tableland trees are proposed for removal, has enhanced compensation is provided based on basal area?

Yes

2 Points (M)

Have 75% or more of the healthy mature trees greater than 20 cm DBH been preserved in-situ on site?

3 points (A)

Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality

Have all Municipal Planting Standards been satisfied as they pertain to soils?

Mandatory

All pits, trenches and/or planting beds have a topsoil layer greater than 60 cm with gradual change of soil quality (texture, porosity) and organic matter content that varies from 2% to 7% in the top 30 cm of soil by dry weight and a pH of 6.8 to 8.0. There is a minimum soil area of 30 m² at proper planting depth of unobstructed growing medium per tree.

2 Points (M)

Green Building

Are there more than five non-residential buildings in your development application?

Qualifier

Have all Municipal buildings over 500 m² been designed to LEED Silver or equivalent?

Mandatory

How many buildings are enrolled in a third party Green Standards? (2 Points if One or More)

2 Points (M)

Please Select: Applicable Certification Standards

What percentage of non-residential buildings is anticipated to be certified under third party Green Standards? (2 Points if 50-75%, 4 Points if 76-100%. Site must have 5 or more buildings.)

Up to 4 Points (A)

Please Select: Applicable Certification Standards

<select>

Up to 7
Points (M)

75

64

Are new residential only roads being created within your development application?

Qualifier

Are new non-residential roads being created within your development application?

Qualifier

What percentage of new residential-only streets is designed with traffic calming strategies?

Up to 2 points (M and A)

Pedestrian Connections - Proximity to School

Are 50% of dwelling units within 800 m walking distance of public/private elementary, Montessori, and middle schools? *(Must satisfy this minimum target to earn aspirational points)*

2 Points (M)

Are 50% of dwellings units within 1600 m of public/private high schools? *(Must satisfy this minimum target to earn aspirational points)*

1 Point (M)

Are 75% of dwelling units within 400 m walking distance of public/private elementary, Montessori, and middle schools?

2 Points (A)

Are 75% of dwellings units within 1000 m of public/private high schools?

1 Point (A)

Cultural Heritage Resources - Cultural Heritage Conservation

Have the following policies been adhered to? Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada". Municipal Register of Cultural Heritage Resources and/or Municipal Heritage Inventory.

Mandatory

Have all properties included in the Municipal Heritage Registers (listed and designated) been evaluated?

2 Points (M)

Have all of the cultural heritage resources been evaluated?

Have all of the cultural heritage resources that qualify for designation under the Ontario Heritage Act been retained and protected?

Are 100% of cultural heritage resources identified in the Municipal Heritage Registers (listed and designated) and their associated landscapes and ancillary structures conserved in-situ in accordance with "The Standards and Guidelines for the Conservation of Historic Places in Canada"?

2 Points (A)

% of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

Have street trees been provided on both sides of streets according to the Municipal Standards?

Mandatory

At what distance have street trees been provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters)?

Up to 2 points (M and A)

What percentage of sidewalks will be shaded by trees within 10 years of development? If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees). All trees should be selected from the applicable Municipal tree list. (50%=1 Point, 75%=2 Points)

Up to 2 points (M and A)

Mobility^{Help}

Street Networks/Blocks - Block Perimeter/Length

Verify the following statement, 75% of block perimeters do not exceed 550 m and 75% of block lengths do not exceed 250 m.

2 Points (M)

Verify the following statement, 100% of block perimeters do not exceed 550 m and 100% of block lengths do not exceed 250 m

2 points (A)

Street Networks/Blocks - Intersection Density

How many street intersections are there per km²? (40-50=2 Points, 51-60=3 Points, >60=4 Points)

Up to 4
points (M
and A)

Transit Supportive - Distance to Public Transit - Block and Draft Plans

Have the Official Plan Targets been satisfied?

Mandatory

Are 50% of residents/employment within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops? Alternatively, are 50% of residents/employment within 400 m walking distance to 1 or more bus stops with frequent service?

3 Points (M)

Are 75% of residents/employment within 400 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops? Alternatively, are 75% of residents/employment within 200 m walking distance to 1 or more bus stops with frequent service?

3 points (A)

Active Transportation - Proximity to Cycle Network

Does the development plan include any anticipated or existing trails or cycling networks?

Qualifier

Are 75% of residents/jobs within 400 m of existing or approved by council path/network? (*This Minimum Target must be met in order to earn Aspirational Points*)

2 Points (M)

Are 100% of residents/jobs within 400 m of existing or approved by council path/network?

2 points (A)

Active Transportation - Creation of Trail and Bike Paths

This metric will only populate if the presence of a Cycling Networks has been declared in the previous metric "Proximity to Cycle Network"

Has the Brampton's Pathways Master Plan been

Mandatory

complied with?

Have the objectives of Brampton's Pathways Master Plan been advanced by providing Trail Enhancements?

No

2 points (A)

Walkability - Promote Walkable Streets

Are all sidewalks in accordance with applicable Municipal Standards? Sidewalks must be at least 1.5 m in width.

Yes

Mandatory

What percentage of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards?

75%

Up to 4 points (M and A)

Have pedestrian amenities been provided to further encourage walkable streets?

No

2 points (A)

Please list pedestrian amenities provided:

- ☐ Wind Breaks
- ☐ Seating
- ☐ Pedestrian Oriented Lighting
- ☐ Wide Sidewalks (Urban Areas)
- ☐ Shading

Other (Please Specify)

Natural Environment and Parks ^{Help}

Natural Heritage - Connection to Natural Heritage

Is a natural heritage system included within, or adjacent to, the development boundary?

Yes

Qualifier

What percentage of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads)?

25%

Up to 4 points (M and A)

Natural Heritage System - Natural Heritage System Enhancements

This metric will only populate if the presence of a natural heritage system has been declared in the previous metric "Natural Heritage - Connection to Natural Heritage"

Does the application conform to the City's natural heritage system as defined in its Official Plan?

Mandatory

Has the development plan demonstrated ecological gain above and beyond the Municipal natural heritage requirements?

2 points (A)

Parks - Park Accessibility

Does the development plan include any parks?

Qualifier

Have two or more road frontages been provided for each urban square, parkette, and neighbourhood parks? If applicable, have three road frontages been provided for each community park?

3 Points (M)

Have three or more road frontages been provided for 75% of all park types?

3 points (A)

Stormwater - Stormwater Management Quality and Quantity

Have quantity or flood control been provided in accordance with applicable Municipal and conservation authority requirements?

Mandatory

What is the most intense rainwater event that the site can retain runoff from (in mm)?

Mandatory and Up to 6 points (M and A)

Will 80% of the Total Suspended Solids (TSS) be removed from all runoff leaving the site on an annual loading basis? Additionally, have all ponds been designed with Enhanced Level of Protection (Level 1)?

Mandatory

Will 81%-90% of Total Suspended Solids from all runoff leaving site be removed during a 10 mm rainfall event? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

1 Point (M)

Will 91-100% of Total Suspended Solids from all runoff leaving site be removed during a 10 mm rainfall event? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

4 points (A)

leaving site be removed during a 15 mm rainfall event?

Urban Agriculture - Dedicate Land For Local Food Production - Block and Draft

Has 80 ft². of garden space been provided per development unit?

No

2 Points (M)

Has the applicable growing space per development unit been satisfied? See table below:

No

2 points (A)

DU Density Growing Space/DU

17-35DU/ha 200 ft²

36-54DU/ha 100 ft²

>54DU/ha 80 ft²

Soils and Topography - Restore and Enhance Soils

Has a Topsoil Fertility Test been conducted according to Municipal Standards?

Yes

Mandatory

Have recommendations from a Topsoil Fertility Test been implemented for the entire site? *(Must satisfy this target to earn aspirational points)*

Yes

1 Point (M)

Does the application avoid development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides?

Yes

2 points (A)

Has a minimum topsoil depth of 200 mm been provided across the entire site?

No

2 points (A)

Infrastructure and Buildings ^{Help}

Energy Conservation - Passive Solar Alignment

What percentage of blocks have one axis within 15 degrees of East/West? East/West lengths of those blocks must be at least as long as the North/South lengths.

50%

Up to 6 points (M and A)

Energy Conservation - Building Energy Efficiency - Draft Plan

Have all single family homes buildings been designed in accordance with the Ontario Building Code?

Mandatory

What EnerGuide rating have 75% of single family homes and multi-unit residential buildings (<3 storeys) been built to?

2 Points (M)

What EnerGuide rating have 90% of single family homes and multi-unit residential buildings (<3 storeys) been built to?

2 Points (A)

Energy Conservation - Energy Management

Has an energy management strategy been developed for the development?

2 Points (M)

Lighting - Reduce Light Pollution

Have all applicable Municipal Standards been satisfied?

Mandatory

Confirm that there is no "uplighting" included in the design and that all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

1 Point (M)

Lighting - Energy Conserving Lighting

Have all applicable Municipal Standards been satisfied?

Mandatory

Have LEDs and/or photocells been used on all lighting fixtures exposed to the exterior? (Includes street lights, park lights, and pedestrian ways)

2 Point (M)

Materials and Solid Waste Management - Recycled/Reclaimed Materials

Have all applicable Municipal Standards been satisfied?

Mandatory

What percentage of recycled/reclaimed materials will be used for new infrastructure including roadways, parking lots, sidewalks, unit paving, etc.

Up to 2 points (M and A)

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THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To adopt Amendment Number OP 2006-_____

To the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this bylaw.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to
form.

20 __/month/day

[insert name]

Approved as to
content.

20 __/month/day

[insert name]

Patrick Brown, Mayor

Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2006-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2006-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE:

The purpose of this amendment is to amend the Highway 427 Industrial Secondary Plan, Schedule SP47 and Community Block Plan 47-1 to reflect revisions to the land use designations and increase in maximum permitted residential density.

2.0 LOCATION:

The lands subject to this amendment are comprised of a parcel totaling 70.79 hectares (174.92 acres) in area, located on the north side of Castlemore Road, east of Clarkway Drive and west of The Gore Road.

The lands are legally described as PART LOT 12, CONCESSION 10 ND TORONTO GORE PART 1, 43R34186; 2NDLY: PART LOT 11, CONCESSION 10 ND TORONTO GORE PARTS 1, 2 & 3, 43R34493 SUBJECT TO AN EASEMENT AS IN PR1626301 AND SUBJECT TO AN EASEMENT AS IN PR1692302; 3RDLY: PART LOT 11, CONCESSION 10 ND TORONTO GORE PARTS 1 & 2, 43R33806 EXCEPT PART 1, 43R33939; 4THLY: PART LOT 11 CONCESSION 10 ND TORONTO GORE PART 1, 43R34190 EXCEPT PART 1, 43R35421; 5THLY: PART LOT 11, CONCESSION 10 ND TORONTO GORE PART 1, 43R37177; 6THLY: PART LOT 11 CONCESSION 10 ND TORONTO GORE PARTS 1 & 2, 43R38030 AND PART 2, 43R38030 SUBJECT TO EASEMENT AS IN RO1149667; CITY OF BRAMPTON.

3.0 AMENDMENTS AND POLICIES RELEVANT THERETO:

- 3.1 The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby as follows:

By adding to the list of amendments pertaining to Secondary Plan Area Number 47: Highway 427 Industrial Secondary Plan as set out in Part Two: Secondary Plans, thereof, Amendment Number OP 2006-_____.

- 3.2 The document known as the 2006 Official Plan of the City of Brampton Planning Area, which remain in force, as it relates to the Highway 427 Secondary Plan Area 47 (being Part Two Secondary Plans), as amended is hereby further amended:

- 1) By replacing Section 6.10.1 Special Policy Area 10 with the following text
“Special Policy Area 10 applies to lands designated High Density Residential where residential uses are permitted to include a residential apartment

building with a maximum height of 10 storeys and a maximum density of 350 units per hectare. Mixed uses are permitted on the ground floor of the building that include retail, office, personal and service commercial, and restaurant”.

- 2) By adding a new Section “6.11 Special Policy Area 11”, Section “6.11.1” and the following text “Special Policy Area 11 applies to lands designated High Density Residential where an apartment building is permitted to have a maximum height of 12 storeys and a maximum density of 450 units per hectare.”
- 3) By adding a new Section “6.12 Special Policy Area 12”, Section 6.12.1” and the following text “Special Policy Area 12 applies to the lands specifically located on the northwest corner of Castlemore Road and Clarkway Drive. The lands are designated District Retail where, in addition to the uses permitted in a District Retail designation, High Density Residential is permitted where apartment buildings are permitted to have a maximum height of 20 storeys and a maximum density of 400 units per hectare.

Residential buildings shall be oriented backing onto the Natural Heritage System (NHS), and Stormwater Management Pond (SWM Pond). Residential uses shall range from medium/high density residential uses and shall have a minimum height of 6 storeys. The buildings shall be sited and oriented to provide an appropriate interface with the NHS and SWM Pond. The proposal shall provide the necessary mitigation measures to ensure the NHS feature is not negatively impacted. A superior form of architectural design and detail, in addition to site design, landscaping and buffer treatment will be required to complement the NHS and SWM Pond area.

Commercial uses shall be oriented along Clarkway Drive, Castlemore Road and Street 19. Commercial buildings fronting Clarkway Drive and Castlemore Road shall have a minimum height of 2 storeys with a built form that is pedestrian friendly and easily accessible. Commercial buildings fronting the intersection of Castlemore Road and Clarkway Drive shall be sited and oriented to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail, in addition to site design, landscaping and buffer treatment will be required to establish and reinforce their focal significance.

Internal driveways shall be structured to provide defined access routes connecting to the adjacent roads and to address vehicular and active transportation circulation. Parking areas shall be subdivided by sustainable landscaping and should be located internal to the site convenient to building entrance and screened for adjacent streets where applicable.

All population and jobs associated with the development of Special Land Use Policy Area 12 shall continue to be allocated to the Highway 427 Industrial Secondary Plan (Area 47).

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend By-law 270-2004, as amended

WHEREAS The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows;

By-law 270-2004, as amended, is hereby further amended:

- (1) By changing on Schedule A thereto, the zoning designations of the lands as shown outlined on Schedule A to this by-law:

From	To
Agricultural (A)	Residential Single Detached F-11.0 – Section AAAA (R1F-11.0 – AAAA)
Residential Rural Estate Two (RE2)	Residential Single Detached F-12.0 – Section BBBB (R1F-12.0 – BBBB)
Floodplain (F)	Residential Townhouse B – Section CCCC (R3B-CCCC)
	Residential Townhouse A – Section EEEE (R3C-EEEE)
	Residential Apartment A – Section FFFF (R4A-FFFF)
	Residential Apartment A - Section GGGG (R4A-GGGG)
	Residential Apartment A- Section HHHH (R4A-HHHH)
	Residential Single Detached C (R1C-III)
	Commercial Three – Section JJJJ (C3- JJJJ)
	Institutional One – Section KKKK (I1--KKKK)
	Open Space – OS
	Floodplain – F

(2) By adding thereto the following sections:

“AAAA The lands designated R1F-11.0 – SECTION AAAA on Schedule A to this by-law:

AAAA.1 shall be used for the purposes permitted within an R1F zone.

AAAA.2 shall be subject to the following requirements and restrictions:

(1) Minimum Lot Width:

corner: 12.8 metres;

(2) Minimum Lot Area:

interior: 260 square metres;

corner: 300 square metres;

(3) Minimum Lot Depth: 24.0 metres;

(4) Minimum Front Yard Setback:

a) 3.0 metres;

b) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;

c) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;

d) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;

e) a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard; and;

f) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;

(5) Minimum Rear Yard Setback:

a) 7.0 metres;

b) 6.5 metres for lots with an irregular shape;

c) 6.0 metres for lots that back onto Open Space Zone or Institutional Zone.

d) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots greater than 12.8 metres;

e) 3.0 metres for open roofed porches and or uncovered terraces; and

(6) Minimum Side Yard Setbacks (Interior):

a) 0.6 metres on one side and 1.2 metres on the other side;

- c) 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres, for a total of 1.2 metres between buildings.

(7) Minimum Side Yard Setback (Exterior):

- a) 3.0 metres;
- b) 6.0 metres to a garage door facing the exterior side yard for corner lots having 9.0 metres width or greater;
- c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- f) a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
- g) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard;

(8) Maximum Building Height: 13.5 metres;

(9) The following provisions apply to garages:

- a) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
- b) 5.5 metres for a garage door for a corner unit equal to or greater than 9.0 metres when the main entrance to the dwelling is from the exterior side yard;
- c) the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit; and
- d) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum of 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.

(10) The following shall apply to a bay, bow or box window:

- a) the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;

- b) the maximum depth of a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side widows; and,
- c) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does not need to contain side windows.

AAAA.3 Shall also be subject to the requirements and restrictions relating to the R1F-x zone and all the general provisions of this by-law which are not in conflict with those set out in Section AAAA.2.”

“BBBB The lands designated R1F-12.0-SECTION BBBB on Schedule A to this by-law:

BBBB.1 shall be used for the purposes permitted within an R1F zone.

BBBB.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Width:
 - interior: 12.0 metres;
 - corner: 13.8 metres;
- (2) Minimum Lot Area:
 - interior: 300 square metres;
 - corner: 345 square metres;
- (3) Minimum Lot Depth: 25 metres;
- (4) Minimum Front Yard Setback:
 - a) 3.0 metres;
 - b) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;
 - c) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
 - d) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
 - e) a bay window, bow window or bac window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard; and;
 - f) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 meres of a daylight rounding/triangle;
- (5) Minimum Rear Yard Setback:
 - a) 7.0 metres;
 - b) 6.5 metres for lots with an irregular shape;

- c) 6.0 metres for lots that back onto Open Space Zone or Institutional Zone
- d) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots greater than 13.0 metres;
- e) 3.0 metres for decks, balconies, open roofed porches and or uncovered terraces; and
- f) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard;

(6) Minimum Side Yard Setbacks (Interior):

- a) 0.6 metres on one side and 1.2 metres on the other side provided that the combined total for each interior lots is 1.8 metres;
- b) 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and
- c) 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres, for a total of 1.2 metres between buildings.

(7) Minimum Side Yard Setback (Exterior):

- a) 3.0 metres;
- b) 6.0 metres to a garage door facing the exterior side yard for corner lots having 9.0 metres width or greater;
- c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- f) a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
- g) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard;

(8) Maximum Building Height: 13.5 metres;

(9) The following provisions apply to garages:

- a) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
- b) 5.5 metres for a garage door for a corner unit equal to or greater than 9.0 metres when the main entrance to the dwelling is from the exterior side yard;
- c) the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit; and
- d) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum of 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.
- e) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.

(10) The following shall apply to a bay, bow or box window:

- a) the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
- b) the maximum depth of a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;
- c) the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres and,
- d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does not need to contain side windows.

BBBB.3 Shall also be subject to the requirements and restrictions relating to the R1F-x zone and all of the general provisions of this by-law which are not in conflict with those set out in Section BBBB.2.”

“CCCC The lands designated R3B – SECTION CCCC on Schedule A to this by-law:

CCCC.1 shall only be used for the purposes permitted within an R3B zone, and,

- a) Dwelling, Street Townhouse.

CCCC.2 shall be subject to the following requirements and restrictions:

1. Minimum Lot Area:

Interior Lot: 126.0 square metres per dwelling units;
Exterior Lot: 195.0 square metres per dwelling units;
End Lot: 153.5 square metres per dwelling units;

(1) Minimum Lot Width:

Interior Lot: 5.5 metres per dwelling unit;
Corner Lot: 8.5 metres per dwelling unit;
End Lot: 6.7 metres per dwelling unit;

- (2) Minimum Lot Depth: 23.0 m
- (3) Minimum Front Yard Depth:
 - a) 3.0 metres;
 - b) 6.0 metres to a garage door facing the front lot line;
 - c) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;
 - d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum front yard;
 - e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum front yard to within 0.0 metres of a daylight rounding/ triangle;
 - f) a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the minimum front yard to within 1.0 metres into the minimum front yard; and
 - g) a bay window, bow window with or without foundation or cold cellar may encroach into the front add to within 0.0 metres of a daylight rounding /triangle;
- (5) Minimum Rear Yard Depth:
 - a) 6.0 metres for an interior lot;
 - b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;
 - c) 3.5 metres to a porch, balcony, and deck off the main floor;
 - d) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the rear yard
- (6) Minimum Interior Side Yard Width:
 - a) 0.0 metres when abutting side lot lines coincide with a common wall between two dwellings.;
 - b) 1.2 metres when abutting side lot line coincides with two exterior walls;
- (7) Minimum Exterior Side Yard Width:
 - a) 3.0 metres;

- b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
 - c) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
 - d) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
 - e) a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
 - f) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard; and,
- (8) Maximum Building Height: 13.5 metres;
- (9) Minimum dwelling unit width: 5.5 metres;
- (10) The following provisions apply to garages:
- a) the maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres;
 - b) the maximum cumulative garage door width for interior lots, with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - c) the maximum cumulative garage door width for corner lots, with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
 - d) a two-bay garage shall be permitted on a corner lot; and,
 - e) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.
 - f) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.
- (11) The following shall apply to a bay, bow or box window:
- a) the maximum width of a bay, bow or box window with or without foundation shall be 3.0 metres;
 - b) the maximum depth of a bay, bow or box window with a maximum depth of 1.0 metres;
 - c) A bay, bow or box window with a depth greater than 0.6 metres does not need to contain side widows; and,

- d) A bay, bow or box window with a depth greater than 0.6 metres does need to contain side windows.

- (12) Front to rear yard access shall be permitted via non habitable rooms and with more than a two-step grade difference.

CCCC.3 Shall also be subject to the requirements and restrictions relating to the R3B zone and all the general provisions of this by-law which are not in conflict with those set out in Section CCCC.2.”

“EEEE The lands designated R3C – SECTION EEEE on Schedule A to this by-law:

EEEE.1 shall only be used for the purposes permitted within an R3A zone and the following:

- (1) Dwelling, Townhouse;

EEEE.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Unit Width:

- Interior: 5.5 metres per dwelling unit;
 - Corner: 6.5 metres per dwelling unit;

- (2) Minimum Unit Depth: 25 metres;

- (3) Minimum Front Yard Setback for a Principal Building:

- a) front wall of dwelling:

- a. 3 metres to a public road;

- b. a porch or bay window with or without foundation may encroach a maximum of 1.8 metres into the required front yard. Eaves, cornices and gutter may encroach an additional 0.6 metres;

- c. 5.5 metres to a private road

- b) rear wall of dwelling unit:

- a. 6.0 metres to a private road;

- b. 6.0 metres to a lot line

- c. A balcony, porch or bay widow, with or without foundation may encroach a maximum of 1.8 metres into the require rear year setback. Eaves, cornices and gutters may encroach an additional 0.6 metres

- c) the side wall of a dwelling unit:

- a. 3.0 metres to a public road;

- b. 1.0 metres to a private road or parking

- c. 0.0 metres when abutting side lot lines coincide with a common wall between two dwellings;

- d. 1.2 metres to a daylight triangle;

d) The garage door opening shall have a minimum setback of 5.0 metres from a private road

(4) Maximum Lot Coverage: 70% of the lot area;

(5) Minimum Amenity Space:

3.5 square metres per residential unit shall be provided whether on a balcony/uncovered terrace or at ground level.

EEEE.3 Shall also be subject to the requirements and restrictions relating to the R3C-xx zone and all the general provisions of this by-law which are not in conflict with those set out in Section EEEE.2.”

“FFFF the lands designated R4A – SECTION FFFF on Schedule A to this by-law:

FFFF.1 shall only be used for the purposes permitted within an R4A zone;

FFFF.2 shall only be used for the following purposes: :

- a) An Apartment Dwelling;
- b) Only on the ground floor of an apartment dwelling the following commercial uses shall be permitted:
 - i. a retail establishment
 - ii. a personal service shop on the ground floor;
 - iii. a bank or trust company;
 - iv. an office on the ground floor;
 - v. a restaurant on the ground floor;
 - vi. A day nursery on the ground floor.

shall be subject to only be used for the following requirements and restrictions:

The lot line abutting Castlemore Road shall be deemed to be the front lot line for Zoning purposes

(1) Minimum Yard Setbacks:

(2) Minimum Front Yard Depth: 3.0 metres;

(3) Minimum Exterior Side Yard Depth: 3.0 metres;

(4) Minimum Interior Side Yard Depth: 3.0 metres;

(5) Minimum Landscaped Open Space: 30% of the lot area;

(6) Maximum Lot Coverage: 45% by the main buildings;

(7) Minimum Visitor and Commercial Parking

a. Visitor and commercial parking may be combined, provided that the minimum number of spaces provided shall be either:

- i. The total number parking spaces required for the residential dwelling units at a rate of 0.2 spaces per unit; or

- ii. The minimum number of spaces required for the total gross commercial floor area for each 23 square metres or whichever is greater

- (8) Minimum Private Amenity Space:
 - a. 3.5 square metres per residential unit shall be provided whether on a balcony/uncovered terrace or at ground level.
- (9) Maximum Floor Space Index: 3.82
- (10) Minimum Building Separation Distance: 15.0m
- (11) Maximum Number of Surface Parking Spaces: 100 spaces
- (12) Minimum Ground Storey Height: 4.5m
- (13) Minimum Commercial Gross Floor Area:
 - a) 600 square metres

FFFF.3 shall also be subject to the requirements and restrictions relating to the R4A zone and all the general provisions of this by-law which are not in conflict with those set out in Section FFFF.2.

“GGGG the lands designated R4A – SECTION GGGG on Schedule A to this by-law:

GGGG.1 shall only be used for the following purposes: :

- a) An Apartment Dwelling;
- b) Only on the ground floor of an apartment dwelling the following commercial uses shall be permitted:
 - i. a retail establishment
 - ii. a personal service shop on the ground floor;
 - iii. a bank or trust company;
 - iv. an office on the ground floor;
 - v. a restaurant on the ground floor;
 - vi. A day nursery on the ground floor.

GGGG.2 shall only be used for the following requirements and restrictions:

- (1) Minimum yard Setbacks:
 - a. Minimum Front Yard Depth: 3.0 metres;
 - b. Minimum Exterior Side Yard Depth: 4.5 metres;
 - c. Minimum Interior Side Yard Depth: 2.5 metres;
 - d. Minimum Setback to a Daylight Triangle: 2.0 metres;
 - e. Minimum Rear Yard Depth: 2.6m
- (6) Minimum Landscaped Open Space: 30% of the lot area;
- (7) Minimum Visitor and Commercial Parking

- a. Visitor and commercial parking may be combined, provided that the minimum number of spaces provided shall be either:
 - i. The total number parking spaces required for the residential dwelling units at a rate of 0.2 spaces per unit; or
 - ii. The minimum number of spaces required for the total gross commercial floor area for each 23 square metres or whichever is greater

(8) Maximum Lot Coverage: 45% by main buildings;

(9) Minimum Private Amenity Space:

- a. 3.5 square metres per residential units shall be provided whether on a balcony/uncovered terrace or at ground level;

(10) Maximum Building Height: 10 storeys;

(11) Maximum Floor Space Index: 3.8

(12) Minimum Ground Storey Height: 4.5m

GGGG.3 Shall also be subject to the requirements and restrictions relating to the R4A zone and all the general provisions of this by-law which are not in conflict with those set out in Section GGGG.2.”

“HHHH the lands designated R4A – SECTION HHHH on Schedule A to this by-law:

HHHH.1 shall only be used for the following purposes:

- c) An Apartment Dwelling;
- d) Only on the ground floor of an apartment dwelling the following commercial uses shall be permitted:
 - i. a retail establishment
 - ii. a personal service shop on the ground floor;
 - iii. a bank or trust company;
 - iv. an office on the ground floor;
 - v. a restaurant on the ground floor;
 - vi. A day nursery on the ground floor.

HHHH.2 shall only be used for the following requirements and restrictions:

- (1) Minimum Yard Setbacks:
 - (a) All Minimum yard setbacks: 3.0 metres;
- (2) Minimum Landscaped Open Space: 30% of the lot area;
- (3) Maximum Floor Space Index: No requirement
- (4) Maximum Lot Coverage: 45% by main buildings;
- (5) Minimum Visitor and Commercial Parking

- vii. Visitor and commercial parking may be combined, provided that the minimum number of spaces provided shall be either:
 - i. The total number parking spaces required for the residential dwelling units at a rate of 0.2 spaces per unit; or
 - ii. The minimum number of spaces required for the total gross commercial floor area for each 23 square metres or whichever is greater

(6) Minimum Private Amenity Space:

- (a) 3.5 square metres per residential units shall be provided whether on a balcony/uncovered terrace or at ground level;

(7) Minimum Retail Gross Floor Area: 804 sqm

HHHH .3 Shall also be subject to the requirements and restrictions relating to the R4A-xx zone and all the general provisions of this by-law which are not in conflict with those set out in Section HHHH.2.”

“IIII The lands designated R1C – SECTION IIII on Schedule A to this by-law:

IIII.1 shall only be used for the purposes permitted within an R1C zone and the following:

- (1) Dwelling; Single Family

IIII.2 shall be subject to the following requirements and restrictions:

- (2) Minimum Lot Width: 9.0 metres
- (3) Minimum Lot Frontage: 9.0 metres;
- (4) Minimum Rear Yard Depth to a deck or a porch with or without a roof: 3.5 metres
- (5) Minimum Building Setbacks:
 - (a) Front Yard: 4.5 metres;
 - (b) Rear Yard: 3.0 metres;
 - (c) Side Yards: 3.0 metres;

(6) Minimum Driveway Width: 6.0 metres

- (7) Minimum Landscape Planting Strip: 1.5 metres on both sides of driveway

IIII.3 Shall also be subject to the requirements and restrictions relating to the R1C zone and all the general provisions of this by-law which are not in conflict with those set out in Section IIII.2”.

“JJJJ The lands designated C3 – SECTION JJJJ on Schedule A to this by-law:

JJJJ.1 Shall only be used for the following purposes:

(1) Commercial:

Purposes permitted in the C3 zone, except for a motor vehicle or boat sales establishment, motor vehicle repair shop, swimming pool sales and service establishment, and/or a service station or gas bar.

- a. A day nursery;

(2) Residential:

- a. an apartment dwelling only in conjunction with permitted non-residential uses;

JJJJ.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Width: No requirement;
- (2) Minimum Setback to All Lot Lines: 3.0m;
- (3) Maximum Floor Space Index: 1.45
- (4) Minimum Landscaped Open Space: 30% of the lot area;
- (5) Minimum Landscape Strip along Clarkway Drive and Castlemore Road: 4.0m
- (6) Minimum Parking Space Requirement:
 - (a) 1 parking space per 23 square metres for non-residential uses;
- (7) Minimum Private Amenity Space:
 - (a) 3.5 square metres per residential unit shall be provided whether on a balcony/uncovered terrace or at ground level.
- (8) Minimum Non-Residential Gross Floor Area: 17,714 sqm
- (9) Minimum Gross Floor Area for a Supermarket: 6,124 sqm
- (10) Minimum building separation for buildings above 8 storeys: 25 metres
- (11) Maximum Building Height: 12 storeys
- (12) A maximum of two drive through facilities are permitted only in conjunction with a bank, trust company, or finance company, convenience restaurant, and take-out restaurant.
- (13) All lands zoned C3-JJJJ shall be treated as one lot for zoning purposes.

JJJJ.3 Shall also be subject to the requirements and restrictions relating to the C3-xx zone and all the general provisions of this by-law which are not in conflict with those set out in Section IIII.2.”

“KKKK” The lands designated I1 – SECTION KKKK on Schedule A to this by-law:

KKKK.1 Shall only be used for either of the following:

- (1) Purposes permitted by the I1 zone;

OR

- (2)

Purposes permitted by the R1F – AAAA zone.
- KKKK.2

Shall be subject to the following requirements and restrictions:

(1)

Uses permitted in Section I1-KKKK.1(1) shall be subject to the requirements and restrictions of the I1 zone, except that infrastructure for various utilities shall be exempt from the requirements and restrictions of the applicable zone.

(2)

Uses permitted under Section I1-KKKK.1 (2) shall be subject to the requirements and restrictions of Section R1F – AAAA.”

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this ____day of ___, 2023.

Approved as to
form.
??/??/2023
AWP

Patrick Brown, Mayor

Approved as to
content.
??/??/2023
AP

Peter Fay, City Clerk

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW -2023

The purpose of By-law -2023 is to amend Comprehensive Zoning By-law 270-2004, as amended, pursuant to an application by Senwood Developments Inc.

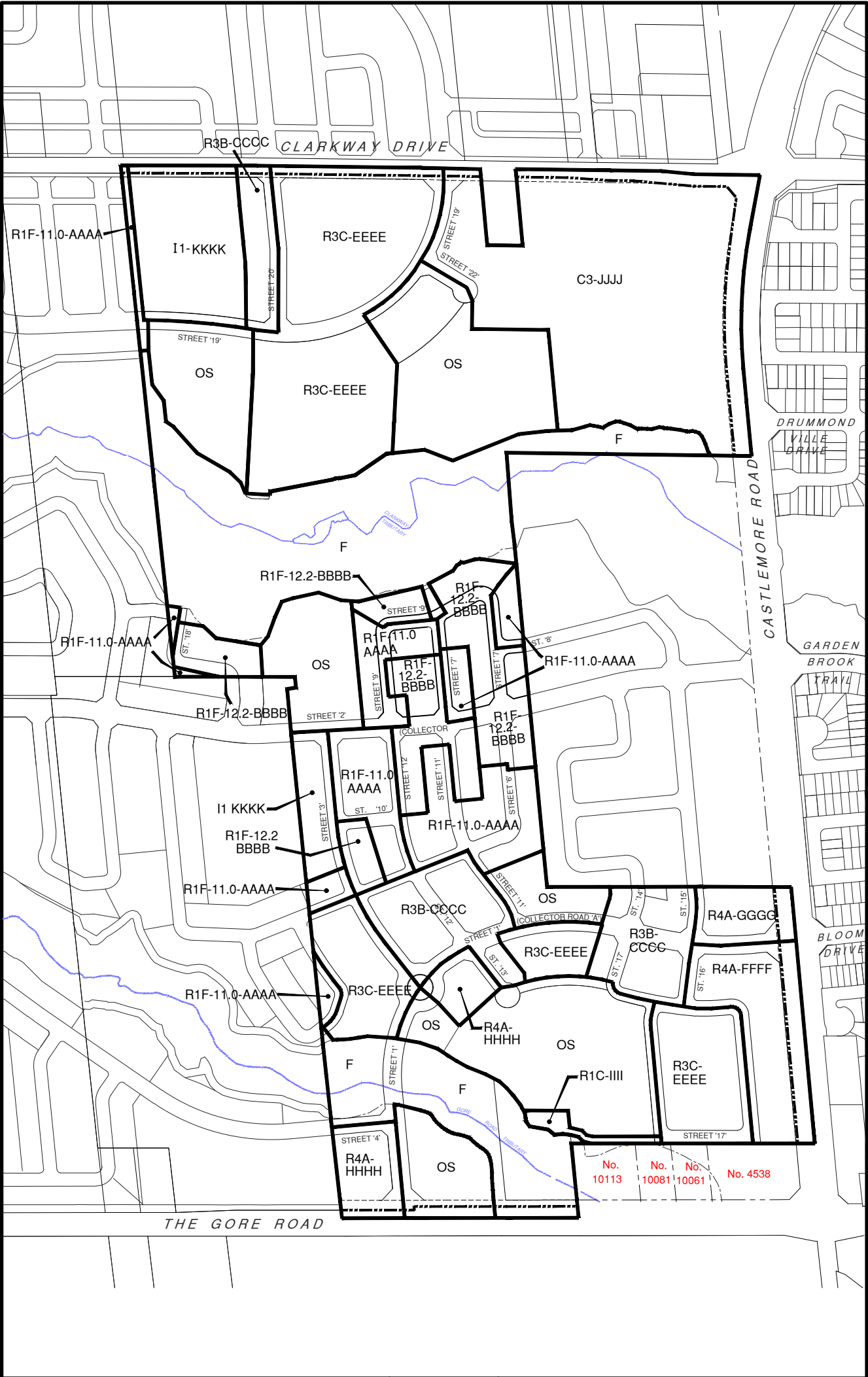
EFFECT OF THE BY-LAW

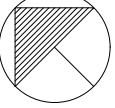

The effect of By-law -2023 is to permit a Plan of Subdivision on the subject lands, in accordance with the requirements set out in the by-law.

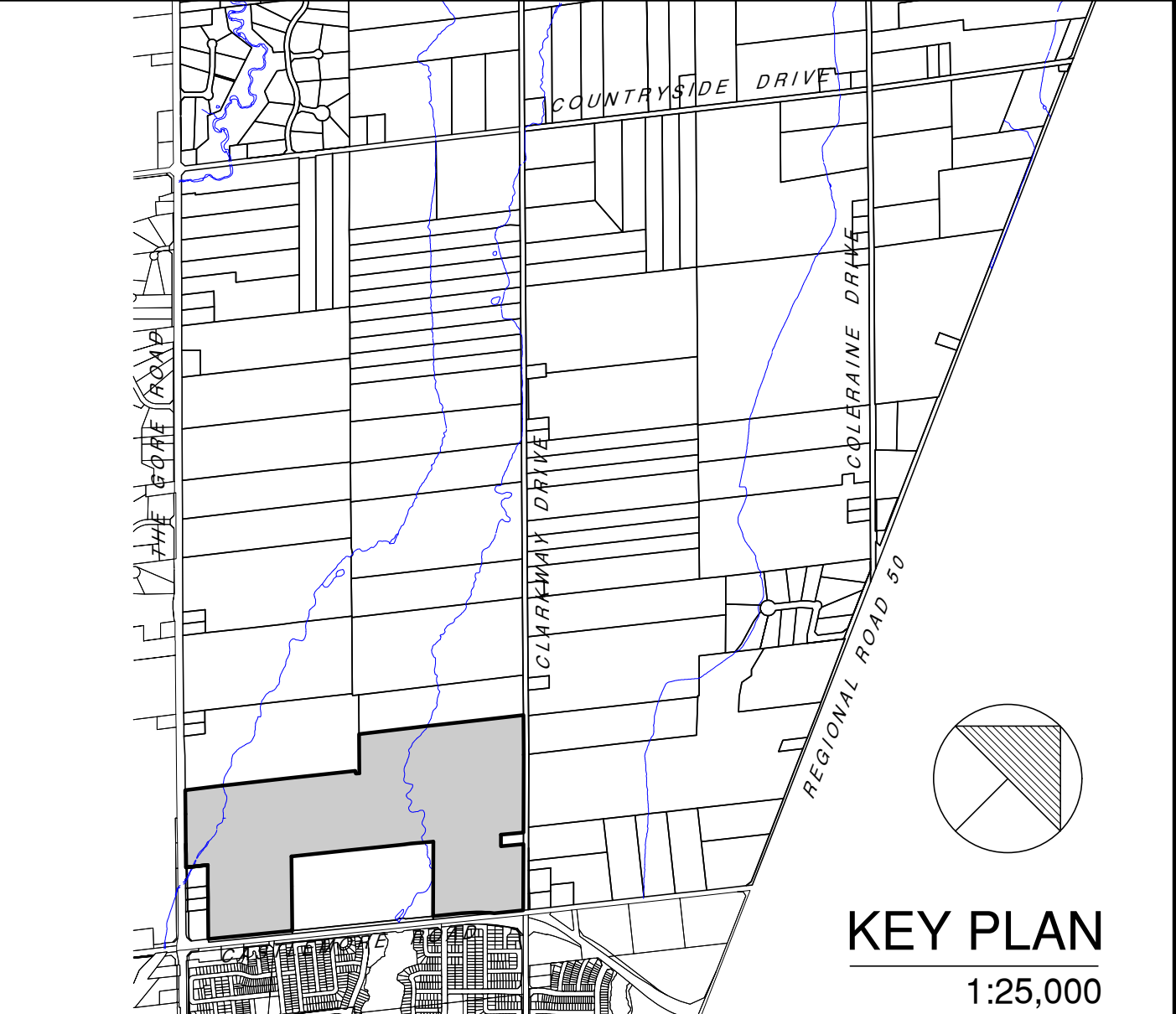
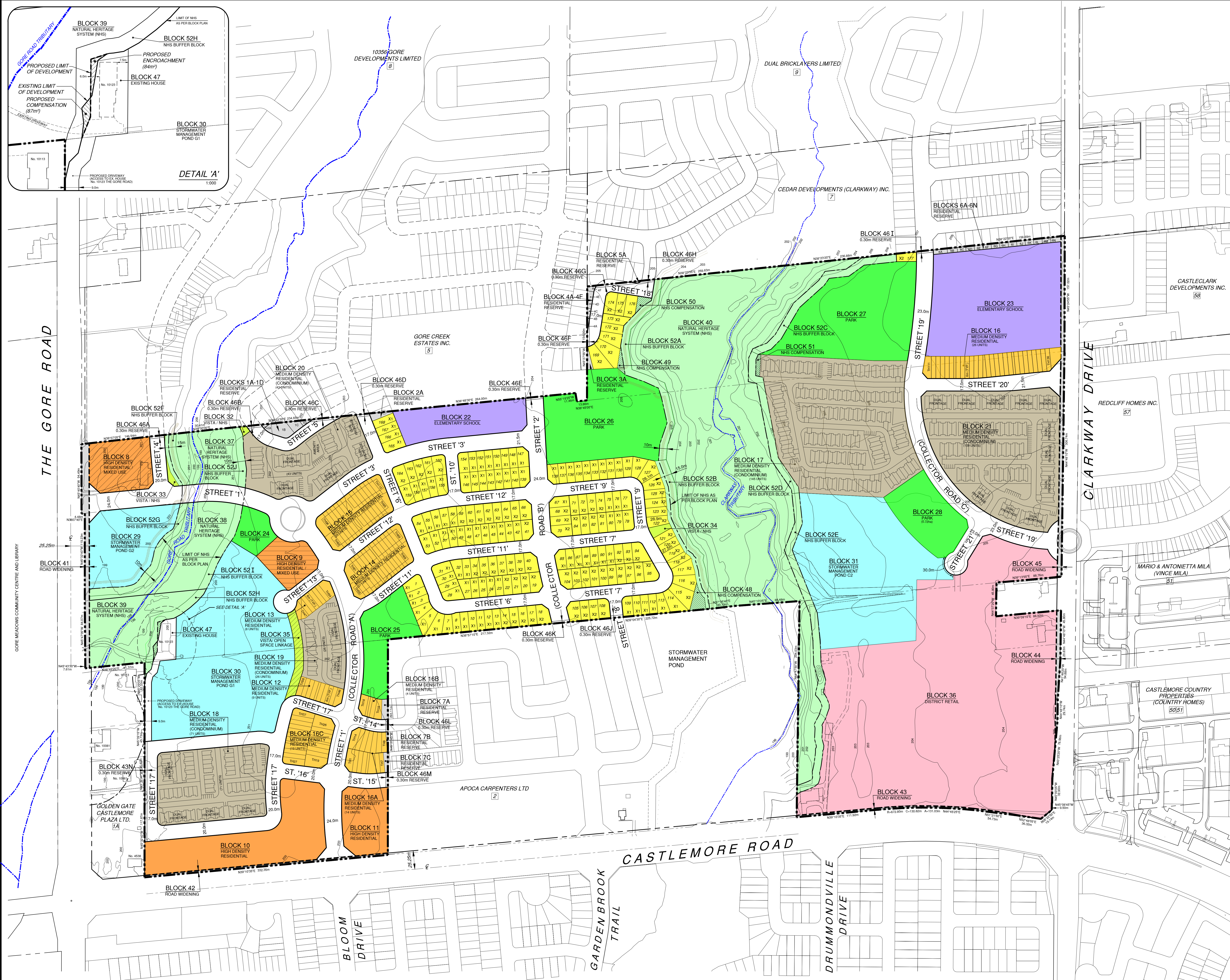
LOCATION OF LANDS AFFECTED

The lands affected by By-law -2023 are located on the north side of Castlemore Road, in between The Gore Road and Clarkway Drive within Lots 11 & 12. Concession 10 N.D.

Any further inquiries or questions should be directed to the City of Brampton, Planning and Development Services Department, (905)-874-2094.



SENWOOD DEVELOPMENTS INC. PART OF LOTS 11 & 12, CONC. 10 N.D. CITY OF BRAMPTON BY-LAW By-Law		SCHEDULE A schedule A		 1:6000	 CANDEVCON LIMITED CONSULTING ENGINEERS AND PLANNERS TEL. (905) 794-0600 FAX (905) 794-0611
Date: JULY 21st 2021		Drawn By: S.G.K.		File No. W19174	
Plan No. ZP-1					



LOT SCHEDULE					
DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOTS	NUMBER OF UNITS
SINGLE DETACHED	X1	11.00m (36.0')	27.50m (90.2')	97	97
SINGLE DETACHED	X2	12.20m (40.0')	27.50m (90.2')	80	80
TOWNHOUSING	T	6.0m (19.7')	23.50m (77.1')	-	136
TOTAL				177	313

LAND USE	BLOCK / LOT	AREA
RESIDENTIAL LOW/MEDIUM DENSITY	LOTS 1-177	6.31 ha. (15.59 Ac.)
RESIDENTIAL RESERVE	BLOCKS 1A-7C	0.32 ha. (0.79 Ac.)
RESIDENTIAL HIGH DENSITY/ MIXED USE	BLOCK 8	0.58 ha. (1.43 Ac.)
RESIDENTIAL HIGH DENSITY/ MIXED USE	BLOCK 9	0.37 ha. (0.91 Ac.)
RESIDENTIAL HIGH DENSITY	BLOCK 10	1.49 ha. (3.68 Ac.)
RESIDENTIAL HIGH DENSITY	BLOCK 11	0.56 ha. (1.38 Ac.)
RESIDENTIAL MEDIUM DENSITY	BLOCKS 12-16C	2.79 ha. (6.89 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 17	3.38 ha. (8.35 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 18	1.47 ha. (3.63 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 19	0.60 ha. (1.48 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 20	1.23 ha. (3.04 Ac.)
RESIDENTIAL MEDIUM DENSITY (CONDO)	BLOCK 21	2.87 ha. (7.10 Ac.)
SCHOOL	BLOCKS 22-23	3.30 ha. (8.15 Ac.)
PARK	BLOCKS 24-28	5.24 ha. (12.95 Ac.)
STORMWATER MANAGEMENT POND	BLOCKS 29-31	7.68 ha. (18.98 Ac.)
VISTA / NHS	BLOCKS 32-34	0.06 ha. (0.15 Ac.)
VISTA / OPEN SPACE LINKAGE	BLOCK 35	0.14 ha. (0.35 Ac.)
DISTRICT RETAIL	BLOCK 36	9.09 ha. (22.46 Ac.)
NATURAL HERITAGE SYSTEM (NHS)	BLOCKS 37-40	9.80 ha. (24.22 Ac.)
STREETS	STREETS '1' TO '21'	10.31 ha. (25.48 Ac.)
ROAD WIDENING	BLOCKS 41-45	0.66 ha. (1.63 Ac.)
0.30m RESERVES	BLOCKS 46A-46N	0.01 ha. (0.02 Ac.)
EXISTING HOUSE	BLOCK 47	0.25 ha. (0.62 Ac.)
NHS COMPENSATION	BLOCKS 48-51	0.10 ha. (0.25 Ac.)
NHS BUFFER BLOCK	BLOCKS 52A-52J	2.18 ha. (5.39 Ac.)
TOTAL		70.79 ha. (174.92Ac.)

ADDITIONAL INFORMATION

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT (R.S.O. 1990 C.P. 13)

A) AS SHOWN ON DRAFT PLAN.
B) AS SHOWN ON DRAFT AND KEY PLAN.
C) AS SHOWN ON KEY PLANS.
D) AS SHOWN IN LAND USE SCHEDULE.
E) AS SHOWN ON DRAFT PLAN.
F) AS SHOWN ON DRAFT PLAN.
G) AS SHOWN ON DRAFT AND KEY PLANS.
H) MUNICIPAL SERVICES TO BE PROVIDED.
I) SOIL IS CLAYEY SILT.
J) AS SHOWN ON DRAFT PLAN.
K) MUNICIPAL SERVICES TO BE PROVIDED.
L) NONE.

OWNER'S AUTHORIZATION:

THE UNDERSIGNED, BEING THE OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE CANDEVCON LIMITED TO ACT ON OUR BEHALF AS AGENTS AND TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE _____ SENWOOD DEVELOPMENTS INC.
SAPPHIRE HILLS HOMES INC.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJOINING PROPERTIES ARE CORRECTLY SHOWN ON THIS PLAN

DATE _____ GRANT STIDWILL O.L.S.
J. D. BARNES LIMITED
Tel. (905) 875-9955 www.gstidwill@dbarnes.com

SENWOOD DEVELOPMENTS INC.
RESIDENTIAL SUBDIVISION
BLOCK 47-1
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
FILE No. 21T-21015B OZS-2021-0038

CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS

TEL. (905) 794-0600 FAX (905) 794-0611

SCALE: 1:2000 DWG. No. PL-1

DATE: JULY 21st 2021 PROJECT No. W19174

INTERSECTION TREATMENT TABLE, CITY OF BRAMPTON STANDARD 348			
STREET TO STREET	CURB RADIUS	DAYLIGHT ROUNDING	DAYLIGHT TRIANGLE
MINOR LOCAL TO MINOR LOCAL	7.5m	5.0m	-
LOCAL TO LOCAL	7.5m	5.0m	-
MINOR LOCAL / LOCAL TO MINOR COLLECTOR	10.5m	-	7.5m
MINOR LOCAL / LOCAL TO MAJOR COLLECTOR	10.5m	-	15.0m
MINOR LOCAL / LOCAL TO ARTERIAL	15.0m	-	15.0m
MINOR LOCAL / MINOR COLLECTOR	15.0m	-	10.0m
MINOR / MAJOR COLLECTOR TO MAJOR COLLECTOR	15.0m	-	15.0m
INDUSTRIAL STREET TO INDUSTRIAL STREET	15.0m	-	10.0m
MINOR / MAJOR / INDUSTRIAL COLLECTOR TO ARTERIAL	18.0m	-	15.0m
ARTERIAL TO ARTERIAL	18.0m	-	15.0m

NO.	DESCRIPTION	DATE	BY	REVISIONS
1	REVISED AS PER CITY CONSOLIDATED COMMENTS JUNE 23 2024. PARK BLOCK 28 RELOCATED; DAYLIGHTS AT CLARKWAY DR / STREET 20 REVISED TO 15mX15m AND CURVED DAYLIGHTING AT CLARKWAY DR / STREET 19	01-08-2024	M.J.	
2	REVISED AS PER CITY COMMENTS (CONSOLIDATED COMMENTS AUGUST 2023) & LOTS 178-183 CONVERTED TO MEDIUM DENSITY RESIDENTIAL (TH8 TH18) UNITS	11-04-2024	M.J.	
3	VISTA BLOCKS RENAMED TO "VISTA / NHS" AND SNOW STORAGE BLOCKS 16A, 17A AND 18A-19B ADDED	25-04-2023	D.K.H.	
4	PROPERTY BOUNDARY REVISED; MED. DENSITY RESIDENTIAL BLOCK 26 REVISED; SCHOOL BLOCK 28 RECONFIGURED; ROAD WIDENING BLOCK 46 REVISED; NHS COMPENSATION BLOCK 67 DELETED & NHS BUFFER BLOCK 72A REVISED; STREET 20 WIDTH REVISED	23-09-2022	D.K.H.	

SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL**DRAFT APPROVAL****DATE:** (Day After Last Day for Filing an Appeal if No Appeal has been Filed)**APPLICANT:** Senwood Development Inc. – Candevcon Limited.**SUBJECT:** **DRAFT PLAN OF SUBDIVISION**
21T-21015B
City of Brampton
OZS-2021-0038
Planner: Samantha Dela Pena

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Candevcon Limited dated July 21st, 2021.

Subdivision Agreement

2. Prior to registration, the owner shall enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.

These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the Planning Act. These agreements may address matters including but not limited to the following:

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.
- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit.



- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

3. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

4. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.



9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.
11. Prior to registration, parkland dedication requirements for the subject application shall be finalized. In this regard, arrangements shall be made to the satisfaction of the Commissioner, Planning, Building and Growth Management and in accordance with the terms of the City's Parkland Dedication By-law, applicable at the time of plan registration

Studies

12. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

13. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
14. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

15. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.



Servicing

16. Prior to registration, the recommendations of the approved Functional Servicing Report shall have been incorporated into all engineering plans.

DRAFT

Cost-share Agreement

17. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

18. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

19. That prior to the final approval of the plan, the applicant shall make arrangements satisfactory to the Dufferin-Peel Catholic District School Board for:
 - a. The acquisition or reservation for future acquisition of Block 23 designated in the plan for catholic elementary school purposes.
 - b. The clearing, grubbing, engineered filing, where required, and grading of Block 23 be carried out to the satisfaction of the Dufferin-Peel Catholic District School Board. This includes the removal of any and all buildings and structures, tanks and utility structures.
 - c. A clause and securities be included in the Servicing and/or Subdivision agreement which prohibits the stockpiling of any soils or material on Block 28 and guarantees the existing stockpiled material be removed.
 - d. That the designation of Block 23 as an elementary catholic school site, which shall be subject to the completion of soils reports, of which the findings will be addressed by the applicant to the satisfaction of the Dufferin-Peel Catholic District School Board.
 - e. That prior to registration of the plan, that farm fencing be erected around the perimeter of Block 23 to the satisfaction of the Dufferin-Peel Catholic District School Board.
 - f. A clause to be included in the Servicing and/or Subdivision agreement stating that community mailboxes, temporary or permanent, will not be located on any boulevards adjacent to proposed school Block 23.
 - g. A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any and all requirements to install and maintain



neighbourhood gateway and/or entry features on proposed school Block 23.

- h. A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any and all requirements to install and maintain off-site improvements required to develop Block 28 as a school block (including but not limited to medians and/or centre islands, street lights, turning lanes, etc.)
- 20. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
- 21. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - a. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - b. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

- 22. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy.
 - b) The following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of



five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment (STOPR012) procedure and process"

23. Any amendment or adjustment to the subdivision that would result in an increase of proposed residential units should address to the satisfaction of the Peel District School Board the adequacy of school capacity to support the increase in proposed residential units beyond Block #22.
24. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of an elementary school on Block #22.
25. The applicant is required to provide site development plans for the school site area indicating the location of the required facilities. The Board requires 3.24 ha (8 acres) for an elementary school site. The proposed school site is designated in the Growth Management Staging and Sequencing Strategy for Block Plans 47-1 and 47-2.
26. Prior to registration of the plan, the City of Brampton requires that satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of School Block #22 designated in the plan for public school purposes.
27. The developer shall agree to install fencing to municipal standards.
28. The developer shall agree to post and maintain "No Dumping" signs along the perimeter fence as required by the Peel District School Board.
29. A clause and securities be included in the servicing agreement which prohibits the



stockpiling of any soils or material on School Block #22.

30. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the Peel District School Board prior to their establishment on the proposed school site.
31. The developer shall agree to confirm in writing to the Peel District School Board that capacity for a new school with regards to natural gas and hydro is adequate.
32. The applicant will ensure that Community mailboxes are not located along the frontage of School Block #22.
33. The developer shall agree that during construction of the surrounding development they will provide any traffic control as required by the municipality at no cost to the Peel District School Board.
34. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

Prior to the registration of the subdivision, the owner shall:

35. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
36. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
37. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
38. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
39. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
40. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of



all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.

41. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
42. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

Prior to the registration of the subdivision, the owner shall:

43. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
44. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
45. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
46. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

47. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
48. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

Prior to the registration of the subdivision, the owner shall:

49. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
50. The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
51. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilities

Prior to the registration of the subdivision, the owner shall:

52. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
53. Observe all aerial and underground clearances, as may be required.
54. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
55. Alectra Utilities supplies one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point. The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
56. The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
57. The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
58. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
59. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Hydro/Telecommunications

60. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

61. The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval.

Development Charges

62. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
- a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
63. Provision shall be made in the Subdivision Agreement with respect to:
- a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (nonfreehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

64. In respect of the water meter fees:
- a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;



- b. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications & Easements

65. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a. A road widening pursuant to the Region's Official Plan along The Gore Road (Regional Road #8) as below:
 - i. Mid-block right-of-way requirement is 45 metres, 22.50 metres measured along the centreline of The Gore Road;
 - ii. 245 metres within a municipal intersection, right-of-way requirement is 50.5 metres, 25.25 metres measured from centreline of The Gore Road;
 - iii. 15 metres x 15 metre daylight triangle at the intersection of The Gore Road and Street 1;
 - iv. 0.3 metre reserve along the frontage of The Gore Road and behind the daylight triangles.
- b. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands.

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

66. Clauses shall be included in the Subdivision Agreement in respect of:

- a. No lots or blocks shall have direct access to The Gore Road.
- b. The Developer shall remove any existing driveway/accesses along the frontage of The Gore Road that do not conform to the approved plans at its sole cost.

- c. The Developer shall provide an engineering design for: interim scenario (before the Region widens The Gore Road beyond 4 lanes of traffic) and ultimate scenario (after The Gore Road is widened to 6 lanes cross section).

Traffic Impact Study

67. Prior to registration of the Plan, a Traffic Impact Study, acceptable to the Region is required, detailing the impact on the Regional road network and identifying any mitigation measures. Clauses shall be included in the Subdivision Agreement in respect of same.
68. Engineering requirements for the intersections with Regional roads shall be determined after the Traffic Impact Study has been completed and filed, to the satisfaction of the Region.

Clauses shall be included in the Subdivision Agreement in respect of same.

69. Any road access/improvement works as identified in the Traffic Impact Study, including design and construction costs, shall be 100% the Developers responsibility. Clauses shall be included in the Subdivision Agreement in respect of same.

Road Occupancy Permit

70. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
71. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works will be required by the Region prior to any approvals.
72. The Developer shall acknowledge and agree that prior to the registration of the plan of subdivision, or any phase thereof:
 - a. The Developer shall provide to the Region's Public Works Department a Letter of Credit in the amount of \$475,000.00 (HST included) (50% of a four (4) way Permanent Traffic Signals) for future traffic control signals at the intersection of Street 1 and The Gore Road. All actual costs associated with the traffic control signals at the Regional road intersections shall be borne by the Developer.



- b. The Developer shall provide to the Region, Public Works Department, a certified cheque in the amount of \$76,439.46 (HST included) for maintenance of future traffic control signals at the intersection of Street 1 and The Gore Road.
- c. The Developer shall provide to the Region's Public Works Department a Letter of Credit in the amount of \$10,000.00 for pavement markings at each Regional Road intersection along the frontage of proposed development. The Developer shall also be responsible for pavement markings maintenance. The Letter of Credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings along Regional roads shall be in accordance with the Region's specifications and standards, as amended from time to time.
- d. The Developer shall be 100% financially responsible for bearing the costs for the boulevard works related to the Plan of subdivision and within the Region's right of way limits adjacent to the Plan of subdivision.

Clauses shall be included in the Subdivision Agreement in respect of same.

73. The Developer shall acknowledge and agree that:

- a. Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.
- b. The Region will not permit any alteration to grading within The Gore Road and right-of-way along the frontage of the Lands.
- c. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
- d. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of Regional roads only. Under no circumstance shall the flow of storm water from the Plan be diverted to or along The Gore Road's right of way (by pipe or channel); All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

74. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in



the Subdivision Agreement in respect of same.

75. The Developer shall acknowledge and agree that servicing of the subdivision will require:

- a. Construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast;
- b. Construction of external/internal 375mm/450mm dia. sanitary sewers from The Gore Road via an easement and on internal streets. The works are the financial responsibility of the Region as per Development Charges By-Law. 375/450mm dia. sanitary sewers are included in the Region's Five-Year Capital Budget and Forecast;
- c. Due to the existing elevations of the pipelines north of the Plan, flatter sanitary sewer slopes of 0.25% are required downstream of the pipeline crossings in order to discharge the sewer flows into the existing sanitary trunk sewer on The Gore Road. The Developer shall acknowledge and agree that any required increases in the sewer diameters to accommodate the flatter slopes will be at the Developers' sole cost (i.e. beyond the extent of the Approved Region's Development Charges Capital Budget infrastructure);
- d. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works.

Clauses shall be included in the Subdivision Agreement in respect of same.

76. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

77. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.

78. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual".

A clause shall be included in the Subdivision Agreement in respect of same.

79. Prior to registration of the subdivision, the Developer shall execute a Subdivision



Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.

80. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
- a. A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands;
 - b. Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along The Gore Road. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. Under no circumstance shall the flow of storm water from the Blocks be diverted to or along The Gore Road's right of way (by pipe or channel); All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer; and,
 - c. A noise abatement report is required for lots adjacent to The Gore Road.

Clauses shall be included in the Subdivision Agreement in respect of same.

81. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
82. Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network.

A clause shall be included in the Subdivision Agreement in respect of same.

83. Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling station (at the Developer's sole cost) within the proposed Plan. Location and the requirement for sampling station will be determined at the engineering review stage.
84. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

85. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time that the Region assumes the ownership of the subdivision infrastructure. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain



Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. The costs associated with the monitoring and flushing including the cost of water flushed shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

86. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;

- a. Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- b. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall



be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

87. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that The Gore Road intersection works, internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.
88. The Developer shall acknowledge the Region's commitment to the provision of safe drinking water and awareness of the Region's Drinking Water Quality Management System (QMS). The Region's QMS policy declares commitment to supplying safe and clean drinking water that meets all applicable legislative and regulatory requirements, to the consumer and the maintenance and continual improvement of the QMS. A clause shall be included in the Subdivision Agreement in respect of same.
89. The Developer shall acknowledge having been informed that the Region's drinking water systems are governed by the Province of Ontario legislation and that every person authorized to carry out work, including construction, extension and system modification and operation of any aspect of the Region's drinking water system is aware of the Safe Drinking Water Act, 2002, the applicable regulations and the legal instruments (Drinking Water Works Permit and Municipal Drinking Water Licence). Design and construction of any aspect of the drinking water system, subject to connection to the Region's existing drinking water system and availability of as-built drawings shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region of Peel standards.

The Developer shall acknowledge that a review of the Region's Drinking Water QMS and legislative mandates available through the Region's website at <http://www.peelregion.ca/pw/construction/> has been conducted.

Clauses shall be included in the Subdivision Agreement in respect of same.

90. The Developer shall acknowledge that if the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s), at a location approved by the Region, be cut and capped at the sole cost of the Developer. Re-commissioning of the watermain(s), as required by legislation, will be at the cost of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.



91. The Developer shall acknowledge responsibility for the conditions of the Environmental Compliance Approval issued to the Developer by the Ministry of the Environment, Conservation and Parks for wastewater infrastructure within the subdivision, including reporting and notification, as required. A clause shall be included in the Subdivision Agreement in respect of same.
92. The Developer shall acknowledge responsibility for the cost associated with the utilities locates on regional infrastructure from the time of their installation until final assumption of the Plan. A clause shall be included in the Subdivision Agreement in respect of same.
93. Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
94. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan;
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

95. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of the Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47. To this end, Peel staff acknowledge that an agreement has been reached in principle between the BP 47-1 Landowner Group and the City of Brampton to respond to Secondary Plan 47 policy 5.1.5.1 . Upon full execution of the agreement, the agreement may be considered satisfactory arrangements for the purposes of meeting the affordability target within 47.1, subject to review and confirmation of such to the satisfaction of Peel staff.
96. A clause shall be included in the Subdivision Agreement requiring that a warning clause be included in any agreements of purchase and sale or lease as follows:

"The owner and/or tenant is advised that there is a Peel Regional Police Substation – Gore Meadows currently operating in the vicinity and located at 10150 The Gore Road which may result in increased traffic, use of sirens and lights as part of their operations and may at times be audible."
97. Prior to registration of the Plan, the Region requires a satisfactory Waste Collection Plan and arrangements demonstrating all of the collection requirements outlined in the most



current version of the Region's Waste Collection Design Standards Manual.

98. A clause shall be included in the Subdivision Agreement requiring that noise impact studies be required as part of a complete Site Plan application(s) for blocks 8, 10 and 18 on the draft approved plan, and that prior to Site Plan Approval for each block, the noise impact study has been determined to be satisfactory to the Region and that all mitigation measures have been included and addressed through the Site Plan application for each block to the satisfaction of the Region, including the dedication of a buffer block(s) to the Region (free and clear of all encumbrances and contamination), if required.

Administrative — Clearance of Conditions

99. Prior to the signing of the final plan by the Commissioner, Planning, Building and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario
L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario

M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario
L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority
101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.



DRAFT

COMMENTS AND CONDITIONS MEMO

Date: November 5th, 2024

File: OZS-2021-0038 & 21T-21015B

From: Samantha Dela Pena

Subject: Conditions of Draft Approval
Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision

Candevcon Limited – Senwood Developments Inc.

(To facilitate a residential development of 178 single detached dwellings, 530 townhouse units, 913 apartment units and 320 mixed use apartment units. Additional blocks are included for one district retail block, two school blocks, five park blocks, three stormwater management blocks, natural heritage system blocks, buffer blocks, compensation blocks, linkage blocks, and vista blocks)

10159 The Gore Road

Circulation Date: October, 2024

Plan: Part of Lots 11 & 12, Concession 10 N.D.

Plan Dated: July 21st, 2021

Comment Revision #: 1st

The following represents a summation of comments and conditions from the **Development Services Division of the Planning and Development Services Department** with respect to matters dealing with Zoning, community information maps, warnings, notices, growth management, other general requirements to be included in the subdivision agreement, among others.

Development Planning staff have the following comments with respect to the note Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision application that will facilitate the development of 178 single detached dwellings, 530 townhouse units, 913 apartment units and 320 mixed use apartment units. Additional blocks are included for one district retail block, two school blocks, five park blocks, three stormwater management blocks, natural heritage system blocks, buffer blocks, compensation blocks, linkage blocks, and vista blocks on a site area of 70.79 hectares (174.92 acres).

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Sales Office Homebuyers Information Map

1. Prior to draft plan approval, the owner shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:
 - a) The proposed land uses within the subdivision based on the latest draft plan.
 - b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
 - c) The immediately surrounding existing and proposed land uses.
 - d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - e) The approximate locations of noise attenuation walls and berms;
 - f) The approximate locations and types of other fencing within the subdivision
 - g) Where parks and open space, storm water management facilities and walkways are located.
 - h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
 - i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
 - j) The locations of all Brampton Transit routes through the subdivision.
 - k) The following standard notes, using capital letters where noted:

i. "NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be several types of housing in the subdivision including townhouses and apartment buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iii. “Sites shown on the map for future schools, apartments, townhouses, churches, shopping plazas, parks etc. could have driveways anywhere along their street frontage. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “Some streets in this subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- v. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vi. “Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vii. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- viii. “Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- ix. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
- x. "School and church sites in this subdivision may eventually be converted to residential uses and houses will be built instead. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xi. "Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xii. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xiii. "There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca."
- xiv. "Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home."
- xv. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xvi. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."

- xvii. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xviii. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xix. “Gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.”
- xx. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”
- xxi. “There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.”
- xxii. “FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.”
- xxiii. “FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER’S ENGINEERING CONSULTANT.
- xxiv. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER’S LANDSCAPE ARCHITECTURAL CONSULTANT.”

Digital Submissions of Plans

2. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved, shall be provided to the City, in accordance with the Planning and Development Services Department’s digital submission requirements.

Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Residential Reserve Blocks

1. Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.

Final Homebuyers Information Map

2. Prior to registration of the plan, the owner shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map;
 - b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes;
3. The owner shall ensure that each builder selling homes within the subdivision:
 - a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

4. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
 - a) A statement indicating that Blocks 22 and 23 is intended to be developed for an Elementary School, however, if it is not developed for school purposes this parcel of land could be developed for single detached uses. For confirmation regarding the use of Blocks 22 and 23 as a public

elementary school and timing for construction and opening of a school please contact the Peel District School Board/Dufferin-Peel Catholic District School Board. For further information concerning the possibility of residential uses on this Block, please contact the City of Brampton, Development Services Division (at (905) 874-2050 or by email to Planning.Development@brampton.ca).

- b) A statement indicating that Blocks 8 and 9 will be developed for Residential High Density / Mixed Use purposes.
- c) A statement indicating that Blocks 10 and 11 will be developed for High Density Residential purposes.
- d) A statement indicating that Blocks 37, 38, 39, and 40 shall be developed for valleyland purposes;
- e) A statement indicating that Blocks 24, 25, 26, 27, and 28 will be developed as active parks and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Blocks 24, 25, 26, 27, and 28:

“Purchasers are advised that residents close to Blocks 24, 25, 26, 27, and 28 may be disturbed by noise and night lighting from the parks. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”
- f) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
- g) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- h) A statement indicating that Lots 23, 21, 36, 8, 10, 11 have a noise attenuation fence and berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.
- i) A statement indicating that gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.

- j) A statement indicating that the City of Brampton's Zoning By-law regulates the width of driveways and that owners do not widen their driveway before inquiring about the permitted driveway width for the lot.
- k) A statement advising prospective purchasers that Street 2, 4, 5, 6, 8, 14, and 15 will be extended in the future.
- l) The following statements:
 - i. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
 - ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- m) A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.

- n) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
- o) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:
- i. "Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."
 - ii. "Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events."
 - iii. "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or 6 at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment (STOPR012) procedure and process"

5. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

6. The owner shall erect and maintain signs in the following locations and in the following manner:
 - a) An advisory that residents close to the parks may be disturbed by noise and night lighting from the parks shall likewise be included. The signage shall also advise that for more information, Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email at planning.development@brampton.ca.
 - b) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - c) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

 “Notice:
 Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.”
 - d) to the satisfaction of the Peel District School Board at all major entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board’s Transportation Policy. These signs shall be to the Board’s specifications, at locations determined by the Board and erected prior to registration.

Cost Sharing

7. Prior to registration the owner shall sign the Landowners Cost Share Agreement and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Site Alternate Use

8. In the event that any block proposed for school purposes is not acquired by the Peel District School Board or The Dufferin-Peel Roman Catholic School Board, as the case may be, the block, or blocks, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.

School Site Acquisition and Cost

9. The school board shall be offered the school site at a price that does not exceed the value of the land determined as of the day before the day of the approval of the draft plan of subdivision.

Site Plan Approval

10. N/A

Telecommunications

11. The owner shall permit all telecommunications service providers that are a “Canadian carrier” as defined in subsection 2(1) of the Telecommunications Act of a “distribution undertaking” as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City (“Telecommunication Providers”) to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the owner shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the owner directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The owner shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the owner shall provide evidence of same satisfactory to the City. Until such installation is completed, the owner shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The owner shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The owner acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.
12. Prior to commencing any work within the plan, the owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the

event that such infrastructure is not available, the owner is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the owner shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

13. Prior to registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

Sustainability Score and Summary

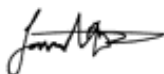
14. N/A

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Samantha Dela Pena
 Development Planner, Development Services and Design
 Planning, Building and Growth Management
 Tel: 905-874-5965
Samantha.DelaPena@Brampton.ca

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: September 18th 2024
File: **OZS-2021-0038**
To: Samantha DelaPena
From: Adam Davidson (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-21015B
Draft Plan of Subdivision
Maria Jones
Senwood Development Inc.
10159 The Gore Road

Circulation Date: 09/08/2021

Revision: 2

A. PRIOR TO DRAFT PLAN APPROVAL

Designs are to adhere to the City subdivision requirements as found within the Corporation of The City of Brampton Subdivision Design Manual. To that end, prior to draft plan approval, the applicant will be required to demonstrate that Transportation Development Engineering requirements have been achieved. In this regard, the following is a list of some of the respective design requirements that will need to be demonstrated prior to draft approval being issued.

1. ~~We required a traffic calming plan prior to draft plan approval~~
2. ~~All proposed laneways must be identified as private~~
3. ~~Street 20 at Clarkway Drive is depicting 10m by 10m daylight triangles. A 15m by 15m daylight triangle is required.~~
4. We now require draft plans to identify street names prior to draft plan approval.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245. Where applicable this includes laneways where the minimum allowable curb radius is 7.5 metres.
2. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.

3. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.
4. Applicant agrees to provide \$436,000 in securities and \$470,000 in cash in lieu for all the signal requirements for the proposed draft plan.
 - a. Castlemore Road at Bloom Drive - \$135,000 (Securities)
 - b. Clarkway Drive at Street 20 - \$135,000 (Securities)
 - c. 2 PXO locations - \$166,000 (Securities)
 - d. Street 2 at Street 3 - \$235,000 (Cash in lieu)
 - e. Street 19 at Street 20 - \$235,000 (Cash in lieu)

C. GENERAL COMMENTS

- ~~1. See attached drawing identifying signal locations. We require developer to construct the south leg at Castlemore Road at Bloom Drive and the intersection at Street 20 at Clarkway Drive (securities required). We require the developer to install 2 PXO's which are identified on the attached drawing. We required cash in lieu for future signals at Street 2 at Street 3 and Street 19 at Street 20. Cash in lieu amounts and securities will be finalized after the next submission.~~
 - ~~a. Castlemore Road at Bloom Drive - \$135,000 (Securities)~~
 - ~~b. Clarkway Drive at Street 20 - \$135,000 (Securities)~~
 - ~~c. 2 PXO locations - \$166,000 (Securities)~~
 - ~~d. Street 2 at Street 3 - \$235,000 (Cash in lieu)~~
 - ~~e. Street 19 at Street 20 - \$235,000 (Cash in lieu)~~
- ~~2. All comments related to The Gore Road will be made by the Region of Peel.~~
- ~~3. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.~~
- ~~4. Staging & Sequencing yet to be determined~~
- ~~5. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, and High Density lots and the ends of some Cul-de-sacs.~~
- ~~6. The applicant is required to provide for Canada Post community mailbox locations and identify locations on a separate drawing. This may include providing lay bys for locations at or near intersections. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.~~
- ~~7. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0~~

metres.” Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.

8. ~~Inscribed Circle Diameter (ICD) is required to meet the minimum 40 metre diameter for a single lane roundabout.~~

a. ~~A minimum 40.0 meter inscribed circle diameter (ICD) is required for the single lane roundabout. 40.0 metres is the minimum ICD (per TAC range of 40-60 metres) to accommodate WB-20 vehicle designs. Please modify the roundabout drawing accordingly, (see attached). Note: multi-lane roundabout ICD's to accommodate WB-20 design vehicles range from 50.0m to 67.0m.~~

b. ~~In order to provide maximum safety for pedestrians (as per Vision Zero initiatives), all new roundabouts will require a Type B or Level 2 Type B or Type C Pedestrian Crossover as outlined in OTM Book 15. This requirement means that the driveways for the lots at the roundabouts will need to be behind (prior to) the stop location on the approach to the crossing, which is located 15m from the yield line of the roundabout, in addition the splitter islands for the roundabouts needs to have sufficient length to accommodate the required signage for the pedestrian signage and other roundabout signs.~~

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Regards,

Adam Davidson

Transportation Planning Technologist | Public Works | City of Brampton
T: 437.217.6007 | F: 905-874-2599 | 1975 Williams Parkway | ON L6S 6E5

COMMENTS AND CONDITIONS MEMO

Date: October 15 2024 Revised
File: OZS-2021-0038
To: Samantha DelaPena, Development Planner
From: Hugh Chen, Urban Designer
Subject: Requirements for Draft Plan of Subdivision Approval

Location: 10159 The Gore Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Urban Design Section with respect to matters dealing with urban design:

A. PRIOR TO DRAFT PLAN APPROVAL

- NIL

B. CONDITIONS OF DRAFT PLAN APPROVAL

In accordance with the “Architectural Control Guidelines for Ground Related Residential Development”, Chapter 7 of the “Development Design Guidelines”, and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree to the following:

1. Select an approved Control Architect from the short list of architectural firms established by the City;
2. approval of an Architectural Control Guideline section of a Community Design Guideline or Urban Design Guideline after it is drafted, to the satisfaction of the City; and
3. That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders, and City staff to identify the City’s expectations, key issues, the Architectural Control Compliance process, and milestones. Written confirmation of the participants’ attendance and their understanding of the entire process will be provided to the City. The Control Architect will confirm these meetings and which builders will be affected. Where the Control Architect is satisfied that a meeting is not needed a letter of “Information Meeting and Applicant’s Understanding of ACG protocol” will be required;
4. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
5. To pay all associated fees to the City as per By-law 110-2010;
6. After Registration, the Developer agrees that the Control Architect provides to the City, during construction, Quarterly Site visits and bi-annual Site Monitoring Reports;

7. Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues:

8. This application should confirm to Architectural Control Guidelines for Ground Related Residential Development (ACGRRD) Chapter 7 of the Development Design Guidelines, and subject to Architectural Control Compliance Review Process.
9. This application should confirm to the approved Block 47-1 Town Centre Guidelines (Block 47-1 & 47-2 CDG Addendum). In situations where the application is not fully aligned with the Town Centre Guidelines, an addendum to address the deviation with location of priority lots is required to be submitted.
10. For Block 8, 9, the following comments are to be addressed:
 - i. Preliminary architectural drawings including site plans, ground floor plans, typical floor plans, roof plans, landscape plans, elevations, sections, material schedules should be provided for more detailed comments.
 - ii. Additional vegetations should be provided on site to create sufficient buffer, especially for the open space.
 - iii. Use high-quality design elements, such as surface materials, furnishings, landscaping, and pedestrian scale lighting that are high-quality, functional, universally accessible and environmentally sustainable for both the buildings and the public realm. Refer to 47-1 Town Centre Guidelines for reference.
 - iv. Sun/shadow studies are required based on Sun/shadow study terms of reference, refer to:
<https://www.brampton.ca/EN/Business/planning-development/DevelopmentApplicationGuidelines/Brampton%20Sun%20Shadow%20Study%20Terms%20of%20Reference.pdf>
 - v. Depending on the height of the high-density residential buildings, wind study might be required. Please refer to Wind Study ToR for reference:
<https://www.brampton.ca/EN/Business/planning-development/DevelopmentApplicationGuidelines/City%20of%20Brampton%20Wind%20Study%20Terms%20of%20Reference.pdf>

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Hugh Chen

Hugh Chen

Urban Designer | Development Services & Design

Planning, Building & Economic Development Department

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2

E-Mail: hugh.chen@brampton.ca

COMMENTS & CONDITIONS MEMO

Date: Jun 07, 2024

File: OZS-2021-0038, 21T-21015B

To: A. Ramsammy, Development Services

From: S. Massah, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Draft Plan of Subdivision
(To permit 153 single detached dwellings, 568 townhouse units, 1233 apartment units and 1285 mixed use apartment units. Additional blocks are included for parks, schools, district retail, stormwater management ponds, natural heritage and new streets.)
Updated Conditions from the Park Planning & Development Section

Consultant: **CANDEVCON LTD.**

Owner: **SENWOOD DEVELOPMENT INC.**

Location: 10159 The Gore Road, Brampton
Circulation Date: Jun 8, 2023
Ward: 10

In response to the Accela circulation of the above noted Draft Plan of Subdivision dated Jun 8, 2023, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our Comments & Conditions Memo dated Jun 27, 2023.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

Requested Adjustments to Plan:

1. Each park must have at least two public street frontages. The Park Planning department cannot accept Park Block 28 as it is surrounded by medium-density residential condominiums, a result of removing the planned public street in the Block Plan Highway 427. Please merge Park

Block 28 with Park Block 27 by removing the southern row of medium-density residential buildings and relocating them to the current location of Park Block 28.

2. Due to changes in the street design from the original Block Highway 427 plan, Vista Block 34 can be converted to a walkway block with a minimum width of 9 meters. Please provide the dimensions for this block on the plan.

3. Please provide additional justification for the necessity of Vista Block 35. We acknowledge its inclusion in the Block Highway 427 CDG but are unsure of its requirement since the SWM pond will have a trail and can be connected to Park Block 25.

B. CONDITIONS OF DRAFT PLAN APPROVAL

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City. These items will be included in the subdivision agreement.

a) Prior to commencement of construction

Hoarding of Natural Features:

4. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts along the outer limits of the Natural Heritage System (NHS) buffer Blocks 52A-52J, and along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Pathway Locations:

5. The Owner is required to install and maintain notification signage, at the rear of approximately every three (3) lots (facing the residential lot, in accordance with City standards), advising future residents of the following:

*“Purchasers are advised that a multi-purpose path will be constructed (Specify).
For more information, please call the City of Brampton at 311.”*

Notification Signage – Public Lands:

6. The Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified park, open space and stormwater management blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. These items will be included in the subdivision agreement.

Fencing:

10. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Land Appraisal- Section 51.1 Parkland Conveyance:

11. In case of a Section 51.1 dedication requirements, the Owner will be required to commission and submit a land appraisal by an accredited appraiser in good standing with the AIC, in accordance with the City standards, and subject to the review and shall be to the satisfaction of the City's Realty Services Section. The effective date of the said appraisal is required to be **within 120 days** from the date of the Draft Plan Approval. Land appraisal report more than 120 days old will require an update.

Maintenance Fees:

12. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.

13. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan).

Parkland Dedication:

14. Any submitted appraisals or amendments thereto shall be in accordance with City standards, and shall be to the satisfaction of the City's Realty Services Section.

15. Prior to registration Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) based on section 51.1, and the City's Parkland Dedication By-law, as amended OR subject to alternative arrangements, such as the entering into a Master Parkland Conveyance Agreement, as per Section 6.3 of the City's parkland dedication by-law, as amended, at the sole discretion of the Commissioner of Community Services.

The Owner is proposing to convey Blocks 24-28 totaling 5.20 ha (12.85 ac.) to the City, to the City to fulfill Parkland Dedication requirements.

Note: Vista Block 35 is not considered parkland in the future calculations by Park Planning.

Plan Requirements for all Public Lands:

20. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

21. Prior to Plan registration, the Owner shall provide within the detailed working drawings a comprehensive restoration and enhancement planting plan for all buffer areas and Natural Heritage Features, for compensation areas as recommended by the EIS.

22. The Owner agrees to design, prepare drawings and construct the entire neighborhood park, comprised of proposed Park Block 25 on the subject plan and proposed Park Block 6 on the adjacent plan under file 21T-23003B, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Owner agrees to coordinate the completion of the entire park with the owners of Park Block 6, 21T-23003B; within twenty-four (24) months of the registration of the 21T-21015B subdivision plan, unless this time is extended in writing by the City.

23. The Owner agrees to design, prepare drawings and construct the entire neighborhood park, comprised of proposed Park Block 26 on the subject plan and proposed Park Block 151 on the adjacent plan under file 21T-21017B, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Owner agrees to coordinate the completion of the entire park with the owners of Park Block 151, 21T-21017B; within twenty-four (24) months of the registration of the OZS-2021-0038 subdivision plan, unless this time is extended in writing by the City.

Signage for NHS:

24. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans:

25. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

26. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, stormwater management ponds, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

27. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City. Compensation requirements shall conform to the City's Tableland Tree Assessment Guidelines.

Tableland Vegetation:

28. A Tree Evaluation Report, shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Trail Design and Construction

29. Prior to the registration of the first plan of subdivision and with the first detailed design submission, the applicant will liaise with the entire land owner group to design, prepare and submit detailed landscape drawing packages for the pedestrian trails and bridges to the City's satisfaction.

Post registration and prior to assumption, the applicant will secure all permits and construct the pedestrian trails and bridges within the three valleylands located in the segment within which the subject application is located in. The segments in Block 47-1 and Block 47-2 (divided in three segments- from Castlemore Road to East West collector, from East West collector to Countryside Drive and from Countryside Drive to Mayfield Rd).

Note: The land owner group will be compensated for the design and construction of the trail and bridges as per Schedule D of the subdivision agreement.

In cases where non/participant/holdout properties are involved, the Applicant shall provide thorough detailed designs depicting the trails by-passing these properties on to the Public Right of Way for the review and acceptance to the City.

Trail construction package:

30. The applicant in conjunction with the Land Owners Group shall provide the following packages with the first detailed design submission:

- a. Landscape drawing package for the pedestrian trails and bridges / channel system planting and restoration
- b. Interpretive signage package
- c. Wayfinding signage package
- d. Trail head signage

Warning Clauses – Parks, NHS, Open Space, etc.

31. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park(Blocks 24-28), Natural Heritage System (NHS)(Blocks 37-40 & 48-51 & 52A-52J) open space (Blocks 37-40) and stormwater management blocks (Blocks 29-31) that state:

“The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Community Services Department.

Warning Clauses – Street Trees

32. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

“The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Community Services Department.

Woodland Development Plan:

33. The Owner shall submit a Woodland Development Plan to the in accordance with the City’s [Woodland Management Plan Guidelines](#) and to the satisfaction of the City.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

34. All identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

35. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

36. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Woodland Management Plan Implementation:

37. The Owner will be responsible for implementing all identified short-term woodland management measures in accordance with the approved Woodland Management Plan. In this regard, the Owner shall submit detailed landscape plans and cost estimates to the satisfaction of the City. The short-term management measures shall be completed within one (1) year of the date of registration of the Plan, unless the City extends such time in writing. All works will be subject to the City's standard 2-year maintenance and warranty period for landscape works.

Reimbursement for Creditable Work:

38. Following completion of parks, NHS and trail system development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City's Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twenty (124) months of the date of plan registration, unless an extension has been granted in writing by the City or unless a more rapid delivery of the park/valleyland blocks is required to service existing residents.

As-Built Drawings:

39. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

40. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland / greenbelt block, vista block or other location as determined by the City, shall be removed at the Owner's expense.

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Sustainability – Park Planning Requirements

41. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the [latest requirements](#) set out by the City for the development of such documents

Parks and Open Space Naming:

42. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:

- a) Park Block'24' shall be identified at a later stage.
- b) Park Block'25' shall be identified at a later stage.
- c) Park Block'26' shall be identified at a later stage.
- d) Park Block'27' shall be identified at a later stage.
- e) Park Block'28' shall be identified at a later stage.
- f) Vista/Open Space Linkage Block '35' with Stormwater Management Pond Block '30' shall be identified at a later stage
- g) Stormwater Management Pond Block '29' shall be identified at a later stage
- h) Stormwater Management Pond Block '31' shall be identified at a later stage
- i)

- j) NHS Valley Blocks '37' with their associated buffer blocks '52J & 52F' and Vista/NHS Blocks '32-33' shall identified at a later stage.
- k) NHS Valley Blocks '38-39' with their associated buffer blocks '52H, I, G' shall identified at a later stage.
- l) NHS Valley Block '40' with their associated buffer blocks '52A,B,C,D,E', and NHS Compensation Blocks '48-51' shall identified at a later stage.

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
saghar.massah@brampton.ca

CC: J.K. Bajwa, P. Pushan, K. Cianchino



3		
2		
1	Issued for Review	Jul. 12 '21
NO:	REVISIONS:	ISSUED:

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CLIENT:
GoldPark Group

PROJECT:
Block 47 Development Block 07
Senwood Development
Brampton, ON.

SHEET TITLE:
Site Plan

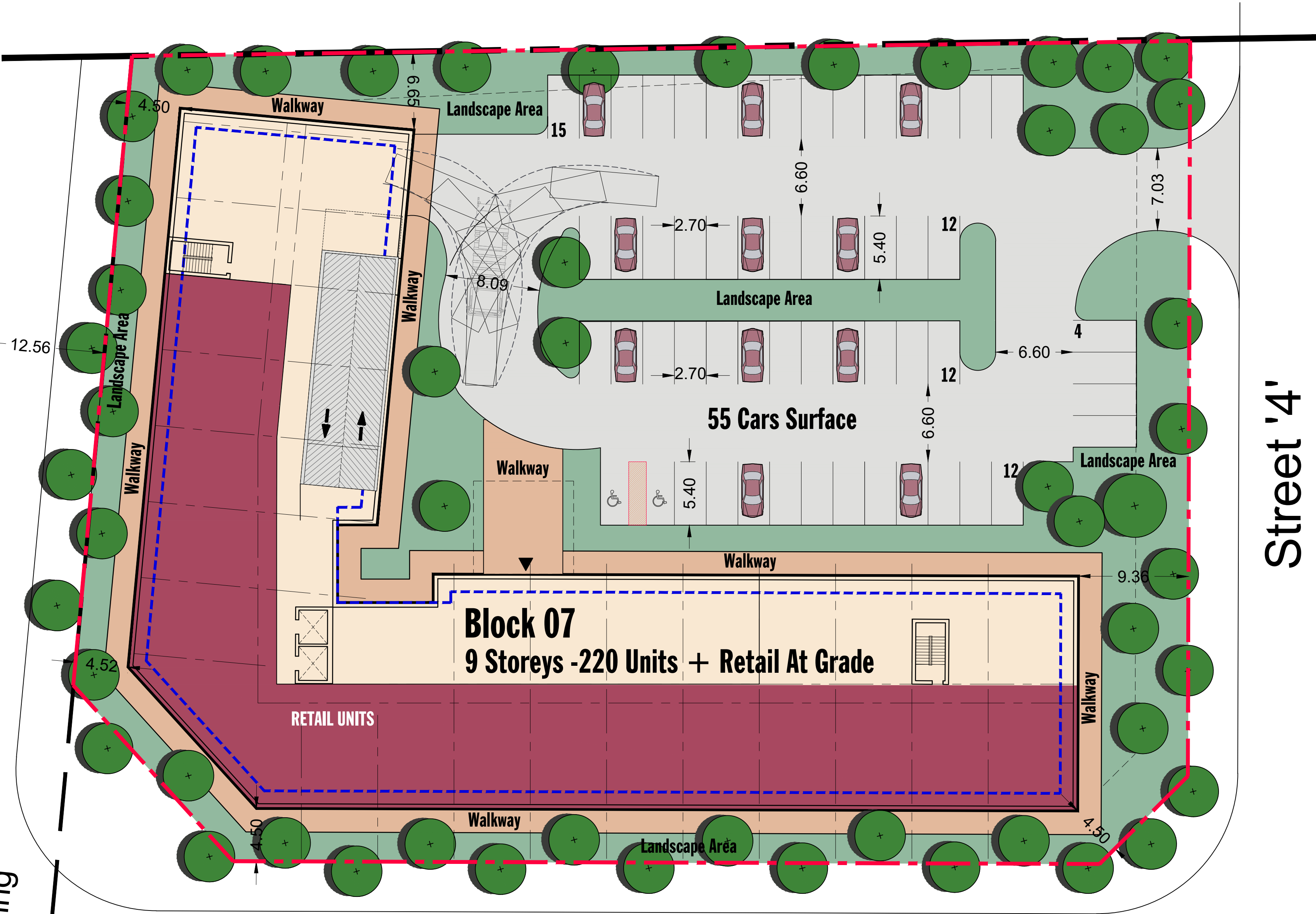
PROJECT NO. D0025	
SCALE: 1:250	DATE: February 2021
DRAWN: msai	SHEET NO: A1.0
CHECKED: msai	
FILE NO. D0025	

Block 07 - Site Statistics

	Required	Provided
Net Site Area		0.63 ha (6,318 m²)
Residential: Gross Construction Area		
Ground Floor		1,105m²
2-7 Floors		2,294m² x 6 Floors = 13,764m²
8-9 Floors		1,906m² x 2 Floors = 3,812m²
Total GCA		18,681m²
Retail: Gross Construction Area		
Ground Floor		1,192m²
No. of Units	Max. 126 Units	220 Units (85m² per unit)
Residential Density	200 UPha	349 UPha
Parking Required		
Residential Parking		264 Spaces (1.2/unit)
Retail Parking		80 Spaces (1/20m²)
Total Parking Required		324 Spaces
Parking Provided		
Surface Parking		55 Spaces
Underground Parking (P1)		136 Spaces
Underground Parking (P2)		136 Spaces
Total Parking Provided		327 Spaces
Building Height		9 Storeys/ 33.00m
DEVELOPMENT AREA	AREA	PERCENTAGE
O.B.C. BUILDING AREA (footprint):	6,318 m²	36.31%
PAVED AREA:	2,294 m²	28.73%
LANDSCAPED AREA:	1,815 m²	34.96%
	2,209 m²	100%

The Gore Road

Block 46
Road Widening



Street '1'

Street '4'

Block 34
Stormwater
Management Pond G2

Site Plan
Block 07



3		
2		
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NO:	REVISIONS:	ISSUED:

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CLIENT:
GoldPark Group

PROJECT:
**Block 47
Development Block 07**

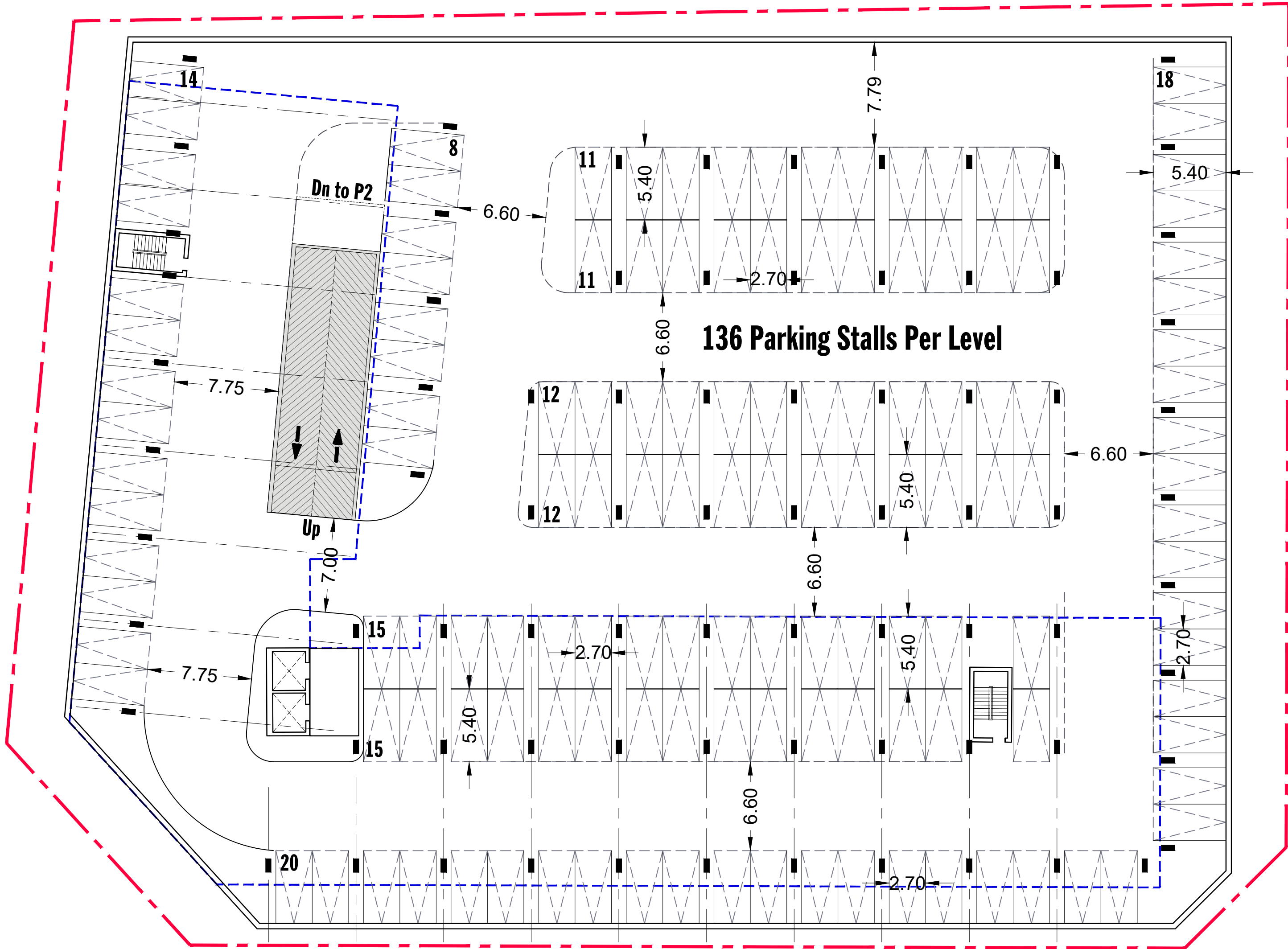
Senwood Development
Brampton, ON.

SHEET TITLE:
**Underground Level -
P1 - P2**

PROJECT NO. D0025	
SCALE: 1:250	DATE: February 2021
DRAWN: msai	SHEET NO: A1.1
CHECKED: msai	
FILE NO. D0025	

Parking Statistics

Parking Required	
Residential	262 Spaces
Retail	63 Spaces
Total Parking Required	325 Spaces
Parking Provided	
Surface Parking	55 Spaces
Underground Parking (P1)	136 Spaces
Underground Parking (P2)	136 Spaces
Total Parking Provided	327 Spaces



P1 & P2 Level

**Underground Plan
Block 07**



Block 08 - Site Statistics		
	Required	Provided
Net Site Area		0.37ha (3,710 m²)
Residential: Gross Construction Area		
Ground Floor		825m²
2-4 Floors		1,629m² x 3 Floors = 4,887m²
5-6 Floors		1,338m² x 2 Floors = 2,676m²
Total GCA		8,388m²
Retail: Gross Construction Area		
Ground Floor		804m²
No. of Units	Max. 76 Units	100 Units (85m² per unit)
Residential Density	200 U/Pha	270 U/Pha
Parking Required		
Residential Parking		120 Spaces (1.2/unit)
Retail Parking		40 Spaces (1/20m²)
Total Parking Required		160 Spaces
Parking Provided		
Surface Parking		11 Spaces
Underground Parking (P1)		75 Spaces
Underground Parking (P2)		77 Spaces
Total Parking Provided		163 Spaces
Building Height		6 Storeys/ 20.0m
DEVELOPMENT AREA	AREA	PERCENTAGE
O.B.C. BUILDING AREA (footprint):	3,710 m²	
PAVED AREA:	1,629 m²	43.91%
LANDSCAPED AREA:	896 m²	24.15%
	1,185 m²	31.94%
		100%



3		
2		
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CLIENT:
GoldPark Group

PROJECT:
Block 47 Development Block 08

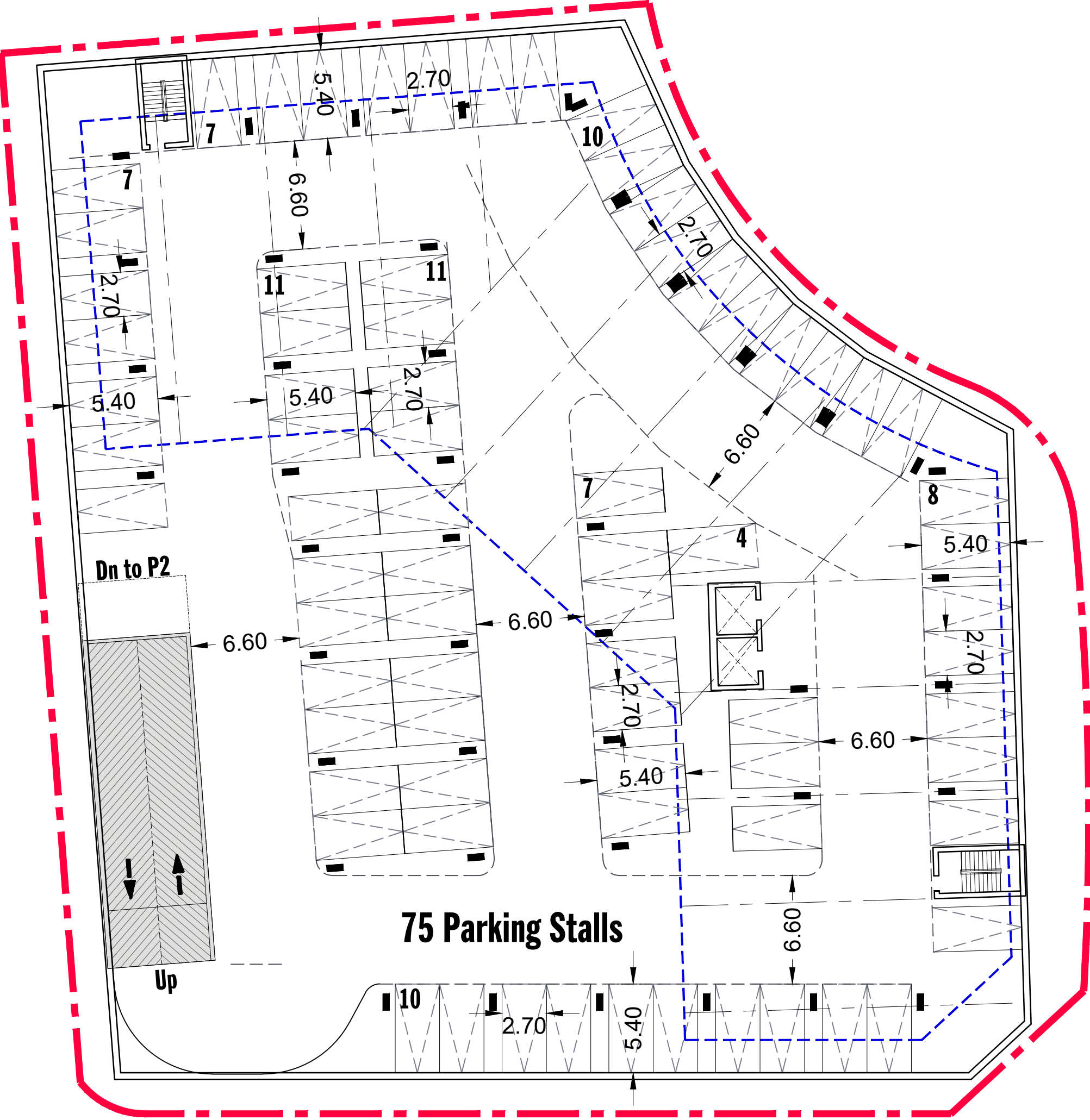
Senwood Development
Brampton, ON.

SHEET TITLE:
Site Plan

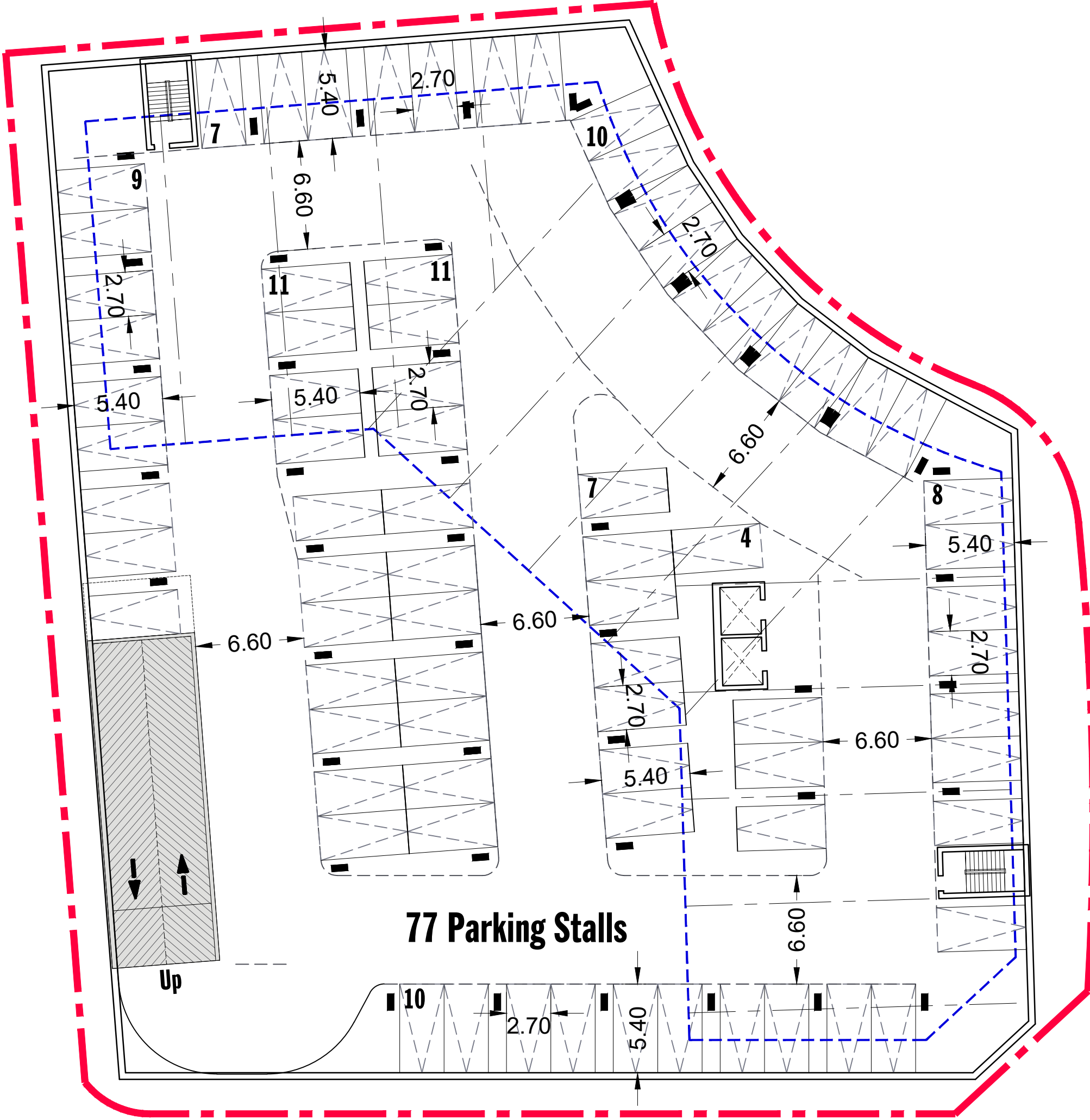
PROJECT NO. D0025	
SCALE: 1:250	DATE: February 2021
DRAWN: msai	SHEET NO: A1.3
CHECKED: msai	
FILE NO. D0025	

Parking Statistics

Parking Required	
Residential	120 Spaces
Retail	40 Spaces
Total Parking Required	160 Spaces
Parking Provided	
Surface Parking	11 Spaces
Underground Parking (P1)	75 Spaces
Underground Parking (P2)	77 Spaces
Total Parking Provided	163 Spaces



P1 Level



P2 Level

Underground Plan
Block 08



3		
2		
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CLIENT:
GoldPark Group

PROJECT:
**Block 47
Development Block 08**

Senwood Development
Brampton, ON.

SHEET TITLE:
**Underground Level -
P1 - P2**

PROJECT NO. D0025	
SCALE: 1:250	DATE: February 2021
DRAWN: msai	SHEET NO: A1.4
CHECKED: msai	
FILE NO. D0025	



Site Plan

Block 09

Block 09 - Site Statistics		
	Required	Provided
Net Site Area		1.47 ha (14,680 m ²)
Block 3A (West): Gross Construction Area		
Ground Floor		2,331m ²
2-8 Floors		2,331m ² x 8 Floors = 18,648m ²
10-11 Floors		1,071m ² x 2 Floors = 3,942m ²
Total GCA		34,921m ²
Block 3B (East): Gross Construction Area		
Ground Floor		3,228m ²
2-8 Floors		3,228m ² x 7 Floors = 22,596m ²
9-10 Floors		3,462m ² x 2 Floors = 6,924m ²
Total GCA		31,198m ²
No. of Units	Max. 292 Units	860 Units
Block 3A (West)		234 Units (85m ² per unit)
Block 3B (East)		367 Units (85m ² per unit)
Residential Density	200 U/LpHa	440 U/LpHa
Parking Required		352 Spaces
Residential Parking: Block 3A (West)		140 Spaces (1.2 units)
Residential Parking: Block 3B (East)		792 Spaces
Total Parking Requirement		792 Spaces
Parking Provided		792 Spaces
Surface Parking		792 Spaces
Underground Parking (P1)		343 Spaces
Underground Parking (P2)		343 Spaces
Total Parking Provided		792 Spaces
Building Height: Block 3A (West)		11 Storeys/ 38.0m
Building Height: Block 3B (East)		10 Storeys/ 38.0m
	AREA	PERCENTAGE
DEVELOPMENT AREA	1,686 m ²	
BUILDING AREA (Resptm): Block 3A & 3B	5,599 m ²	37.94%
PAVED AREA	4,270 m ²	29.60%
LANDSCAPED AREA	4,861 m ²	300%



3		
2		
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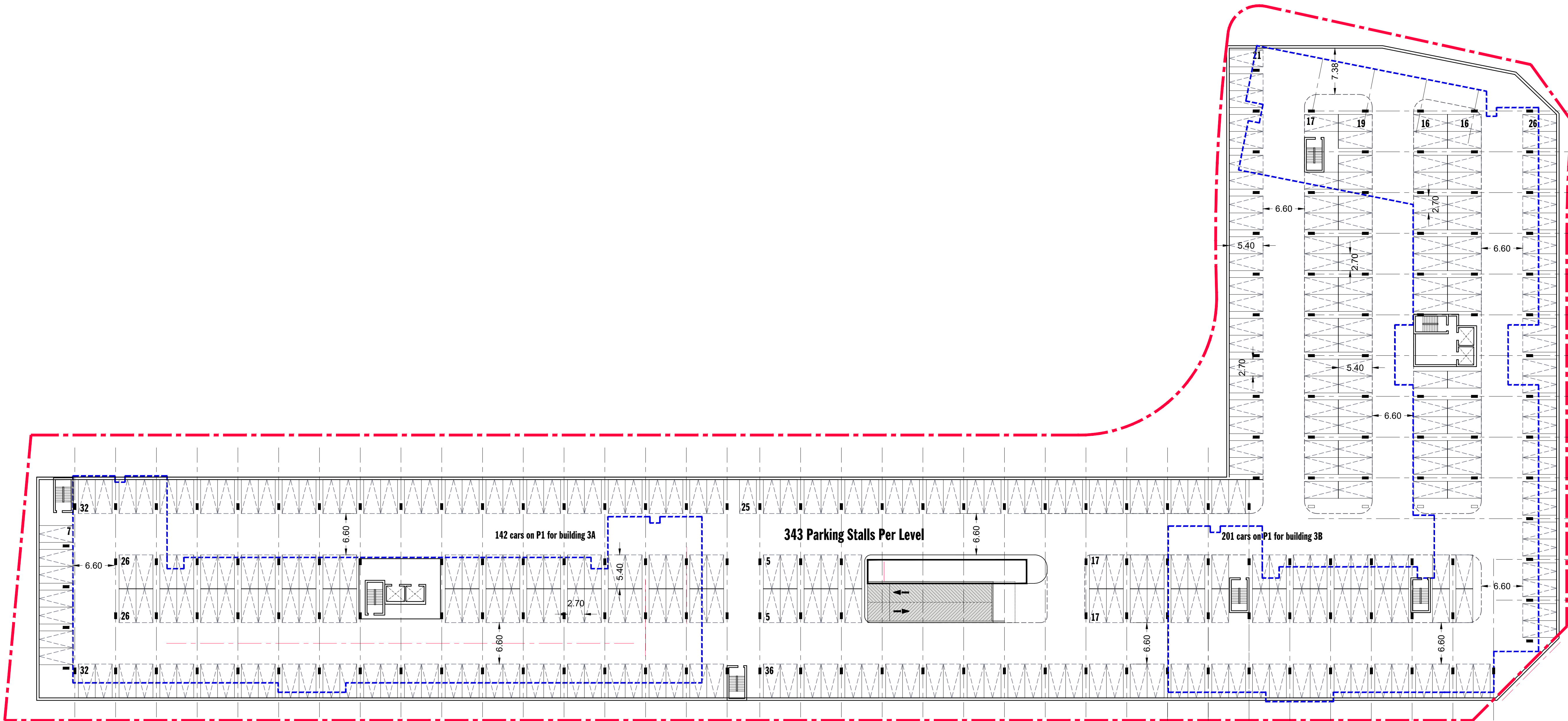
CLIENT:
GoldPark Group

PROJECT:
**Block 47
Development Block 09**

Senwood Development
Brampton, ON.

SHEET TITLE:
**Underground Level -
P1 - P2**

PROJECT NO. D0025	
SCALE: 1:350	DATE: February 2021
DRAWN: msai	SHEET NO: A1.6
CHECKED: msai	
FILE NO. D0025	



P1 & P2 Level

Underground Plan
Block 09

Parking Statistics	
Parking Required	
Residential Parking: Block 3A (West)	334 Spaces
Residential Parking: Block 3B (East)	460 Spaces
Total Parking Required	794 Spaces
Parking Provided	
Surface Parking	
Provided for Block 3A	50 Spaces
Provided for Block 3B	59 Spaces
Total Surface Parking	109 Spaces
Underground Parking (P1)	
Provided for Block 3A	142 Spaces
Provided for Block 3B	201 Spaces
Total P1 Parking	343 Spaces
Underground Parking (P2)	
Provided for Block 3A	142 Spaces
Provided for Block 3B	201 Spaces
Total P2 Parking	343 Spaces
Total Parking Provided	795 Spaces



Block 10 - Site Statistics		
	Required	Provided
Net Site Area		0.57 ha (5,650 m²)
Residential: Gross Construction Area		
Ground Floor		2,225m²
2-8 Floors		2,225m² x 7 Floors = 15,575m²
9-10 Floors		1,832m² x 2 Floors = 3,664m²
Total GCA		21,464m²
No. of Units	Max. 117 Units	253 Units (85m² per unit)
Residential Density	200 U/Pha	444 U/Pha
Parking Required		
Residential Parking		304 Spaces (1.2/unit)
Total Parking Required		304 Spaces
Parking Provided		
Surface Parking		54 Spaces
Underground Parking (P1)		126 Spaces
Underground Parking (P2)		128 Spaces
Total Parking Provided		308 Spaces
Building Height		10 Storeys/ 36.0m
DEVELOPMENT AREA	AREA	PERCENTAGE
O.B.C. BUILDING AREA (footprint):	5,650 m²	39.47%
PAVED AREA:	2,225 m²	33.10%
LANDSCAPED AREA:	1,870 m²	27.43%
	1,550 m²	100%

Site Plan
Block 10



3		
2		
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CLIENT:
GoldPark Group

PROJECT:
Block 47 Development Block 10
Senwood Development
Brampton, ON.

SHEET TITLE:
Site Plan

PROJECT NO. D0025	
SCALE: 1:250	DATE: February 2021
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CHECKED: msai	
FILE NO. D0025	



Block 41 - Site Statistics		
	Required	Provided
Net Site Area		9,156 ha (91,580 m²)
Building A (Retail): Gross Construction Area		
Ground Floor		4,528m²
Total GCA		4,528m²
Building B (Retail): Gross Construction Area		
Ground Floor		1,596m²
Total GCA		1,596m²
Building C (Retail): Gross Construction Area		
Ground Floor		566m²
Total GCA		566m²
Building D (Retail): Gross Construction Area		
Ground Floor		2,407m²
Total GCA		2,407m²
Building E (Residential): Gross Construction Area		
Ground Floor		1,345m²
2-4 Floors		1,345m² x 3 Floors = 4,035m²
5-6 Floors		892m² x 2 Floors = 1,984m²
Total GCA		7,364m²
Building F (Residential): Gross Construction Area		
Ground Floor		1,345m²
2-6 Floors		1,345m² x 5 Floors = 6,725m²
7-8 Floors		892m² x 2 Floors = 1,984m²
Total GCA		10,054m²
Building G (Retail): Gross Construction Area		
Ground Floor		832m²
Total GCA		832m²
Building H & I (Res): Gross Construction Area		
Ground Floor (Shared Podium)		3,185m²
2-6 Floors (Tower H)		1,562m² x 5 Floors = 7,810m²
7-12 Floors (Tower H)		809m² x 6 Floors = 9,708m²
2-6 Floors (Tower I)		1,562m² x 5 Floors = 7,810m²
7-12 Floors (Tower I)		809m² x 6 Floors = 9,708m²
Building J (Retail): Gross Construction Area		
Ground Floor		926m²
Total GCA		926m²
Building K & L (Retail): Gross Construction Area		
Ground Floor (Shared Podium)		1,205m²
2-4 Floors (Tower K)		566m²
2-4 Floors (Tower L)		536m²
Building M & N (Retail): Gross Construction Area		
Ground Floor (Shared Podium)		1,070m²
2-4 Floors (Tower M)		494m²
2-4 Floors (Tower N)		494m²
Building O (Retail): Gross Construction Area		
Ground Floor		494m²
Total GCA		494m²
Building Q (Medical): Gross Construction Area		
Ground Floor		1,330m²
2-3 Floors		1,330m² x 2 Floors = 2,660m²
Total GCA		3,990m²
Building R (Residential): Gross Construction Area		
Ground Floor		4,054m²
2-6 Floors		4,054m² x 5 Floors = 20,270m²
7-8 Floors		3,158m² x 2 Floors = 6,316m²
Total GCA		30,640m²
Building S (Residential): Gross Construction Area		
Ground Floor		2,488m²
2-6 Floors		2,488m² x 5 Floors = 12,440m²
7-8 Floors		1,951m² x 2 Floors = 3,902m²
Total GCA		18,830m²
Building T (Residential): Gross Construction Area		
Ground Floor		1,324m²
2-4 Floors		1,324m² x 3 Floors = 3,972m²
5-6 Floors		898m² x 2 Floors = 1,996m²
Total GCA		7,292m²
DEVELOPMENT AREA	AREA	PERCENTAGE
O & C: BUILDING AREA (footprint):	91,560 m²	31.25%
PAVED AREA:	28,611 m²	35.50%
LANDSCAPED AREA:	32,504 m²	33.25%
	30,445 m²	100%

Parking Required	
Building A - Shopping Center	
GCA	4,528m²
GCA (<10%)	4,075m²
Retail Parking Spaces	177 Spaces (1/23m²)
Building B - Shopping Center	
GCA	1,596m²
GCA (<10%)	1,436m²
Retail Parking Spaces	62 Spaces (1/23m²)
Building C - Shopping Center	
GCA	566m²
GCA (<10%)	509m²
Retail Parking Spaces	22 Spaces (1/23m²)
Building D - Retail	
GCA	2,407m²
GCA (<10%)	2,168m²
Retail Parking Spaces	108 Spaces (1/20m²)
Building E - Residential	
GCA	7,364m²
No. of Units	87 Units (85m² per unit)
Residential Parking Spaces	104 Spaces (1.2/unit)
Building F - Residential	
GCA	10,054m²
No. of Units	118 Units (85m² per unit)
Residential Parking Spaces	142 Spaces (1.2/unit)
Building G - Retail	
GCA	832m²
GCA (<10%)	839m²
Retail Parking Spaces	42 Spaces (1/20m²)
Building H & I - Residential	
GCA (Tower H)	17,518m²
No. of Units	206 Units (85m² per unit)
Residential Parking Spaces	247 Spaces (1.2/unit)
GCA (Tower I)	17,518m²
No. of Units	206 Units (85m² per unit)
Residential Parking Spaces	247 Spaces (1.2/unit)
Building J - Retail	
GCA	926m²
GCA (<10%)	833m²
Retail Parking Spaces	42 Spaces (1/20m²)
Building K & L - Shopping Center	
GCA	2,307m²
GCA (<10%)	2,076m²
Retail Parking Spaces	90 Spaces (1/23m²)
Building M & N - Shopping Center	
GCA	2,058m²
GCA (<10%)	1,852m²
Retail Parking Spaces	81 Spaces (1/23m²)
Building O - Shopping Center	
GCA	494m²
GCA (<10%)	445m²
Retail Parking Spaces	19 Spaces (1/23m²)
Building Q - Medical	
GCA	3,990m²
GCA (<10%)	3,581m²
Retail Parking Spaces	224 Spaces (1/16m²)
Building R - Residential	
GCA	30,640m²
No. of Units	360 Units (85m² per unit)
Residential Parking Spaces	432 Spaces (1.2/unit)
Building S - Residential	
GCA	18,830m²
No. of Units	222 Units (85m² per unit)
Residential Parking Spaces	266 Spaces (1.2/unit)
Building T - Residential	
GCA	7,292m²
No. of Units	86 Units (85m² per unit)
Residential Parking Spaces	103 Spaces (1.2/unit)
Total Parking Required	2,408 Spaces
Parking Provided	
Surface Parking	628 Spaces
Underground Parking (P1)	1,326 Spaces
Underground Parking (P2)	1,172 Spaces
Total Parking Provided	3,126 Spaces
Building Heights	
Building Height 'A'	1 Storey/ 7.0m
Building Height 'B'	1 Storey/ 7.0m
Building Height 'C'	1 Storey/ 7.0m
Building Height 'D'	1 Storey/ 7.0m
Building Height 'E'	6 Storey/ 24.0m
Building Height 'F'	6 Storey/ 31.0m
Building Height 'G'	2 Storey/ 8.0m
Building Height 'H'	12 Storey/ 41.0m
Building Height 'I'	12 Storey/ 41.0m
Building Height 'J'	2 Storey/ 8.0m
Building Height 'K'	2 Storey/ 8.0m
Building Height 'L'	2 Storey/ 8.0m
Building Height 'M'	2 Storey/ 8.0m
Building Height 'N'	2 Storey/ 8.0m
Building Height 'O'	2 Storey/ 8.0m
Building Height 'P'	3 Storey/ 12.0m
Building Height 'R'	8 Storey/ 31.0m
Building Height 'S'	8 Storey/ 31.0m
Building Height 'T'	8 Storey/ 24.0m

MSAi

MICHAEL SPAZIANI ARCHITECT INC

6 Helene Street N, Suite 100

Port Credit, Mississauga ON L5G 3B2

T 905 893 0881 F 905 893 0814

Planning

Development

Urban Design

Architecture

3

2

1

NO:

Issued for Review

REVISIONS:

Jul. 12 '21

ISSUED:

CLIENT:

GoldPark Group

PROJECT:

Block 47 Development Block 41

Senwood Development

Brampton, ON.

SHEET TITLE:

Site Plan

PROJECT NO.

D0025

SCALE:

1:1000

DRAWN:

msai

CHECKED:

msai

FILE NO.

D0025

DATE:

February 2021

SHEET NO:

A1.9

Page 219 of 781



3		
2		
1	Issued for Review	Jul. 12 '21
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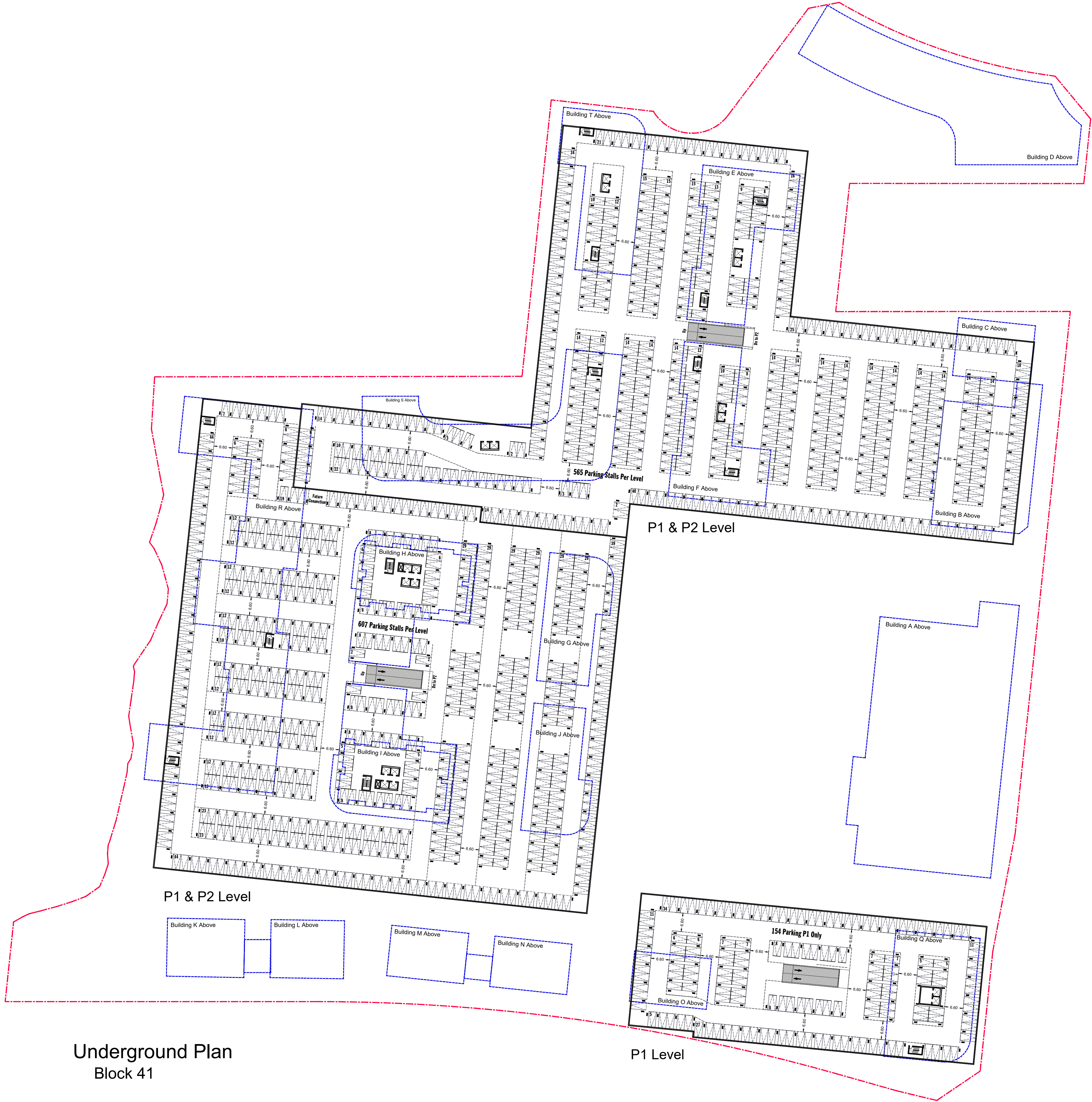
CLIENT:
GoldPark Group

PROJECT:
**Block 47
Development Block 41**

Senwood Development
Brampton, ON.

SHEET TITLE:
**Underground Level -
P1 - P2**

PROJECT NO. D0025	
SCALE: 1:750	DATE: February 2021
DRAWN: msai	SHEET NO: A1.10
CHECKED: msai	
FILE NO. D0025	



Underground Plan
Block 41



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-06

File: OZS-2021-0046

Subject: **Recommendation Report** Application for a Draft Plan of Subdivision and to Amend the Zoning By-law
(To permit the development of 15 single-detached dwellings, a reserve park block, a Natural Heritage System (NHS), a noise buffer, and the extension of Lauderhill Road)
Opal Valley Developments c/o Candevcon Limited
11185 Airport Road
Ward: 10

Contact: Chinoye Sunny, Development Planner, Development Services, 905-874-2064, Chinoye.Sunny@brampton.ca

Angelo Ambrico, Manager, Development Services, 905-874-2953,
Angelo.Ambrico@Brampton.ca

Report number: Planning, Bld & Growth Mgt-2024-903

RECOMMENDATIONS:

1. That the report from Angelo Ambrico, Manager, Development Services to the Planning and Development Committee of December 9th, 2024, re: **Recommendation Report, Application for a Draft Plan of Subdivision and to Amend the Zoning By-law, Opal Valley Developments Inc. – Candevcon Limited**, City File: OZS-2021-0046, 11185 Airport Road, Ward 10, be received;
2. That the application for a Draft Plan of Subdivision and to Amend the Zoning By-law submitted by Candevcon Limited on behalf of Opal Valley Developments Inc. be approved on the basis that it is consistent with the Provincial Policy Statement, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendments to the Zoning By-law generally in accordance with the attached Attachment 12 to this report be adopted;

OVERVIEW:

- The report recommends approval of an amendment to the Zoning By-law and endorsement of the Draft Plan of Subdivision for this application.
- The proposal includes a residential development consisting of a total of 15 single-detached units, a reserve park block, a Natural Heritage System (NHS), a noise buffer, and the extension of Lauderhill Road.
- The property is designated 'Residential' and 'Open Space' in the Official Plan (2006), and 'Community Areas', 'Natural Heritage System', 'Neighbourhoods' and 'Natural Heritage System' in the Brampton Plan (2024). No amendments to either of those plans is required to permit the proposed development.
- The property is designated 'Low Density Residential 1' within the Vales of Castlemore North Secondary Plan (Area 49). No amendment to the Secondary Plan is required to facilitate the proposed development.
- The subject property is zoned 'Agricultural (A)' and an amendment to the Zoning By-law is required to facilitate the proposed development.
- The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on March 21, 2022. No members of the public and no written correspondence was received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.
- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.
- The development proposal represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with the City of Brampton Official Plan.

BACKGROUND:

The land subject to the Zoning By-law Amendment is located at 11185 Airport Road which is north of Countryside Drive, east of Airport Road. Candevcon Limited submitted an application on behalf of Opal Valley Developments Inc. on November 29, 2021. This application was deemed complete on January 11, 2022, in accordance with Section 34 (10.4) and Section 51(19.1) of the Planning Act.

Since the time of receipt of the application and the public meeting, the applicant has submitted five (5) submission packages to be able to resolve various technical issues associated with the proposal.

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on March 21, 2022. There were no members of the public spoke at the meeting and no written correspondence was received.

CURRENT SITUATION:

Proposal

An application to amend the Zoning By-law has been filed with the City to permit residential, open space, and a noise buffer. The applicant has also submitted an application for a Draft Plan of Subdivision to create the road extension on Lauderhill Road, the proposed residential lots, and required blocks.

Details of the Proposal:

The following items are proposed with this application:

- a total of 15 single-detached dwelling lots that are generally 15m wide or greater;
- 0.01 hectare Natural Heritage System Block;
- 4.5 metre Noise Buffer; and
- an extension to the existing public road (Lauderhill Road extension).

Property Description and Surrounding Land Use

The lands have the following characteristics:

- A total site area of approximately 1.09 hectares (2.69 acres);
- An approximate frontage of 106 metres along Airport Road and 33 metres along Lauderhill Road;
- The subject property is currently occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed.

The surrounding land uses are described as follows:

- North: An existing stormwater management pond and existing low density residential dwellings.

- South: Valleylands and a Watercourse corridor, beyond which is Countryside Drive.
- East: Existing low density residential dwellings on Lauderhill Road.
- West: Airport Road, beyond which are vacant lands.

Application to Amend the Zoning By-Law

The subject property is currently zoned 'Agricultural (A)', as per By-law 270-2004 as amended. The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single-detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

The current zoning designation does not permit the intended development and an amendment to the Zoning By-law is required. The proposed amendment is to rezone the property to three new site-specific single-detached residential zones that accommodate the proposed lot widths, and open space (OS) zone for the small portion that is to be protected as natural heritage system.

Summary of Recommendations

This report recommends that Council approve the proposed Zoning By-law Amendment and endorse the Draft Plan of Subdivision. This report further recommends that Council approve the Zoning By-law Amendment generally in accordance with Appendix 12 to accommodate the approval of the Draft Plan of Subdivision. The proposal and implementing documents represent good planning, is consistent with the Provincial Policy Statement, and conforms to the City of Brampton Official Plan – see associated details in Attachment 10.

MATTERS OF PROVINCIAL INTEREST

Planning Act:

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Countryside Villages Block Plan area. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

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

Provincial Policy Statement, 2024 (PPS):

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 proposed development includes the development of 15 single detached units and a Natural Heritage System, which aims to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and context. 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 additional single detached units housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Vales of Castlemore North Secondary Plan, thus promoting efficient land use densities.

The subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with S. 4.6.4 of the PPS, the Heritage Building is proposed to be retained as a residential use within the future development.

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

MUNICIPAL PLANNING DOCUMENTS

City of Brampton Official Plan (2006):

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The Draft Plan of Subdivision includes the development of 15 single detached units and a Natural Heritage System which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements

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 site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision. The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities..

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

Brampton Plan, 2023:

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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.

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 15 new residential units in varying housing typologies (single detached unit and townhouses) 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 3.6.3 of the Brampton Plan, cultural and natural heritage resources play a fundamental role in shaping the identity, character, vitality, and sustainability of the community. Cultural heritage encompasses a wide range of tangible and intangible assets, including buildings, monuments, natural environments, traditions, and artifacts, each contributing to the historical, architectural, archaeological, and cultural significance of the City. The existing dwelling on the site is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural

heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision.

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

Vales of Castlemore North Secondary Plan (Area 49):

The subject lands are designated 'Low Density Residential 1' within the Vales of Castlemore North Secondary Plan. The low density designation is intended to be developed for single-detached dwellings with large lots, wide frontages and a minimum frontage of 12.2 metres. The proposed Draft Plan of Subdivision exclusively proposes single-detached dwellings at a low density which is consistent with the surrounding area subdivisions. The 12.2m minimum frontages that are noted by Secondary Plan policy are met for all lots in the subdivision as frontages of 13.2m (with widening toward the rear lot line), 15.0m and greater are proposed. The lots and street are integrated well with the adjacent existing residential lots to the east. With fifteen dwellings proposed, the overall built form and density are appropriate as they are reflective of the existing adjacent subdivision. As such, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Vales of Castlemore Secondary Plan.

City of Brampton Zoning By-law:

The subject property is currently zoned 'Agricultural (A)', as per By-law 270-2004 as amended. The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1E-14.5-AAAA, R1E-13.0-BBBB, R1E-18.0-CCCC) and open space (OS). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

COMMUNITY ENGAGEMENT

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. Public Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on March 21, 2022. No members of the public made delegations at the meeting and no pieces of written

correspondence were received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.

A Supplementary Public Meeting for the application is being held at the Planning and Development Committee Meeting on December 9, 2024 in order to reinform community members of the development application since the initial Public Meeting date.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

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

Living the Mosaic – 2040 Vision

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

CONCLUSION:

Staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, is consistent with the Provincial Policy Statement, and conforms to the principles and policy direction of the City of Brampton Official Plan, and the Vales of Castlemore North Secondary Plan (Area 49).

The report recommends that Council enact the Zoning By-law Amendment attached hereto as Attachment 12. The Zoning By-law Amendment and Draft Plan of Subdivision application are appropriate for the orderly development of the lands considering the following:

- The proposal conforms to provincial plans such as the Provincial Policy Statement;
- The development proposed residential typologies and densities which conform to the City of Brampton Official Plan and Vales of Castlemore North Secondary Plan (Area 49); and,
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

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

Authored by:

Reviewed by:

Chinoye Sunny
Development Planner
Planning, Building and Growth
Management

Allan Parsons, MCIP, RPP
Director, Development Services & Design
Planning, Building and Growth
Management

Approved by:

Approved by:

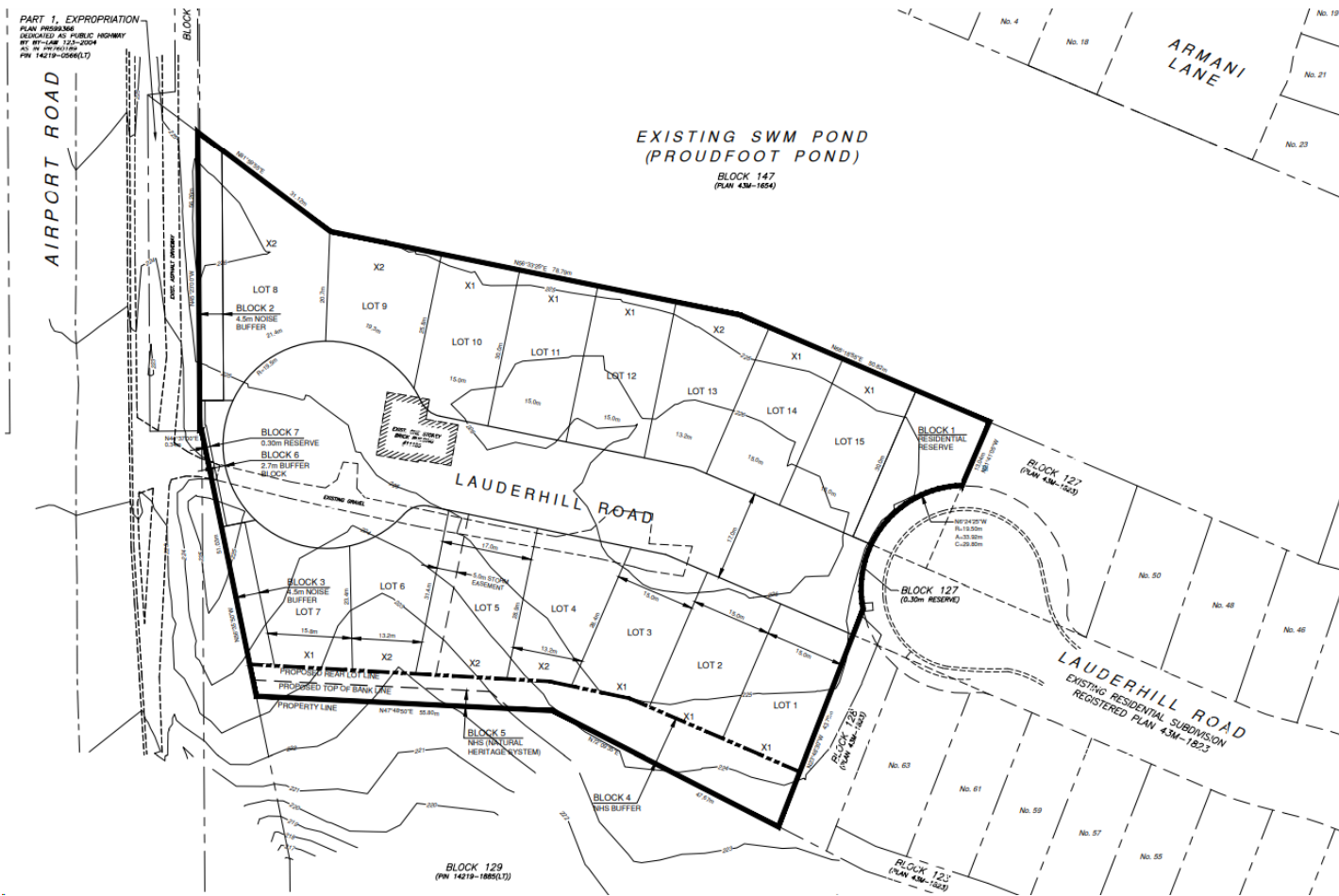
Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building and Growth
Management

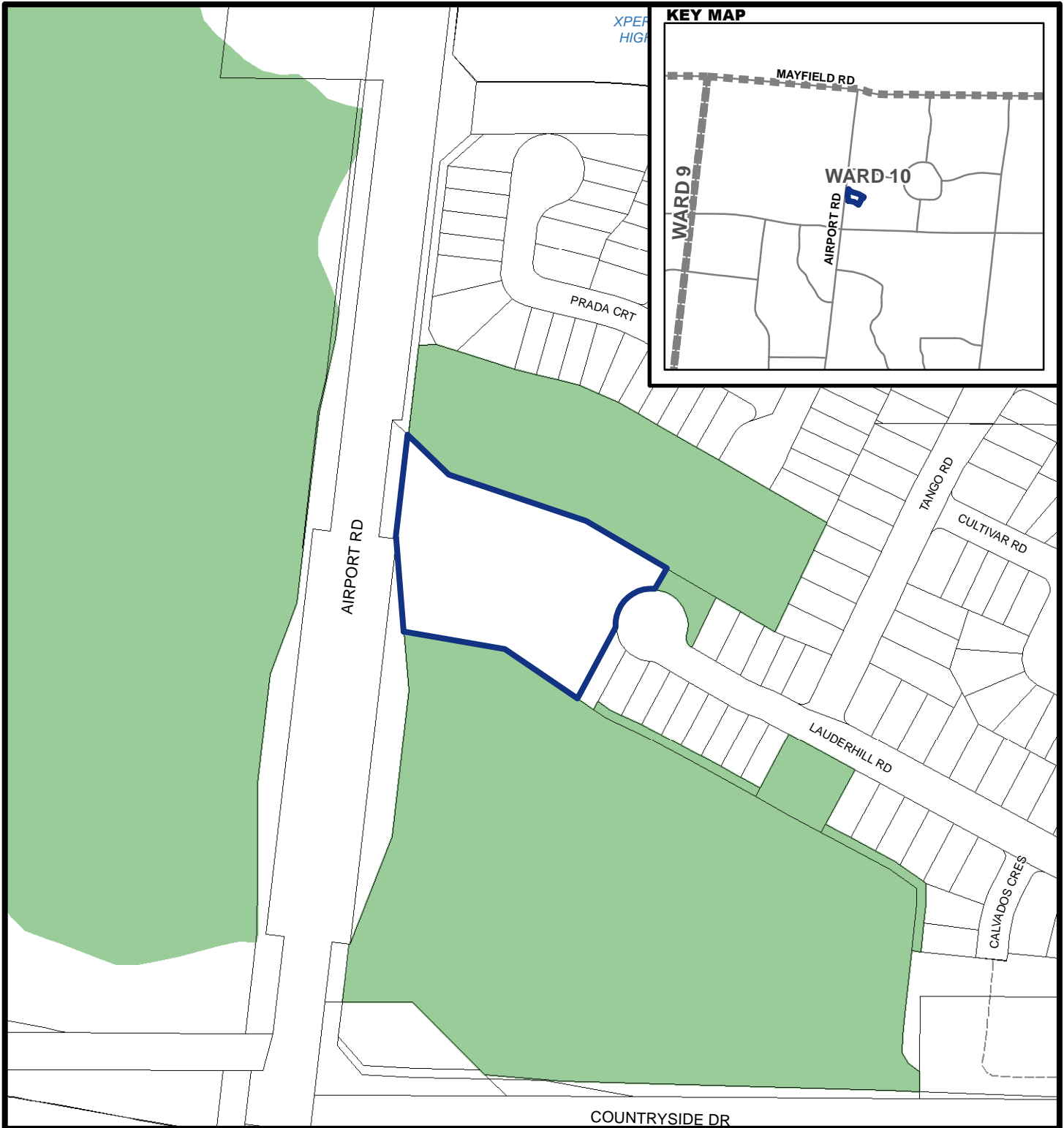
Marlon Kallideen
Chief Administrative Officer

Attachments:

Attachment 1: Concept Plan
Attachment 2: Location Map
Attachment 3: Official Plan Designations
Attachment 4: Secondary Plan Designations
Attachment 5: Zoning Designations
Attachment 6: Aerial & Existing Land Use
Attachment 7: Heritage Resources Map
Attachment 8: Results of Public Meeting

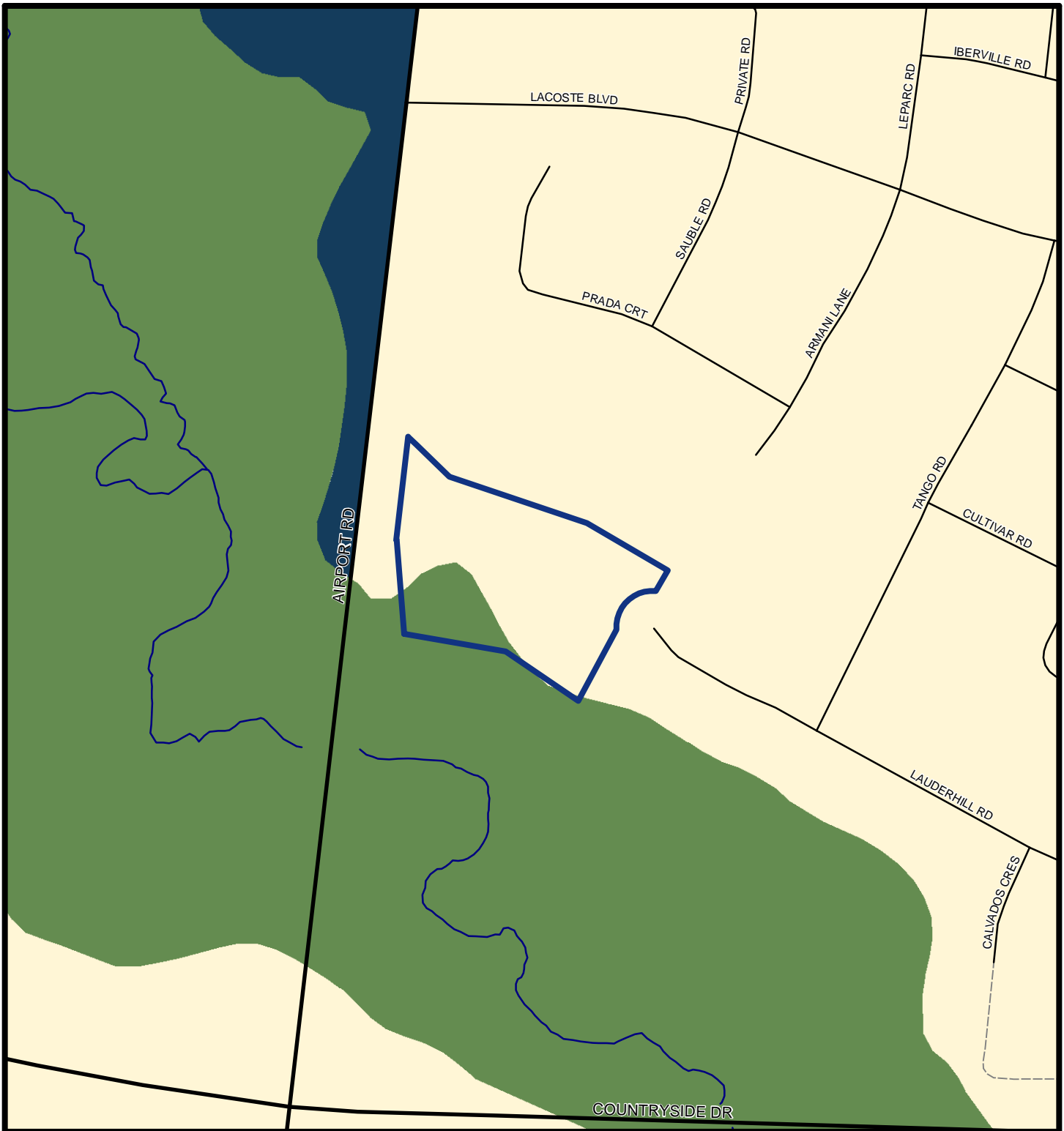
Attachment 9: Results of External Circulation
Attachment 10: Detailed Planning Analysis
Attachment 11: Sustainability Assessment Snapshot
Attachment 12: Draft Zoning By-law Amendment





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE

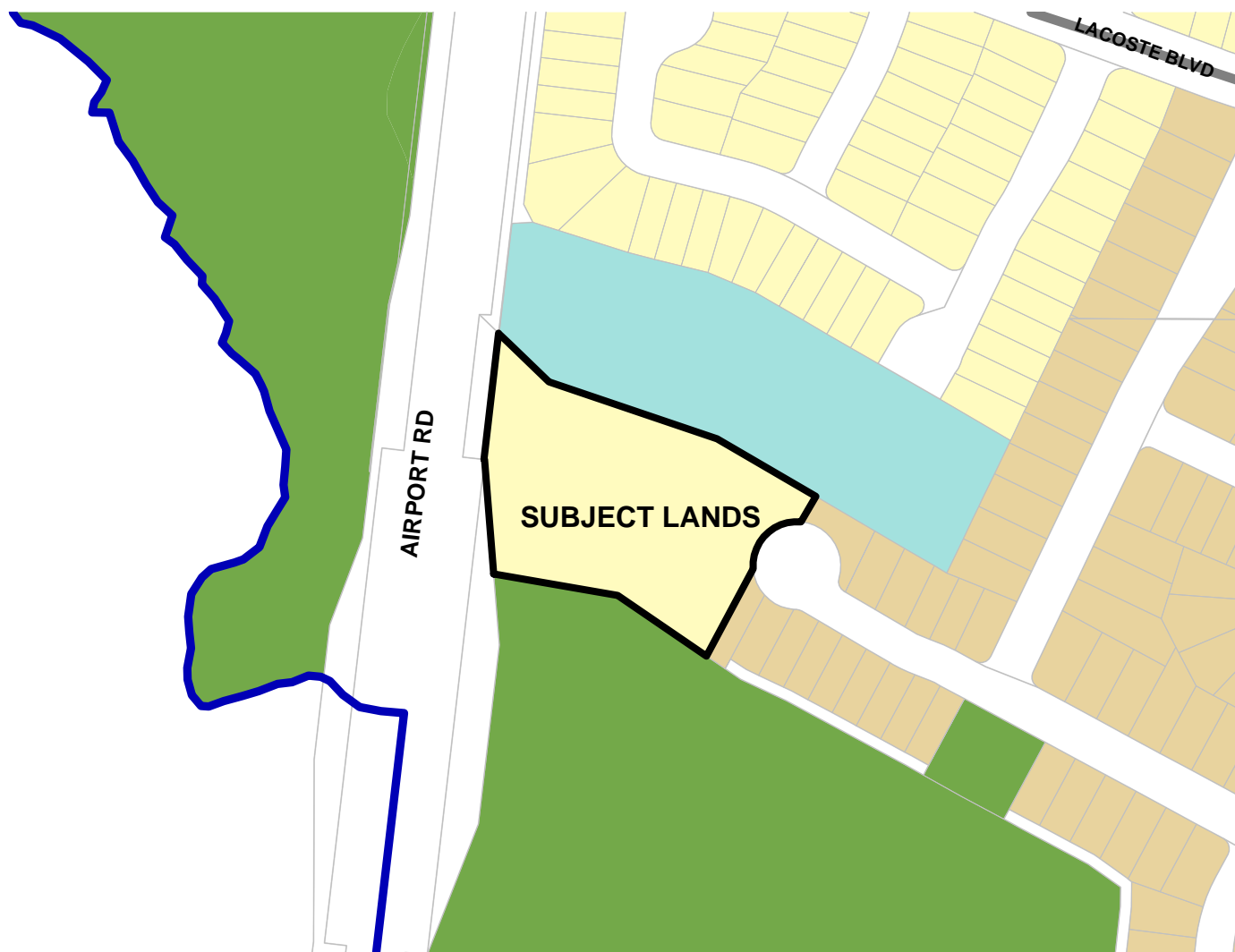




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- BUSINESS CORRIDOR
- OPENSOURCE
- RESIDENTIAL





EXTRACT FROM SCHEDULE SP49(A) OF THE DOCUMENT KNOWN AS THE VALES OF CASTLEMORE NORTH SECONDARY PLAN

RESIDENTIAL

- EXECUTIVE RESIDENTIAL
- LOW DENSITY RESIDENTIAL 1
- LOW DENSITY RESIDENTIAL 2
- RESIDENTIAL SPECIAL POLICY AREA

OPEN SPACE

- WOODLOT
- VALLEYLAND
- NEIGHBOURHOOD PARK
- STORM WATER MANAGEMENT FACILITY

INSTITUTIONAL

- ELEMENTARY SCHOOL
- CEMETERY
- MIXED INSTITUTIONAL
- INSTITUTIONAL - SPECIAL POLICY AREA

TRANSPORTATION

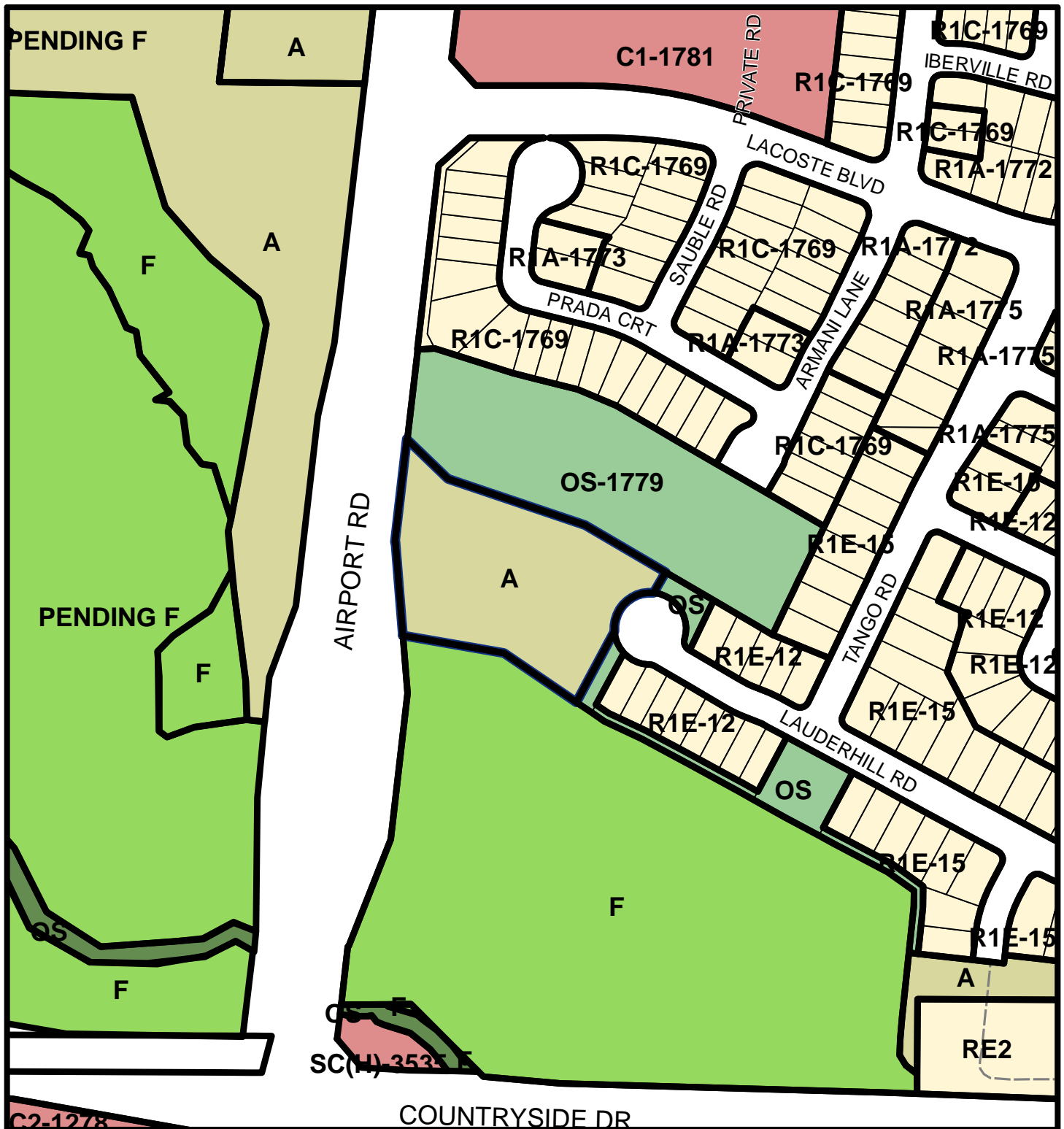
- COLLECTOR
- MINOR ARTERIAL



COMMERCIAL

- NEIGHBOURHOOD RETAIL
- HIGHWAY / SERVICE COMMERCIAL
- SERVICE COMMERCIAL
- SERVICE EMPLOYMENT
- COMMERCIAL / INSTITUTIONAL

HERITAGE

- A** CATEGORY A
- B** CATEGORY B
- SECONDARY PLAN BOUNDARY












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|-------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------|------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | OPEN SPACE |
|  | RESIDENTIAL |  | AGRICULTURAL |  | FLOODPLAIN |



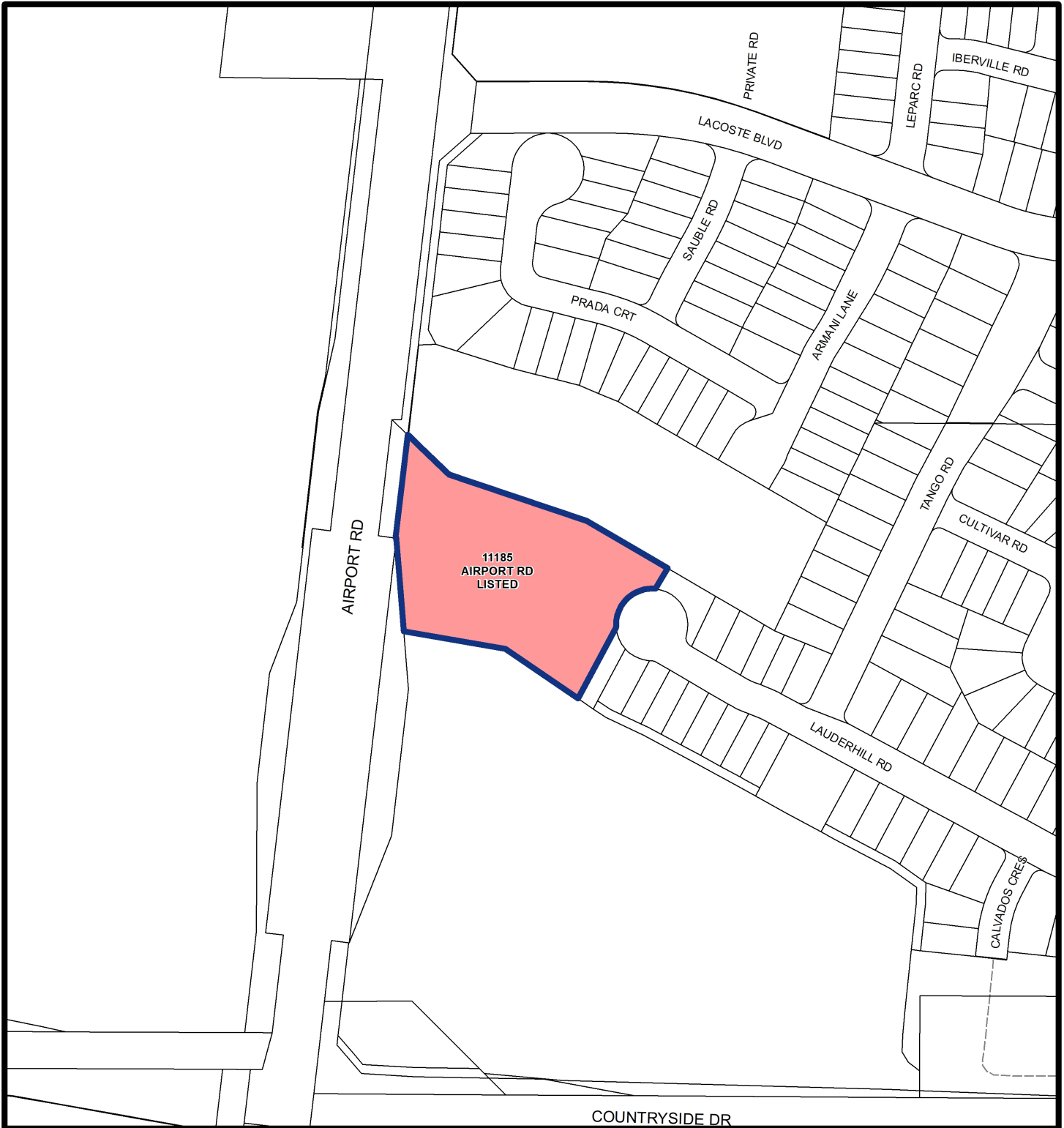




AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- | | | | |
|------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



Results of Public Meeting (March 21, 2022) and Correspondence Received

OZS-2021-0046

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

Paul Morrison, Acting Chief Administrative Officer
Richard Forward, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Anthony-George D'Andrea, Legal Counsel
Stephen Dykstra, Development Planner, Planning Building and Economic Development
Andrew Ramsammy, Development Planner, Planning Building and Economic Development
Anand Balram, Policy Planner, Planning Building and Economic Development
Nasir Mahmood, Development Planner, Planning Building and Economic Development
Angelo Ambrico, Development Planner, Planning Building and Economic Development
Alex Sepe, Development Planner, Planning Building and Economic Development
Bindhu Shah, Principal Planner/Supervisor, Planning Building and Economic Development
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Richa Ajitkumar, Acting Legislative Coordinator

Staff Report:

PDC046-2022

Stephen Dykstra, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Public Comments/Correspondence:

None.

January 10, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Candevcon Ltd. – Massi Homes Inc.
East side of Airport Rd, north of Countryside Dr
File: 21T-21023B (OZS 2021-0046)
City of Brampton – Ward 10

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 15 detached units which are anticipated to yield:

- 2 Junior Kindergarten to Grade 8 Students; and
- 1 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Our Lady of Lourdes	276	504	0
Secondary School	Cardinal Ambrozic	1518	1245	12

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

December 11, 2023

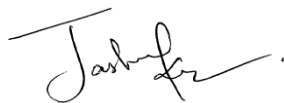
Chinoye Sunny
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Chinoye,

Re: Draft Plan of Subdivision, Zoning By-law Amendment – Revised
Massi Homes Inc.
11185 Airport Road
City of Brampton
File No.: OZS-2021-0046, 21T-21023B
Related Application: 21CDM-210123B

Enbridge Gas does not have changes to the previously identified conditions for this revised application(s).

Sincerely,

A handwritten signature in black ink, appearing to read 'Jasleen Kaur'.

Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

January 14th, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Stephen:

**RE: Application to Amend the Zoning By-law and Draft Plan of Subdivision
OZS-2021-0046 & 21CDM-210123B
Massi Homes Inc.
11185 Airport Road, Part of Lot 16, Concession 7 N.D.
Northeast of Countryside Drive and Airport Road
Sandalwood Heights Community
City of Brampton (Ward 10)**

The Peel District School Board has reviewed the above-noted application (15 single family detached units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
9	4

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Mount Royal P.S. (Kindergarten to Grade 8)	943	847	8
Louise Arbour S.S. (Grade 9 to Grade 12)	1,332	1,530	0

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2021-0046 comment.doc



Jan 05, 2024

Ms/Mr **Shawntelle Trdoslavic**,
Planning Department
City of **Brampton**,
Ontario

Re: [OZS-2021-0046] and 21T-21023B- 11185 Airport Road
Rogers Reference #: M24A075A01

Dear Shawntelle Trdoslavic,

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Anuradha P

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

July 11, 2024

SENT BY E-MAIL (Chinoye.Sunny@brampton.ca)

Chinoye Sunny, Planner III
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Chinoye Sunny:

Re: OZS-2021-0046 and 21T-21023B
11185 Airport Road
Part Lot 16, Concession 7
City of Brampton
Massi Homes Inc. (Agent: Lou Massi)

This letter acknowledges receipt of a revised submission in support of the above noted application circulated by the City of Brampton. The materials were received by Toronto and Region Conservation Authority (TRCA) staff on January 1, 2024. Toronto and Region Conservation Authority (TRCA) staff have reviewed this application in accordance with the Conservation Authorities Act, which requires TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. With respect to Planning Act matters, conservation authorities have a role to ensure that decisions under the Planning Act are consistent with the natural hazard policies of the Provincial Policy Statement (PPS) and conform to any natural hazard policies in a provincial plan.

Purpose of the Applications

It is the understanding that the purpose of the above Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision applications is to amend the City's Zoning By-law to facilitate 15 single detached dwellings on the subject property.

Recommendation

From TRCA staff review of the submitted materials we note outstanding comments related to discharge outlets, and infiltration trench location within the current submission however they are of a minor enough nature they can be deferred to future detailed design and permitting stages and can be found in Appendix II. As such, TRCA staff have no further objection to the approval of OZS-2021-0046 and 21T-21023B and include our Conditions of Draft Approval within Appendix III of this letter.

Fees

By copy of this letter, the applicant is advised that we have implemented a fee schedule for our planning application review services. This application is subject to a Draft Plan of Subdivision – Standard clearance fee. The clearance fee will be based on the fee schedule in place at the time of clearance request.

Conclusion

We trust these comments are of assistance. Should you have any questions, please contact me at 1-437-880-1938 or at Anthony.Syhlonyk@trca.ca.

Sincerely,

Anthony Syhlonyk

Planner

Development Planning and Permits | Development and Engineering Services

Appendix I

Materials originally received by TRCA staff on January 2, 2024

- Comment Response Table, prepared by Candevcon Limited, dated November 2023, received by TRCA January 2, 2024;
- Cover Letter, prepared by Candevcon Limited, dated November 29, 2023, received by TRCA January 2, 2024;
- Draft Plan of Subdivision, prepared by Candevcon Limited, dated March 24, 2023, received by TRCA January 2, 2024;
- EIS, prepared by Palmer, dated November 14, 2023, received by TRCA January 2, 2024;
- Functional Servicing Report, prepared by Candevcon Limited, dated November 2023, received by TRCA January 2, 2024;
- Planning Justification Report, prepared by Candevcon Limited, received by TRCA January 2, 2024;
- Tree Inventory and Preservation Plan, prepared by Kuntz Forestry Consulting Inc., dated September 2022, received by TRCA January 2, 2024;
- Tree Inventory Plan, prepared by Kuntz Forestry Consulting Inc., dated September 8, 2022, received by TRCA January 2, 2024;

Appendix II: Detailed Technical Comments

127) Addressed.

128) Addressed.

129) Addressed.

130) Addressed.

132) Addressed.

133) Deferred to detailed design.

134) Not addressed: The comment remains outstanding. The site plan still shows the outfall and bioswale. Additionally, the submission does not identify how the detrimental impacts to stability can be mitigated.

135) Not Addressed: This response was matrix was left blank without an answer to this comment. It appears that the infiltration behind the armourstone still exists. Additionally, no materials have been provided to demonstrate the feasibility of such proposal while ensuring the longevity and stability of the armourstone wall through assessments and recommendations.

Appendix III: Conditions of Draft Approval

APPENDIX III: TRCA Staff Conditions of Draft Plan Approval (City File # 21T-21023B)

TRCA Conditions of Draft Plan Approval

Red-line Revisions

1. The final Plan shall be in general conformity with the draft plan prepared by Canvedcon Limited, dated March 24, 2023 prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed into public ownership.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with the approved Functional Servicing Report and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing hydrologic function of wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the

TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 41/24.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
 - c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within buffer areas, beyond those approved by the TRCA.
 - d. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether the control of erosion may be impacted and whether a permit under Ontario Regulation 41/24 is required.
 - e. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre and post-development that:

- i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- f. That the applicant obtains all Ontario Regulation 41/24 permits, from the TRCA, for all works proposed on the subject property for which permits would be required.
 - g. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

4. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
- b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
- d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
- e. To obtain all necessary permits pursuant to Ontario Regulation 41/24 from the TRCA.
- f. To implement all water balance/infiltration measures, including side slope swales, identified in the submitted studies that have or are to be completed for the subject property.
- g. Implement all adaptive management and mitigation measures identified in the submitted design reports that have or are to be completed for the subject property.
- h. To design the final monitoring protocol, obtain approvals, and monitor the hazards and features identified through the supporting studies and to maintain the environmental and engineering measures to be implemented in accordance with submitted studies. And to provide for the long-term monitoring of the system as agreed in the final monitoring protocol and submit such monitoring reports to the TRCA on the agreed upon frequency.

- i. To provide for the warning clauses and information identified in TRCA's conditions.
- j. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- k. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- l. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase or sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- m. To gratuitously dedicated Block 4 and 5 to the City of Brampton in a condition that is satisfactory to the City of Brampton.
- n. That all community information maps and promotional sales materials for blocks adjacent to Block 4 and 5 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

- 5. That the implementing Zoning By-law recognize all hazard lands and environmental buffer blocks in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

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October 23, 2024

Chinoye Sunny
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
chinoye.sunny@brampton.ca

**RE: Draft Plan of Subdivision
11185 Airport Road
Massi Homes Inc.
City File: OZS-2021-0046
Region File: 21T-21023B & RZ-21-046B**

Dear Chinoye,

The Region has reviewed the fourth submission materials submitted in support of the Draft Plan of Subdivision Plan and for the above-noted applications. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21023B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

Planning and Development Services

- The Region acknowledges the receipt of the required development review fees, as required prior to Draft Plan Approval.

General Comments

The following general comments are provided to assist the developer in the preparation of the related drawings.

Functional Servicing Report

- The Region is satisfied with the revision made to the servicing plan included in the Fourth Submission materials, showing the connection of the new Watermain to that on Airport Road.

Engineering Requirements

- An Engineering Submission will be required for the closure of the existing access on Airport Road and MUP connection.
- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional

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Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance with the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";

- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 7 (Airport Road);
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
 - Completed [Road Occupancy Permit](#) and a permit fee as per the Region's user fees and charges By-law;
 - Completed [Notice to Commence Work](#) ;
 - Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
 - Please note that any proposed construction within the Region of Peel's right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

Development Charges

- The Owner acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law. Please be aware that the DC increase will go into effect August 1, 2024.

Conditions of Draft Approval

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:

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- a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges;
- b) Collection of development charges for future residential development block (non freehold townhouse or apartment blocks).
pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:

- a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b) A clause shall be included in the subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) shall be payable to the region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time.
- c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications and Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a) A road widening pursuant to the Region's Official Plan along Regional Road #7 (Airport Road). The Region's Official Plan road widening requirement for mid-block along Airport Road is 45 metres right-of-way (22.5 metres from the centerline). Additional property as per the Official Plan requirement will be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of Airport Road) and 54.0 metres for a dual left turn lane intersection configuration (27.0 metres from the centerline of Airport Road);
- b) A 0.3 metre reserve along the frontage of Airport Road behind the property line; and
- c) 4.5m buffer block along the lots fronting Airport Road, (Lot 7 - Block 3 and Lot 8 - Block 2).

5. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:

- a) All temporary and permanent easements required in support of the Airport Road Environmental Assessment (EA) and Detail Design (DD);
- b) A temporary easement for a tunnelling compound in respect of the Region's watermain project pursuant to the Region's design drawings; and
- c) All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
- d) All costs associated with land transfers and easements shall be 100% the responsibility of the Developer

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Clauses shall be included in the Subdivision Agreement in respect of same.

6. Should the development proceeds prior to the Region's Capital Project #14-4009, interim road works will be required on Airport Road at 100% the expense of the Developer (including design and construction costs) to facilitate the development. The engineering submission shall include removals, new construction and grading, typical cross sections, pavement and signage drawings, plan and profile drawings.

Clauses shall be included in the Subdivision Agreement in respect of same.

7.
 - a) The Developer shall remove any existing driveway/accesses along the frontage of Airport Road that do not conform to the approved plans at its sole cost.
 - b) No lots or blocks shall have direct access to Airport Road.
 - c) The Developer shall construct pedestrian connection from Lauderhill Road to the existing sidewalk on Airport Road to the satisfaction of the Region.

Clauses shall be included in the Subdivision Agreement in respect of same.

8. The developer shall agree that the location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Owner. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.
9. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer.

10. The Developer shall acknowledge and agree that:

- a) Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.
- b) Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.

Clauses shall be included in the Subdivision Agreement in respect of same.

11. The Developer shall acknowledge and agree that:

- a) The Region of Peel has a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no external flows are permitted, that outflow is discouraged during development or redevelopment of lands with existing drainage towards Region's Right-of-way, and that no new connections are made to regional roads.
- b) Development flows (minor and major) are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the local municipality, the

Region of Peel, the local Conservation Authority and all other concerned departments and agencies. Where a storm connection to the Region's system is demonstrated as the only feasible outlet, the appropriate stormwater management criteria must be implemented on external lands to the Region's satisfaction.

- c) The Region will not permit any alteration to grading within Airport Road and right-of-way along the frontage of the Lands.

Clauses shall be included in the Subdivision Agreement in respect of same.

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12. The Developer acknowledges the Region's commitment to provision of safe drinking water and awareness of the Region's Drinking Water Quality Management System (QMS). The Region's QMS policy declares commitment to supplying safe and clean drinking water that meets all applicable legislative and regulatory requirements, to the consumer and the maintenance and continual improvement of the QMS.
13. The Developer hereby acknowledges having been informed that the Region's drinking water systems are governed by the Province of Ontario legislation and that every person authorized to carry out work, including construction, extension and system modification and operation of any aspect of the Region's drinking water system is aware of the Safe Drinking Water Act, 2002, the applicable regulations and the legal instruments (Drinking Water Works Permit and Municipal Drinking Water Licence). Design and construction of any aspect of the drinking water system, subject to connection to the Region's existing drinking water system and availability of as-built-drawings shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region of Peel standards.
14. The Developer hereby acknowledges that a review of the Region's Drinking Water QMS and legislative mandates available through the Region's website at <http://www.peelregion.ca/pw/construction/> has been conducted.
15. The Developer acknowledges that in the event that the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Re-commissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.
16. The Developer will be responsible for the cost associated with the utilities located on regional infrastructure from the time of their installation until final assumption of the subdivision.
17. The Developer will be responsible for the cost associated with the utilities located on regional infrastructure from the time of their installation until final assumption of the subdivision.
18. The Developer hereby acknowledges and agrees that the subdivision requires connecting of the proposed watermain with the existing 300mm watermain on Airport Road. The works are the sole financial responsibility of the Developer.
19. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer.

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20. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
21. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.
22. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
23. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a) A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands;
 - b) Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along Airport Road.
 - c) A noise abatement report is required for lots adjacent to Airport Road.
24. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
25. Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network. A clause shall be included in the Subdivision Agreement in respect of same.
26. Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling hydrant (at 100% the Developer's expense) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
27. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
28. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
29. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that

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existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;

- a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. If the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
30. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that Airport Road intersection works, internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.
31. Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer

32. The Developer acknowledges and agrees that prior to final approval by the City and prior to the Region granting clearance of the draft plan conditions for this subdivision, the following must be forwarded to the Region's Legal Services Division:

- a) A signed copy of the final M-plan;
- b) A copy of the final 43-R plans; and
- c) Easement and conveyance documents required pursuant to this Agreement and required by the registration of this Plan.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

A clause shall be included in the Subdivision Agreement in respect of same.

If you have any questions or concerns, please contact me (emily.nix@peelregion.ca 905.791.7800 x2620) at your earliest convenience.

Yours truly,



Emily Nix
Planning and Development Services
Region of Peel

CC Maria Jones, Project Planner, Candevcon Group Inc.

**Detailed Planning Analysis
City File Number: OZS-2021-0046**

Overview

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

The *Planning Act*, Provincial Policy Statement (PPS), 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

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:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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 Zoning By-law Amendment and Draft Plan of Subdivision.

The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Vales of Castlemore North Secondary Plan area. The proposed Zoning By-law Amendment and Draft Plan of Subdivision reflect regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The subject site is currently vacant, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, aligning with the city's planning objectives.
- **Completion of Infrastructure:** The development will extend Royal Vista Road and complete the remaining vacant land within this subdivision.
- **Housing Supply and Population Growth:** Adding 18 townhouse units 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 subdivision is designed to promote pedestrian movement, enhancing overall connectivity.
- **Design:** The proposed single-detached dwellings and townhouses will feature well-designed housing that 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 proposal will include public roads designed to accommodate local traffic, which will connect with both existing and new municipal roadways.

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.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 - 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.*

4.6 – Cultural Heritage and Archeology

4.6.1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

4.6.2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

4.6.3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4.6.4. Planning authorities are encouraged to develop and implement:

- a) archaeological management plans for conserving archaeological resources; and*
- b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*

Analysis: Provincial Policy Statement, 2024

The proposed development includes the development of 15 single detached units and a Natural Heritage System, which aims to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and

context. 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 additional single detached units housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Vales of Castlemore North 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 residential 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 subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with S. 4.6.4 of the PPS, the Heritage Building is proposed to be retained as a residential use within the future development. The proposed zoning by-law amendment will effectively intensify the underutilized lands and will add to the city's housing targets. The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, transit, services, and amenities.

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

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 "Residential" and "Open Space" 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 3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
- v) There is sufficient existing or planned infrastructure to accommodate the development;*
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*

ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. . Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

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 4.2.1.14 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 4.2.7.1 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 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

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 4.7.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.*

Section 4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

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

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

- The cultural heritage values of the property and the specific o heritage attributes that contribute to this value as described in the register;*
- The current condition and use of the building or structure and its potential for future adaptive re-use;*
- The property owner’s economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- Demonstrations of the community’s interest and investment (e.g. past grants);*

- *Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
- *Planning and other land use considerations;*

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

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

Section 4.10.1.15 Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.

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 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes the development of 15 single detached units and a Natural Heritage System which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements 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 which will aide 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 planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

The subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision. The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial

institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The Draft Plan of Subdivision also identifies the 'Open Space' area as a Natural Heritage Feature which will be gratuitously conveyed to the City for protection and conservation.

As such, the proposal is consistent with the 'Residential' and 'Open Space' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision 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' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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) 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:

- d) *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.*

2.1.2.4 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.

2.1.2.15 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

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

2.1.2.17 The timing and progression of development will:

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

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

- d) *Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.*

2.1.2.24 The City will maintain, at all times:

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

2.1.3.1 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:

- 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

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

Table 5 – Summary of Building Typologies by Designation and Overlay

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

3.1.1.6 All new development will facilitate environmental sustainability and climate change mitigation and adaptation by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:

- a) *Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the urban forest through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape landscape treatments and providing on-site parks and open spaces;*
- b) *Facilitating passive solar design to help improve energy conservation and reduce GHG emissions of buildings;*
- c) *Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;*
- d) *Promoting active transportation, and incorporating Low Impact Development (LID) standards, green infrastructure including green roofs and other nature-based solutions to assist in stormwater quantity and quality control;*
- e) *Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of district energy and/or renewable energy technology; and,*
- f) *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

3.1.1.7 All new development will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:

- a) *Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,*
- b) *Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing development context, and, c. Requiring that the prevailing patterns of landscaped open space within the publicly or privately owned realms are maintained or enhanced.*

3.1.1.9 New development will not adversely impact view corridors, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new development will:

- a) Allow for daylight and protect privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and
- b) Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.

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.

3.3.1.1 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.

3.3.1.6 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.

Designated Greenfield Area

Brampton's Designated Greenfield Area, as shown on Schedule 5, is comprised of lands outside of the Built-up Area. New lands designated Neighbourhoods, Mixed-Use, and Employment Areas within the Designated Greenfield Area provide a key opportunity for the establishment of 15-minute neighbourhoods that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports active transportation and transit. All of these should be planned in tandem with maintaining or enhancing a robust, functional Natural Heritage System and to support achieving tree canopy targets to prepare for a changing climate.

2.1.2.25 - Neighbourhoods within the Designated Greenfield Area will be designed to meet or exceed a minimum density target of 71 persons and jobs per hectare.

2.1.2.26 - The density target for the Designated Greenfield Area will be measured over the entire Designated Greenfield Area, excluding Employment Areas, the Natural Heritage System designation, flood plain, rights-of-way for hydro corridors, energy transmission lines, highways, railways, and cemeteries.

2.1.1.27 - The Designated Greenfield Area will be planned to achieve complete communities that provide high-quality public open spaces which support opportunities for transit, walking, and cycling. Development within the Designated Greenfield Area will implement the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines to foster compact built forms and a high-quality public realm.

Section 3.6.3.1 - The City will ensure that all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Provincial Policy Statement, Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Funeral, Burials and Cremation Services Act, and the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan will be used in order to conserve cultural heritage.

Section 3.6.3.5 - Retention, integration, and adaptive reuse of heritage resources will be the overriding objectives in cultural heritage resource planning while insensitive alteration, removal and demolition will be avoided.

Section 3.6.3.8 - Where development occurs on properties determined to have cultural heritage value or interest, whether listed or designated under the Ontario Heritage Act, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes wherever possible.

Section 3.6.3.20 - Listed properties are subject to restrictions on demolition and will require avoidance and/or mitigation of impacts to their heritage character and/or attributes.

Section 3.6.3.46 - In addressing impacts and mitigation strategies for heritage properties, the proponent must demonstrate that all mitigation options have been thoroughly considered, in accordance with the policies in this Plan.

Analysis: Brampton Plan, 2023

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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.

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. These components are aligned with the policy direction of directing growth in Brampton Plan. The proposed development will introduce residential density in a manner that features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options.

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 234 new residential units in varying housing typologies (single detached unit and townhouses) 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 3.6.3 of the Brampton Plan, cultural and natural heritage resources play a fundamental role in shaping the identity, character, vitality, and sustainability of the community. Cultural heritage encompasses a wide range of tangible and intangible assets, including buildings, monuments, natural environments, traditions, and artifacts, each contributing to the historical, architectural, archaeological, and cultural significance of the City. The existing dwelling on the site is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision.

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

Vales of Castlemore North Secondary Plan (Area 49):

The proposed development is located within the Vales of Castlemore North Area 49. The subject lands are designated 'Low Density Residential 1' within the Secondary Plan.

The following policies are relevant to the proposed development:

Section 4.1.4 The lands designated Executive Residential and Low Density 1 are intended to reflect the "core executive" and "transitional" areas intended by the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a community vision that includes the following principles:

- *Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;*

- *Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;*
- *Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks;*
- *Establishment of a community focal point, through the location and design of a campus area containing a neighbourhood park, two schools and a woodlot;*
- *Creation of a green corridor along the significant tributary in the east half of the plan area, as well as the preservation of segments of Salt Creek and the West Branch of the West Humber River which cross this Secondary Plan area; and*
- *Provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.*

Section 4.1.9 Lands within the Low Density 1 Residential designation on Schedule SP49(a) shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area and act as a transition between the “core executive residential” and “conventional” areas of the community.

Section 4.1.10 In areas designated Low Density 1 Residential (transitional executive) on Schedule SP49(a), the following policies will apply:

- *Only single detached homes shall be permitted; and*
- *a maximum density of 19.8 units per net residential hectare (8 units per net residential acre), and a minimum lot width of 12.2 metres (40 feet);*

Section 4.1.11 Lots abutting or directly adjacent to the Executive Residential designations or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community.

In the context of the above, “directly adjacent” refers to the lotting situations where the Low Density 1 Residential lots are separated from an Executive Residential designation by either a road, valley, or similar narrow separator and where there are no intervening lots, housing, or non-residential development.

On those lands within the Low Density 1 designation which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot sizes shall be permitted as long as the maximum density of 19.8 units per net hectare (8 units per net acre) is maintained.

Analysis: Vales of Castlemore North Secondary Plan (Area 49)

The subject lands are designated ‘Low Density Residential 1’ within the Vales of Castlemore North Secondary Plan. The low density designation is intended to be developed for single detached dwellings with large lots, wide frontages and a minimum frontage of 12.2 metres. The proposed Draft Plan of Subdivision exclusively proposes single detached dwellings at a low density which is consistent with the surrounding area subdivisions. The 12.2m minimum frontages are met for all lots in the subdivision as

frontages of 13.2m and 15.0m are proposed. The lots and street are integrated with the adjacent subdivision which was developed of a similar nature and built form. With fifteen dwellings proposed, the overall built form and density are appropriate as they are reflective of the existing adjacent subdivision. As such, the proposed development conforms to the Secondary Plan.

The development proposal conforms to the intended land use designations in the Secondary Plan and will contribute to the City's Housing Pledge by providing additional housing opportunities. As such, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Vales of Castlemore Secondary Plan.

Zoning By-law

The subject properties are currently zoned 'Agricultural (A)', as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, 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 requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1E-14.5-AAAA, R1E-13.0-BBBB, R1E-18.0-CCCC) and open space (OS). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions. Below are the proposed naming conventions that are being recommended and some of the highlights of each of the proposed zones:

Residential Single Detached E – 14.5 – Section AAAA (R1E-14.5-AAAA):

- Permits single detached dwellings;
- Front yard width minimum requirement of 14.5 metres; and,
- Maximum height requirement of 13 metres.

Residential Single Detached E – 13.0 – Section BBBB (R1E-13.0-BBBB):

- Permits single detached dwellings;
- Front yard width minimum requirement of 13.0 metres; and,
- Maximum height requirement of 13 metres.

Residential Single Detached E – 18.0 – Section CCCC (R1E-18.0-CCCC):

- Permits single detached dwellings;
- Front yard width minimum requirement of 18.0 metres; and,
- Maximum height requirement of 13 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 Candevcon Limited 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 Vales of Castlemore Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Candevcon 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. The report concludes that the sanitary sewer servicing can be achieved by connecting to the existing Sanitary sewers on Lauderhill Road. The water supply can be achieved by connecting to the proposed watermain to be installed on Lauderhill Road. The stormwater management objectives can be achieved through the proposed SWM Pond 2 for the east half and a Stormceptor outlet to the west Humber River for the west half and erosion and sediment control measures will be installed as recommended. It should be noted that the details of the stormwater management system will be finalized during the detailed design stage of the subdivision application. 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

A Heritage Impact Assessment was prepared by Golder Associates Ltd. An addendum to the Heritage Impact Assessment was prepared by WSP to determine if the listed heritage property (Sargent Farmhouse) located at 11185 Airport Road had cultural heritage value. The report determined the property to be of cultural heritage value and recommended that Sargent Farmhouse be relocated to Lot 8 within the subdivision. City staff reviewed the Heritage Impact Assessment and found it satisfactory.

Tree Inventory and Preservation Plan

An Arborist Report was prepared by Kuntz Forestry Consulting Inc. The report indicates a total of twenty-five (25) trees and eight (8) polygons within 10 metres of the subject property. The report recommends the removal of all twenty-three (23) trees and one (1) polygon located on the subject property to accommodate the proposed development and road widening. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 11)

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 Silver threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by Bramcon Engineering Limited in support of the development application. An acoustic barrier that runs along the north and west property line of Lot 8 and an acoustic barrier that runs along Lots 6 and 7 is required. An acoustic barrier with a height of 4.0m (consisting of a 2.2m acoustic fence and a 1.8m high berm) on the west property line of Lot 8 will continue along the north property line of Lot 8 as a 2.2m acoustic fence. The location and length of the barriers and the requirements for special ventilation or warning clauses for the proposed Residential Subdivision and noise mitigation measures are required. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.

Sustainability Assessment Tool (for applications submitted before July 1, 2022)

General Information

User Name:

Steven Giankoulas

Company Name:

Candevcon Limited

Project Name:

OPAL Valley Developments Inc.

City File Number:

OZS-2021-0046

Type of Development Site:

Greenfield

Plan Type:

Draft Plan

Type of Development Properties:

Ground Related Residential:

Yes

Multi-Unit Buildings (4 stories or greater):

Yes

Commercial / Industrial / Institutional:

No

Email Address:

steven@candevcon.com

Confirm Email Address:

steven@candevcon.com

Sustainability Score

17 of 17 Mandatory Metrics Are Satisfied

32 of 59 Minimum Targets Are Satisfied

18 of 58 Aspirational Targets Are Satisfied

Application


Overall	45 of 101
44%	
Energy	6 of 21
28%	
Water	0 of 11
Walkability	26 of 42
61%	
Natural Systems	7 of 14
50%	

Community

Overall	50 of 117
42%	
Energy	6 of 21
28%	
Water	0 of 11
Walkability	31 of 54
57%	
Natural Systems	7 of 14
50%	

FINAL SUSTAINABILITY SCORE

45

 Silver

Reminder: Please complete all four sections and make sure to press "Save" at the end of each.

Built Environment ^{Help}

Compact Development: Persons and Jobs per Hectare

Has the plan conformed to the following relevant minimum density targets? Places to Grow - 50 ppl+jobs/hectare OR Targets set within the Municipal Official Plan/Secondary Plan

Yes

Mandatory

Land use Diversity Mix: Proximity to Basic Amenities

Please Populate Both Cases

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (2 Points Each) (This minimum metric must be satisfied to earn aspirational points)

Up to 6 points (M)

Grocery Store/Farmers' Market/Place to purchase fresh produce	<div>Yes</div>
Community/Recreation Centre	<div>No</div>
Pharmacy	<div>Yes</div>
Library	<div>No</div>

Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (2 Points Each)

Up to 6 points (A)

Grocery Store/Farmers' Market/Place to purchase fresh produce	<div>Yes</div>
Community/Recreation Centre	<div><select></div>
Pharmacy	<div>Yes</div>
Library	<div><select></div>

Land use Diversity Mix: Proximity to Lifestyle Amenities

*Please Populate Both Cases***Case 1 - Mandatory Requirement**

Have all Municipal Official Plan requirements been satisfied?

Mandatory

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (1 Point Each) (This minimum metric must be satisfied to earn aspirational points)

Up to 3 points (M)

General Retail

Convenience Store

Theatre

Coffee Store

Hair Salon

Bank

Place of Worship

Daycare

Restaurant/Pub

Other (Please Specify)

Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (1 Point Each)

Up to 3 points (A)

General Retail

Convenience Store

8/23/24, 9:26 AM

City of Brampton | Planning and Development | SATOLDMetric

Theatre	<div><select></div>	
Coffee Store	<div><select></div>	
Hair Salon	<div>Yes</div>	
Bank	<div>Yes</div>	
Place of Worship	<div><select></div>	
Daycare	<div>No</div>	
Restaurant / Pub	<div>Yes</div>	
Other (Please Specify)	<div><select></div>	<div></div>

Landscape and Street Tree Planting/Preservation - Urban Tree Diversity

In an urban area, where trees are planted in a row (i.e. street trees, trees in parks, parking area, etc.), have tree species been alternated every two trees, or in accordance with approved Municipal Standards?

Yes

Mandatory

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

Are there any trees on site?

Yes

Qualifier

Has a Tree Evaluation Report (Arborist report) been prepared that identifies and evaluates where on-site healthy trees will be protected or removed, and has compensation for removal of healthy tableland trees been proposed in accordance with the City’s requirements?

Yes

Mandatory

Where healthy tableland trees are proposed for removal, has enhanced compensation is provided based on basal area?

Yes

2 Points (M)

Have 75% or more of the healthy mature trees greater than 20 cm DBH been preserved in-situ on site?

3 points (A)

Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality

Have all Municipal Planting Standards been satisfied as they pertain to soils?

Mandatory

All pits, trenches and/or planting beds have a topsoil layer greater than 60 cm with gradual change of soil quality (texture, porosity) and organic matter content that varies from 2% to 7% in the top 30 cm of soil by dry weight and a pH of 6.8 to 8.0. There is a minimum soil area of 30 m² at proper planting depth of unobstructed growing medium per tree.

2 Points (M)

Green Building

Are there more than five non-residential buildings in your development application?

Qualifier

Have all Municipal buildings over 500 m² been designed to LEED Silver or equivalent?

Mandatory

How many buildings are enrolled in a third party Green Standards? (2 Points if One or More)

2 Points (M)

Please Select: Applicable Certification Standards

What percentage of non-residential buildings is anticipated to be certified under third party Green Standards? (2 Points if 50-75%, 4 Points if 76-100%. Site must have 5 or more buildings.)

Up to 4 Points (A)

Please Select: Applicable Certification Standards

<select>

<select>

Housing Unit Mix - Design for Life Cycle Housing - Block and Draft Plan

Input the percentage of housing types that fall under the following categories.

Up to 7
Points (M)

Ownership

Affordable /
Low Income

Market

100

Housing Type

Attached

Detached

100

Townhomes

Mid / Hi-Rise

Accommodations

Live Work

Multi-
Generational
Living

100

Mixed-Use

Adult/Senior
Care Housing

Long-Term
Care

Pedestrian Connections - Traffic Calming

your development application?

Are new non-residential roads being created within your development application?

Qualifier

What percentage of new residential-only streets is designed with traffic calming strategies?

Up to 2 points (M and A)

Pedestrian Connections - Proximity to School

Are 50% of dwelling units within 800 m walking distance of public/private elementary, Montessori, and middle schools? *(Must satisfy this minimum target to earn aspirational points)*

2 Points (M)

Are 50% of dwellings units within 1600 m of public/private high schools? (Must satisfy this minimum target to earn aspirational points)

1 Point (M)

Are 75% of dwelling units within 400 m walking distance of public/private elementary, Montessori, and middle schools?

2 Points (A)

Are 75% of dwellings units within 1000 m of public/private high schools?

1 Point (A)

Cultural Heritage Resources - Cultural Heritage Conservation

Have the following policies been adhered to? Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada". Municipal Register of Cultural Heritage Resources and/or Municipal Heritage Inventory.

Mandatory

Have all properties included in the Municipal Heritage Registers (listed and designated) been evaluated?

2 Points (M)

Have all of the cultural heritage resources that qualify

for designation under the Ontario Heritage Act been retained and protected?

Are 100% of cultural heritage resources identified in the Municipal Heritage Registers (listed and designated) and their associated landscapes and ancillary structures conserved in-situ in accordance with "The Standards and Guidelines for the Conservation of Historic Places in Canada"?

<select>

2 Points (A)

% of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

Have street trees been provided on both sides of streets according to the Municipal Standards?

Yes

Mandatory

At what distance have street trees been provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters)?

8 m or Less

Up to 2 points (M and A)

What percentage of sidewalks will be shaded by trees within 10 years of development? If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees). All trees should be selected from the applicable Municipal tree list. (50%=1 Point, 75%=2 Points)

50%

Up to 2 points (M and A)

Mobility^{Help}

Street Networks/Blocks - Block Perimeter/Length

Verify the following statement, 75% of block perimeters do not exceed 550 m and 75% of block lengths do not exceed 250 m.

Yes

2 Points (M)

Verify the following statement, 100% of block perimeters do not exceed 550 m and 100% of block lengths do not exceed 250 m

Yes

2 points (A)

Street Networks/Blocks - Intersection Density

How many street intersections are there per km²? (40-50=2 Points, 51-60=3 Points, >60=4 Points)

Up to 4
points (M
and A)

Transit Supportive - Distance to Public Transit - Block and Draft Plans

Have the Official Plan Targets been satisfied?

Mandatory

Are 50% of residents/employment within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops? Alternatively, are 50% of residents/employment within 400 m walking distance to 1 or more bus stops with frequent service?

3 Points (M)

Are 75% of residents/employment within 400 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops? Alternatively, are 75% of residents/employment within 200 m walking distance to 1 or more bus stops with frequent service?

3 points (A)

Active Transportation - Proximity to Cycle Network

Does the development plan include any anticipated or existing trails or cycling networks?

Qualifier

Active Transportation - Creation of Trail and Bike Paths

This metric will only populate if the presence of a Cycling Networks has been declared in the previous metric "Proximity to Cycle Network"

Walkability - Promote Walkable Streets

Are all sidewalks in accordance with applicable Municipal Standards? Sidewalks must be at least 1.5 m in width.

Mandatory

What percentage of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards?

Up to 4
points (M
and A)

Have pedestrian amenities been provided to further encourage walkable streets?

No

2 points (A)

Please list pedestrian amenities provided:

- ☐ Wind Breaks
- ☐ Seating
- ☐ Pedestrian Oriented Lighting
- ☐ Wide Sidewalks (Urban Areas)
- ☐ Shading

Other (Please Specify)

Natural Environment and Parks ^{Help}

Natural Heritage - Connection to Natural Heritage

Is a natural heritage system included within, or adjacent to, the development boundary?

Yes

Qualifier

What percentage of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads)?

<select>

Up to 4 points (M and A)

Natural Heritage System - Natural Heritage System Enhancements

This metric will only populate if the presence of a natural heritage system has been declared in the previous metric "Natural Heritage - Connection to Natural Heritage"

Does the application conform to the City's natural heritage system as defined in its Official Plan?

Yes

Mandatory

Has the development plan demonstrated ecological gain above and beyond the Municipal natural heritage requirements?

<select>

2 points (A)

Parks - Park Accessibility

Does the development plan include any parks?

No

Qualifier

Stormwater - Stormwater Management Quality and Quantity

Have quantity or flood control been provided in accordance with applicable Municipal and conservation authority requirements?

Mandatory

What is the most intense rainwater event that the site can retain runoff from (in mm)?

Mandatory and Up to 6 points (M and A)

Will 80% of the Total Suspended Solids (TSS) be removed from all runoff leaving the site on an annual loading basis? Additionally, have all ponds been designed with Enhanced Level of Protection (Level 1)?

Mandatory

Will 81%-90% of Total Suspended Solids from all runoff leaving site be removed during a 10 mm rainfall event? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

1 Point (M)

Will 91-100% of Total Suspended Solids from all runoff leaving site be removed during a 15 mm rainfall event?

4 points (A)

Urban Agriculture - Dedicate Land For Local Food Production - Block and Draft

Has 80 ft². of garden space been provided per development unit?

2 Points (M)

Has the applicable growing space per development unit been satisfied? See table below:

2 points (A)

DU Density Growing Space/DU

17-35DU/ha 200 ft²

36-54DU/ha 100 ft²

>54DU/ha 80 ft²

Soils and Topography - Restore and Enhance Soils

Has a Topsoil Fertility Test been conducted according to Municipal Standards?

Mandatory

Have recommendations from a Topsoil Fertility Test been implemented for the entire site? *(Must satisfy this target to earn aspirational points)*

1 Point (M)

target to earn aspirational points,

Does the application avoid development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides?

2 points (A)

Has a minimum topsoil depth of 200 mm been provided across the entire site?

2 points (A)

Infrastructure and Buildings ^{Help}

Energy Conservation - Passive Solar Alignment

What percentage of blocks have one axis within 15 degrees of East/West? East/West lengths of those blocks must be at least as long as the North/South lengths.

Up to 6 points (M and A)

Energy Conservation - Building Energy Efficiency - Draft Plan

Have all single family homes buildings been designed in accordance with the Ontario Building Code?

Mandatory

What EnerGuide rating have 75% of single family homes and multi-unit residential buildings (<3 storeys) been built to?

2 Points (M)

What EnerGuide rating have 90% of single family homes and multi-unit residential buildings (<3 storeys) been built to?

2 Points (A)

Energy Conservation - Energy Management

Has an energy management strategy been developed for the development?

2 Points (M)

Lighting - Reduce Light Pollution

Have all applicable Municipal Standards been satisfied?

Mandatory

Confirm that there is no "uplighting" included in the design and that all exterior lighting fixtures > 1,000

1 Point (M)

lumens are shielded to prevent night sky lighting.

Lighting - Energy Conserving Lighting

Have all applicable Municipal Standards been satisfied?	<div>Yes</div>	Mandatory
Have LEDs and/or photocells been used on all lighting fixtures exposed to the exterior? (Includes street lights, park lights, and pedestrian ways)	<div>Yes</div>	2 Point (M)

Materials and Solid Waste Management - Recycled/Reclaimed Materials

Have all applicable Municipal Standards been satisfied?	<div>Yes</div>	Mandatory
What percentage of recycled/reclaimed materials will be used for new infrastructure including roadways, parking lots, sidewalks, unit paving, etc.	<div><select></div>	Up to 2 points (M and A)

We are making changes to our website. If you experience a problem with our website, please let us know.

We appreciate your patience. www.brampton.ca/webcomments





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To amend By-law 270-2004, as amended

WHEREAS The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows;

By-law 270-2004, as amended, is hereby further amended:

(1) By changing on Schedule A thereto, the zoning designations of the lands as shown outlined on Schedule A to this by-law:

From	To
Agricultural (A)	Residential Single Detached E14.5 –Section AAAA (R1E14.5-AAAA) Residential Single Detached E13.0 – Section BBBB (R1E13.0-BBBB) Residential Single Detached E18.0 – Section CCCC (R1E18.0-CCCC) Open Space (OS)

(2) By adding thereto the following sections:

“AAAA The lands designated R1E – SECTION AAAA on Schedule A to this by-law:

AAAA.1 shall only be used for the purposes permitted within an R1E zone.

AAAA.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area: 400 square metres
- (2) Minimum Lot Width: 14.5 metres
- (3) Minimum Lot Depth: 27.0 metres
- (4) Minimum Front Yard Setback: 4.5 metres but 6.0 metres to the front of a garage
- (5) Minimum Rear Yard Setback:

- i) 7.0 metres
 - ii) 6.5 metres for lots with an irregular shape
 - iii) 6.0 metres for lots that back onto open space blocks and Stormwater Management Ponds
- (6) Minimum Interior Side Yard Width: 0.6 and 1.2 metres
- (7) Maximum Building Height: 13 metres
- (8) Maximum encroachment of window bay:
 - i) Front yards: 2.0 metres
 - ii) Interior side yard: 0.5 metres
- (9) Maximum encroachment of balconies, decks, porches, with or without foundations or cold cellars including eaves and cornices:
 - i) Front yards: 2.0 metres
 - ii) Interior side: 0.3 metres for a 0.6 metre side yard
0.9 metres for for a 1.2 metre side yard
 - iii) Rear Yard: 2.5 metres
- (10) Maximum driveway width: 9 metres or the width of the garage, which ever is greater;

AAAA.3 shall also be subject to the requirements and restrictions relating to the R1E zone and all the general provisions of this by-law which are not in conflict with those set out Section AAAA.2.

“BBBB The lands designated R1E – SECTION BBBB on Schedule B to this by-law:

BBBB. 1 shall only be used for the purposes permitted within an R1E zone.

BBBB. 2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area: 350 square metres
- (2) Minimum Lot Width: 13.0 metres
- (3) Minimum Lot Depth: 20.0 metres
- (4) Minimum Front Yard Setback: 4.5 metres but 6.0 metres to the front of a garage
- (5) Minimum Rear Yard Setback:
 - i) 7.0 metres
 - ii) 6.5 metres for lots with an irregular shape
 - iii) 6.0 metres for lots that back onto open space blocks and Stormwater Management Ponds
- (6) Minimum Interior Side Yard Width: 0.6 metres
- (7) Maximum Building Height: 13 metres
- (8) Maximum encroachment of window bay:
 - i) Front yards: 2.0 metres
 - ii) Interior side yard: 0.5 metres
- (9) Maximum encroachment of balconies, decks, porches, with or without foundations or cold cellars including eaves and cornices:

- i) Front yards: 2.0 metres
- ii) Interior side: 0.3 metres for a 0.6 metre side yard;
0.9 metres for a 1.2 metre side yard;
- iii) Rear Yard: 2.5 metres
- (10) Maximum driveway width: 9 metres or the width of the garage,
which ever is greater;

“CCCC The lands designated R1E – SECTION CCCC on Schedule B to this by-law:
CCCC.1 shall only be used for the purposes permitted within an R1E zone.

CCCC.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area: 600 square metres
- (2) Minimum Lot Width: 18.0 metres
- (3) Minimum Lot Depth: 20.0 metres
- (4) Minimum Rear Yard Setback: 3.6 metres
- (5) Minimum Interior Side yard Width: 1.2 metres
- (6) Minimum Exterior Side Yard Width: 1.2 metres
- (7) Maximum Building Height: 13 metres
- (9) Maximum encroachment of window bay:
 - i) Front Yard: 2.0 metres
 - ii) Interior Side Yard: 0.5 metres
 - iii) Exterior Side Yard: 0.5 metres
- (10) Maximum encroachment of balconies, decks, porches, with or without
foundations or cold cellars including eaves and cornices:
 - i) Front Yard: 2.0 metres
 - ii) Interior Side yard: 1.2 metres
 - iii) Rear Yard: 2.5 metres
- (11) Maximum driveway width: 9 metres or the width of the garage,
which ever is greater;

ENACTED and PASSED this _____ day of _____ , 2024.

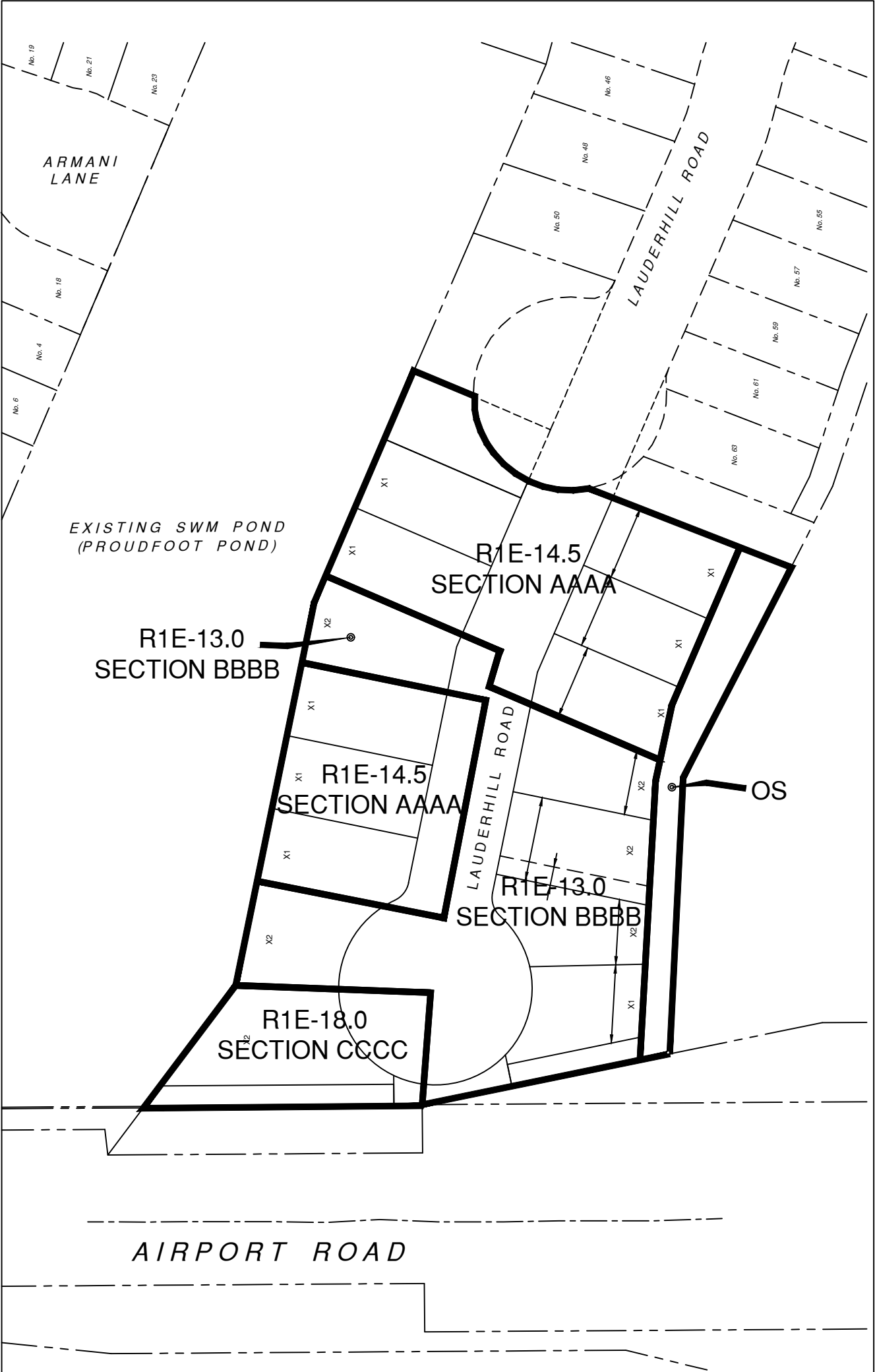
Approved as to
form.
20_/month/day
[insert name]

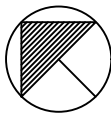

Patrick Brown, Mayor

Approved as to
form.
20_/month/day
[insert name]

Genevieve Scharback, City Clerk

DRAFT



BRAMCON ENGINEERING LIMITED		 1:1000	 CANDEVCON LIMITED CONSULTING ENGINEERS AND PLANNERS TEL. (905) 794-0600 FAX (905) 794-0611		
PART OF LOT 16, CONC. 7 N.D.			Date: OCT., 28th 2022 Drawn By: S.G.		
BY-LAW	SCHEDULE A		File No. W19046 Plan No. ZP-1		
By-Law -----	schedule A				



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-06

File: **OZS-2021-0065**

Subject: **Recommendation Report**
 Application for a Draft Plan of Subdivision and to Amend the Zoning By-law
 (To permit the residential development consisting of a total of 128 single detached units, 118 townhouse units, 2 partial school blocks, a partial park block, 3 walkway blocks, a Natural Heritage System (NHS), and associated public road right-of-ways)
Greenvale Homes Ltd. c/o KLM Planning Partners
 2648 Countryside Drive
 Ward: 10

Contact: Chinoye Sunny, Development Planner, Development Services, 905-874-2064, Chinoye.Sunny@brampton.ca

 Angelo Ambrico, Manager, Development Services, 905-874-2953, Angelo.Ambrico@Brampton.ca

Report number: Planning, Bld & Growth Mgt-2024-909

RECOMMENDATIONS:

1. That the report from Chinoye Sunny, Development Planner, Development Services to the Planning and Development Committee of December 9th, 2024, re: **Recommendation Report, Application for a Draft Plan of Subdivision and to Amend the Zoning By-law**, Greenvale Homes Ltd. – KLM Planning Partners, 2648 Countryside Drive, Ward 10, be received;
2. That the application for a Zoning By-law Amendment and Draft Plan of Subdivision submitted by KLM Planning Partners on behalf of Greenvale Homes Ltd. be approved on the basis that it is consistent with the Provincial Policy Statement, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendments to the Zoning By-law generally in accordance with the attached Attachment 12 to this report be adopted;

4. That no further notice of public meeting be required for the attached Zoning By-law Amendment as per Section 34(10.4) of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- The report recommends approval of an amendment to the Zoning By-law and endorsement of the Draft Plan of Subdivision for this application.
- The proposal includes a residential development consisting of a total of 128 single detached units, 118 townhouse units, 2 partial school blocks, a partial park block, 3 walkway blocks, a Natural Heritage System (NHS), and associated public road right-of-ways.
- The Official Plan (2006) designates the subject property 'Residential' and 'Open Space'. No amendment to the is required to permit the proposed development.
- The Brampton Plan (2023) designates the subject property 'Community Areas', 'Neighbourhoods' and 'Natural Heritage System'. No amendment to the Official Plan is required to permit the proposed development.
- The Secondary Plan designates the subject property 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land'. No amendment to the Secondary Plan is required to facilitate the proposed development.
- The Countryside Villages Block Plan (Area 48-2) designates the subject property 'Low / Medium Density Residential', 'Medium Density Residential', 'Park', 'Valleyland/Channel' and 'School'. No amendment to the Block Plan is required to facilitate the proposed development.
- The Zoning By-law designates the subject property 'Agricultural (A)' and 'Floodplain (F)'. An Amendment to the Zoning By-law is required to facilitate the proposed development.
- The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on April 25, 2022. No members of the public and no written correspondence was received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.
- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to

an economy that thrives with communities that are strong and connected.

- **The development proposal represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with the City of Brampton Official Plan.**

BACKGROUND:

The land subject to the Zoning By-law Amendment is located at 2648 Countryside Drive which is north of Countryside Drive, east of Torbram Road. KLM Planning Partners submitted an application on behalf of Greenvale Homes Ltd. on December 23, 2021. This application was deemed complete on February 3, 2022, in accordance with Section 34 (10.4) and Section 51(19.1) of the Planning Act. Since the time of receipt of the application and the public meeting, the applicant has submitted three (3) submission packages to refine the technical details associated with the proposal.

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on April 25, 2022. There were no members of the public spoke at the meeting and no written correspondence was received.

CURRENT SITUATION:

Proposal

An application to amend the Zoning By-law has been filed with the City to permit residential, open space, a park block, a buffer block, a walkway block, and two (2) elementary schools. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the roads, lots, and blocks.

Details of the Proposal:

- The development application proposes a total of 234 residential units:
 - 128 single detached dwelling with lot frontages of 11.6 metres and 12.5 metres; and,
 - 118 townhouse units with lot frontages of 5.5 metres.
- Two (2) partial School Blocks with a total of 7.02 hectares;
- One (1) Park Block of 1.3 hectares;
- Three (3) Walkway Blocks totalling 0.082 hectares;

- 0.009 hectare Buffer Block;
- 0.279 hectare Natural Heritage System Block; and
- Internal public road networks.

Property Description and Surrounding Land Use

The lands have the following characteristics:

- A total site area of approximately 20.455 hectares (50.545 acres);
- An approximate frontage of 76 metres along Torbram Road and 349 metres along Countryside Drive;
- The subject property is currently vacant

The surrounding land uses are described as follows:

- North: Valleylands and vacant lands that are subject to a future residential subdivision application (City File No. OZS-2019-0013).
- South: Countryside Drive, beyond which are existing low density residential subdivisions.
- East: Vacant lands that are subject to a future residential subdivision application (City File No. OZS-2019-0013).
- West: Torbram Road and vacant lands that are subject to a future residential subdivision application (City File No. OZS-2021-0024, C06E16.007 & C06E16.003). There is also existing place of worship, commercial, and residential uses.

Application to Amend the Zoning By-Law

The subject property is currently zoned 'Agricultural (A)' and 'Floodplain (F)', as per By-law 270-2004 as amended. The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. Within the 'Floodplain (F)' zone flood and erosion control, conservation areas, public parks, and golf courses are permitted. No building or structures are permitted for any purpose except that of flood and erosion control on Floodplain zoned lands.

This zoning designation does not permit the intended development. The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new site-specific single detached residential

zones, townhouse zones, as well as an institutional zone, open space (OS), and floodplain (F) zones.

Summary of Recommendations

This report recommends that Council approve the proposed Zoning By-law Amendment and endorse the Draft Plan of Subdivision. This report further recommends that Council approve the Zoning By-law Amendment generally in accordance with Attachment 12 to accommodate the approval of the Draft Plan of Subdivision. The proposal and implementing documents represent good planning, is consistent with the Provincial Policy Statement, and conforms to the City of Brampton Official Plan – see associated details in Attachment 10.

MATTERS OF PROVINCIAL INTEREST

Planning Act:

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Countryside Villages Block Plan area. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

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

Provincial Policy Statement, 2024 (PPS):

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 proposed development includes the development single detached units, townhouse blocks, school blocks, park blocks, and a Natural Heritage System, which aims to intensify underutilized lands. 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 housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities.

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

MUNICIPAL PLANNING DOCUMENTS

City of Brampton Official Plan (2006):

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The Draft Plan of Subdivision includes single detached homes and townhouse blocks which adds to the diversity of the City's housing stock. The proposed development is located within the Countryside Villages Block Plan Area, the majority of this area is currently vacant and is planned to be developed as sustainable, complete community with varying housing typologies, pedestrian connections, and located close to existing and future planned transit infrastructure which will aide 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 planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The Draft Plan of Subdivision also identifies the 'Open Space' area as a Natural Heritage Feature which will be gratuitously conveyed to the City for protection and conservation.

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

Brampton Plan, 2023:

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further

designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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.

The proposed development is located on underutilized, vacant Greenfield lands within the Countryside Villages Block Plan Area. 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 234 new residential units in varying housing typologies (single detached unit and townhouses) 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 Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Countryside Villages Secondary Plan:

The subject lands are designated 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land' within the Countryside Villages Secondary Plan. The low and medium density designations are intended to be developed for single detached, semi-detached, and townhouse dwelling forms. The 'Low Density' designation permits a range of housing types with a density in the range of 19.5 and 30.1 units per net residential hectare (8 to 12 units per net acre). The proposed development contemplates single detached dwellings within this designation with a density of 27.2 units per net residential hectare (11.0 units per net acre) and therefore conforms with the Secondary Plan. The 'Medium Density' designation permits a range of housing types with a density in the range of 30.0 and 50.0 units per net residential hectare (12 to 20 units per net acre). The proposed development contemplates townhouse dwellings within this designation with a density of 56.0 units per net residential hectare (22.7 units per net acre). Although, the proposed density is slightly above the maximum permitted density of this designation, Section 5.1.3 of the Official Plan states that numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan. As such, the proposed development conforms to the Secondary Plan.

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as 'Low / Medium Density Residential', 'Medium Density Residential', 'Park', 'Valleyland/Channel' and 'School' in the Countryside Villages Block Plan (Area 48-2). The proposal provides for a

range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development. The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. As such, the proposed development conforms to the Block Plan.

City of Brampton Zoning By-law:

The subject property is currently zoned 'Agricultural (A)' and 'Floodplain (F)', as per By-law 270-2004 as amended. The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones, residential townhouse zones, as well as an institutional zone, open space (OS), and floodplain (F). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

COMMUNITY ENGAGEMENT

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. Public Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on April 25, 2022. No members of the public made delegations at the meeting and no pieces of written correspondence were received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

This application to amend the Zoning By-law is consistent with the "Growing Urban Centres & Neighbourhoods" strategic focus area. The proposal will result in the intensification of currently vacant and underutilized parcels of land to implement the policies of the Countryside Villages Secondary Plan and Block Plan. The proposal will

add to the diversity of housing options that are offered in Brampton and is an example of the efficient use of land and resources within the City's greenfield area.

Living the Mosaic – 2040 Vision

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

CONCLUSION:

Staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision, subject to the Draft Conditions of Approval, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, is consistent with the Provincial Policy Statement, and conforms to the principles and policy direction of the City of Brampton Official Plan, and the Countryside Villages Secondary Plan (Area 48b).

The report recommends that Council enact the Zoning By-law Amendment attached hereto as Attachment 12. The Zoning By-law Amendment and Draft Plan of Subdivision application are appropriate for the orderly development of the lands considering the following:

- The proposal conforms to provincial plans such as the Provincial Policy Statement;
- The development proposed residential typologies and densities which conform to the City of Brampton Official Plan and Countryside Villages Secondary Plan (Area 48b); and,
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

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

Authored by:

Reviewed by:

Chinoye Sunny
Development Planner
Planning, Building and Growth
Management

Allan Parsons MCIP, RPP
Director, Development Services & Design
Planning, Building and Growth
Management

Approved by:

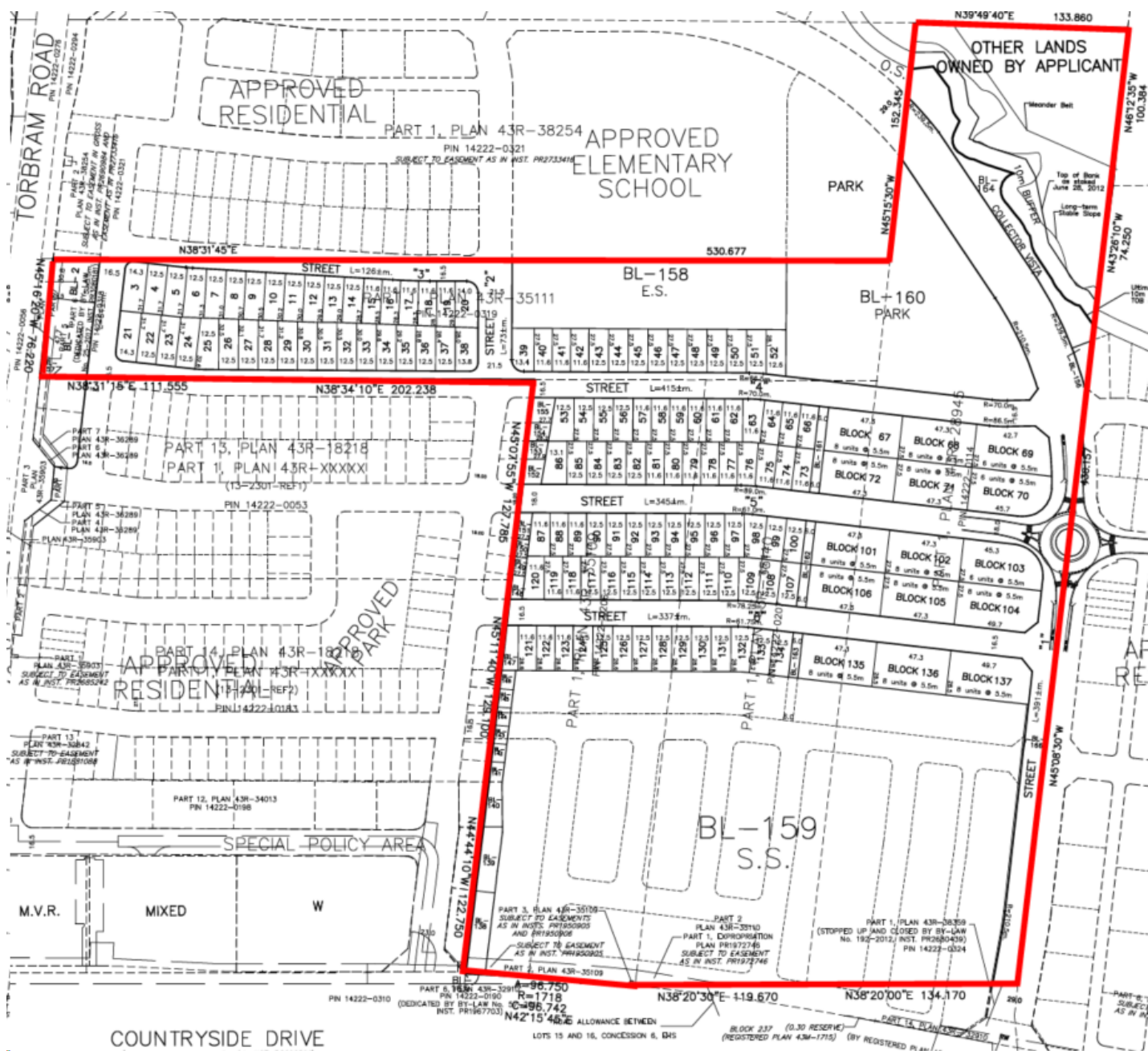
Approved by:

Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building and Growth
Management

Marlon Kallideen
Chief Administrative Officer

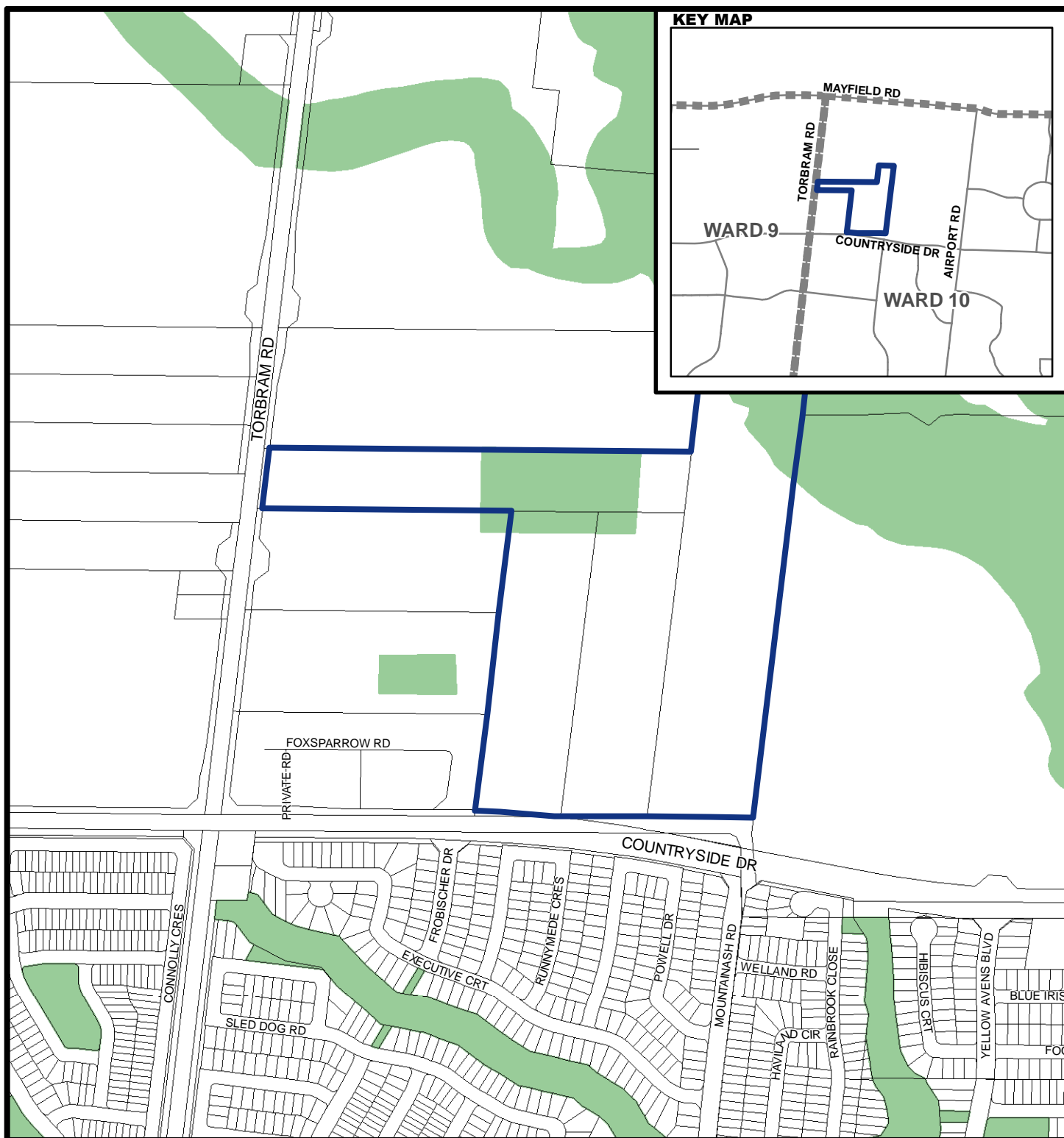
Attachments:

Attachment 1: Concept Plan
Attachment 2: Location Map
Attachment 3: Official Plan Designations
Attachment 4: Secondary Plan Designations
Attachment 4A: Block Plan Designations
Attachment 5: Zoning Designations
Attachment 6: Aerial & Existing Land Use
Attachment 7: Heritage Resources Map
Attachment 8: Results of Public Meeting
Attachment 9: Results of External Circulation
Attachment 10: Detailed Planning Analysis
Attachment 11: Sustainability Assessment Snapshot
Attachment 12: Draft Zoning By-law Amendment



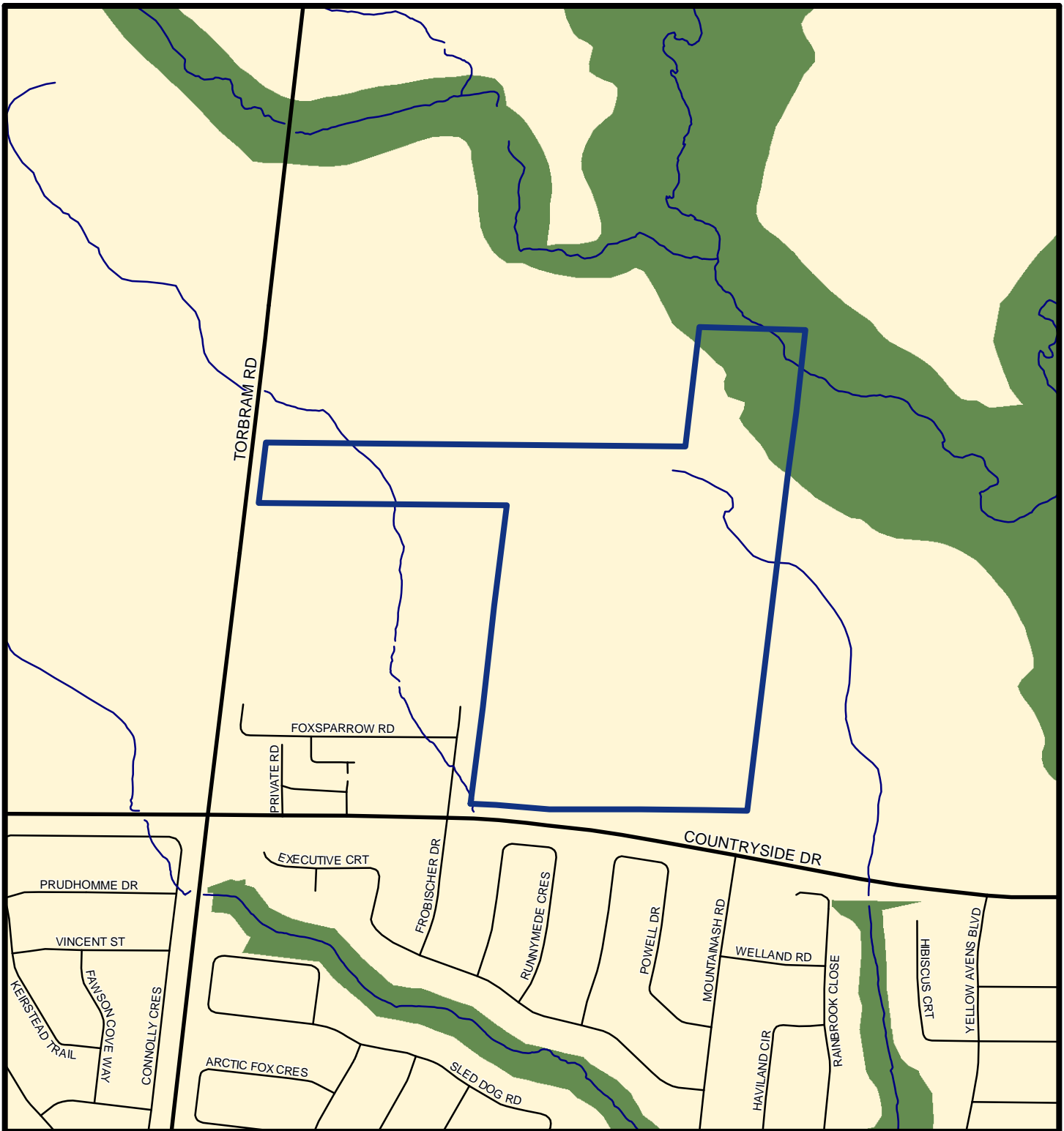
ATTACHMENT 1 CONCEPT PLAN

KLM PLANNING ASSOCIATES INC.
GREENVALE HOMES LTD.
CITY FILE: OZS-2021-0065

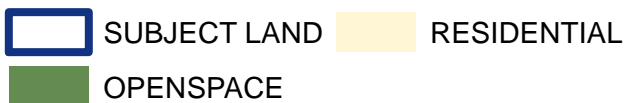


- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE





EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP48(B) OF THE DOCUMENT KNOWN AS THE COUNTRYSIDE VILLAGES

ROAD NETWORK

- GATEWAY
- POTENTIAL INTERSECTION
- COLLECTOR ROAD
- MINOR ARTERIAL
- MAJOR ARTERIAL (REGIONAL)
- INTERSECTION

RECREATION OPEN SPACE

- CITY WIDE PARK
- NEIGHBOURHOOD PARK

COMMERCIAL

- D.R. DISTRICT RETAIL
- M.V.C. MOTOR VEHICLE COMMERCIAL
- C.R. CONVENIENCE RETAIL
- N.R. NEIGHBOURHOOD RETAIL COMMERCIAL
- M.U. MIXED USE
- VILLAGE_CORE
- SPECIAL POLICY AREA
- AREA SUBJECT TO THIS AMENDMENT

INSTITUTIONAL

- K-5 PUBLIC JUNIOR ELEMENTARY SCHOOL SITE
- 6-8 PUBLIC MIDDLE SCHOOL SITE
- SE SEPERATE ELEMENTARY SCHOOL
- SEP SEPERATE SECONDARY SCHOOL SITE
- S PUBLIC SECONDARY SCHOOL SITE
- W PLACE OF WORSHIP

NATURAL HERITAGE & ENVIRONMENTAL MANAGEMENT

- VALLEYLAND
- SWM STORMWATER MANAGEMENT FACILITY
- WOODLOT

RESIDENTIAL

- LOW DENSITY
- MEDIUM DENSITY
- MEDIUM / HIGH DENSITY RESIDENTIAL
- LIVE / WORK



BRAMPTON
Flower City

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac

Date: 2022/03/21

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

Page 317 of 381
CITY FILE: OZS-2021-0065

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 48-2 KNOWN AS THE COUTRYSIDE VILLAGES SECONDARY PLAN



- SUBJECT LAND
- COMMERCIAL
- AGRICULTURAL
- FLOODPLAIN
- RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE



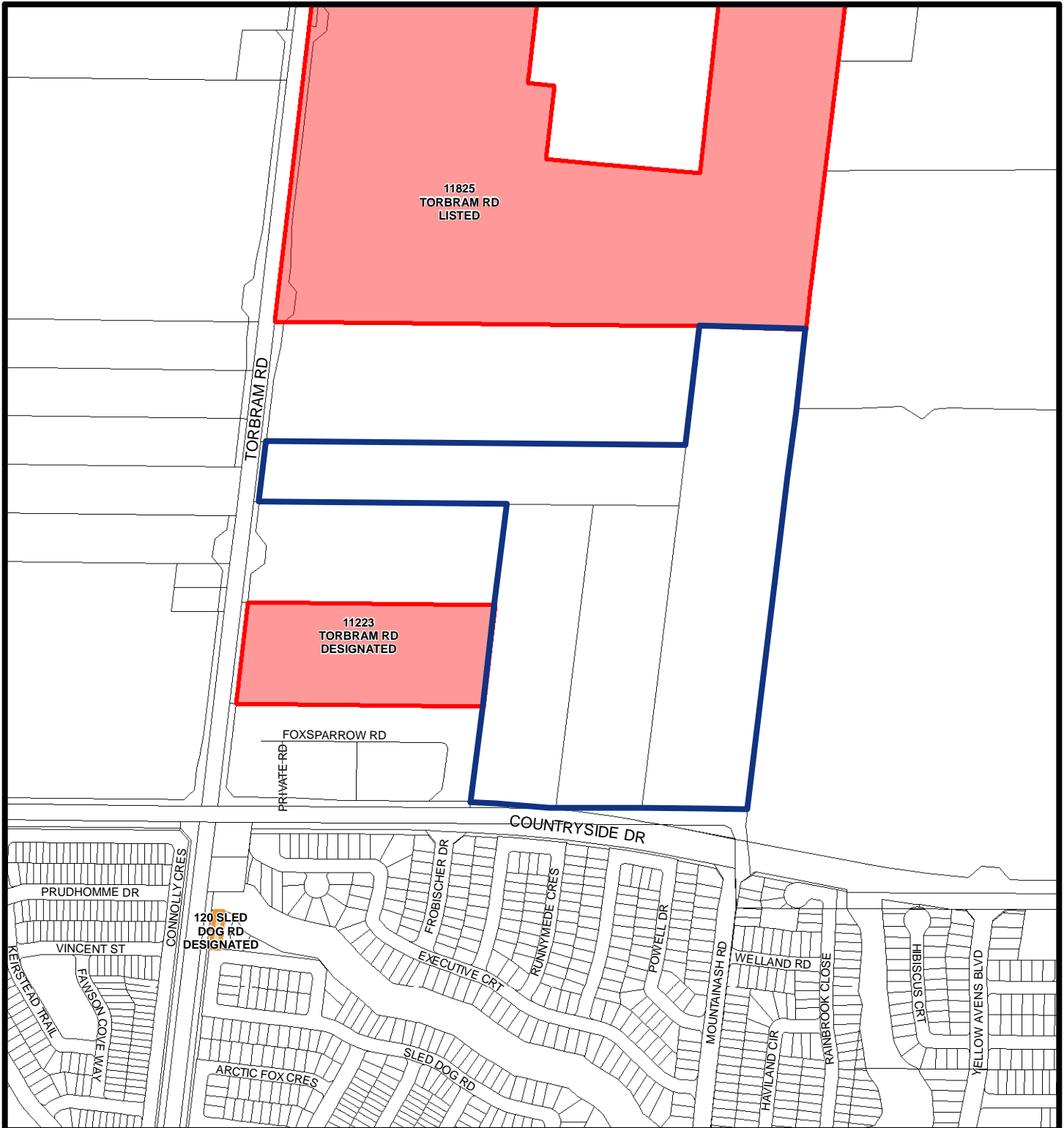


AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				





Results of Public Meeting (April 25, 2022) and Correspondence Received

OZS-2021-0065

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10

Members Absent:

Regional Councillor G. Dhillon - Wards 9 and 10
Mayor Patrick Brown (ex officio)

Staff Present:

Paul Morrison, Acting Chief Administrative Officer
Jason Schmidt-Shoukri, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Jeffrey Humble, Manager, Policy Planning
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Sameer Akhtar, City Solicitor
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Tammi Jackson, Legislative Coordinator

Staff Report:
PDC072-2022

Dana Jenkins, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information. In response to questions from the Committee, staff provided information regarding the implementation of sustainability scores beyond the Bronze threshold, and clarified the location on the application site.

Alistair Shields, Senior Planner, KLM Planning Partners Inc registered as a delegate to provide additional information regarding the proposed development.

January 10, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Emma De Melo

Re: Request for Comments
KLM Planning Partners Inc. – Greenvale Homes Ltd.
2648 Countryside Drive
City File Numbers: OZS-2021-0065 & 21T-21028B
Alectra EP File: L1-29

Dear Emma,

As per your request for comments regarding the above project, we respond as follows:

- A. Please include the following as conditions of approval:
- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. Alectra Utilities requires blanket easement on condominium developments. These will be confirmed during the final design of the roads and subdivision.
 - The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
 - The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
 - The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.
- B. The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is also available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions (Central)

Alectra Utilities Corporation
175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 1 833 253 2872

alectrautilities.com

February 15, 2022

Mark Michniak
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Michniak:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
KLM Planning Partners Inc. – Greenvale Homes Ltd.
East of Torbram Dr, north of Countryside Dr
File: 21T-21025B (OZS 2021-0065)
City of Brampton – Ward 10

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 128 detached, 46 semi-detached and 79 townhouse units which are anticipated to yield:

- 39 Junior Kindergarten to Grade 8 Students; and
- 26 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Blessed Michael J. McGivney	367	550	2
Secondary School	St. Marguerite d'Youville	1296	1458	11

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

February 8, 2023

Emma De Melo
Planner I
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Emma De Melo:

RE: **Second Submission Draft Plan of Subdivision and
Zoning By-law Amendment Application
OZS-2021-0065 (21T-21028B)
Greenvale Homes Ltd.
2648 Countryside Drive (Part of Lot 16, Concession 6 EHS)
City of Brampton (Ward 10)**

The Peel District School Board has reviewed the above-noted revised application which includes 128 single detached units, 46 semi-detached units and 78.5 townhouse units (totalling 252.5 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated student yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
131	44

The students generated from this development would reside within the following school boundaries:

Public School	School Enrolment	School Capacity	Number of Portables
Countryside Village P.S. (<i>Kindergarten to Grade 8</i>)	816	885	2
Louise Arbour S.S. (<i>Grade 9 to Grade 12</i>)	1,332	1,530	0

School Site Blocks:

The proposed partial elementary school site, identified as Block 172 (1.925 acres), is adjacent to the partial school site Block 532 (6.096 acres) of plan 21T-19020B (OZS-2019-0013). Combined, these partial blocks offer a proposed public elementary school site of 8.021 acres, which is sufficient.

The proposed partial secondary school site, identified as Block 173 (15.278 acres), is adjacent to the partial school site Block 533 (0.959 acres) of plan 21T-19020B (OZS-2019-0013). Combined, these partial blocks offer a proposed public secondary school site of 16.237 acres, which is sufficient.

Conditions of Draft Approval:

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, until the permanent school for the area has been completed:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools."
 - b) "Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events."
 - c) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place, designated by Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment (STOPR012) procedure and process "
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.
4. Any amendment or adjustment to the subdivision that would result in an increase of proposed residential units should address to the satisfaction of the Peel District School

Board the adequacy of school capacity to support the increase in proposed residential units beyond Block #172 and Block #173.

5. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of an elementary school on Block #172 and Block #173.
6. The applicant is required to provide site development plans for the school site area indicating the location of the required facilities.
7. Prior to registration of the plan, the City of Brampton requires that satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of School Block #172 and Block #173 designated in the plan for public school purposes.
8. The developer shall agree to install fencing to municipal standards.
9. The developer shall agree to post and maintain "No Dumping" signs along the perimeter fence as required by the Peel District School Board.
10. A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on School Block #172 and Block #173.
11. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the Peel District School Board prior to their establishment on the proposed school site.
12. The developer shall agree to confirm in writing to the Peel District School Board that capacity for a new school with regards to natural gas and hydro is adequate.
13. The applicant will ensure that Community mailboxes are not located along the frontage of School Block #172 and Block #173.
14. The developer shall agree that during construction of the surrounding development they will provide any traffic control as required by the municipality at no cost to the Peel District School Board.

An addition, portables, boundary change and/or school re-organization may be required at the affected school(s) to accommodate the anticipated number of students from this development.

The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information please contact me at nick.gooding@peelsb.com or 905-890-1010, ext. 2215.

Thank you,



Nick Gooding, BES
Intermediate Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board



January 19, 2023

Emma Demelo
Planning, Building and Growth Management
City of Brampton
Ontario

Re: OZS-2021-0065 and 21T-21028B REVISION 1 - 2648 Countryside Drive

Rogers Reference #: M220940

Dear Emma:

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Alaa Azzam

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

Sunny, Chinoye

From: circulations@wsp.com
Sent: 2023/01/16 9:36 AM
To: Demelo, Emma
Subject: [EXTERNAL]ZBLA (OZS-2021-0065) and Draft Plan of Subdivision (21T-21028B), 2648 Countryside Dr., Brampton

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

2023-01-16

Emma Demelo

Brampton

, ,

Attention: Emma Demelo

Re: ZBLA (OZS-2021-0065) and Draft Plan of Subdivision (21T-21028B), 2648 Countryside Dr., Brampton; Your File No. 21T-21028B,OZS-2021-0065

To Whom this May Concern,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

January 19, 2023

BY EMAIL: emma.demelo@brampton.ca

Emma Demelo
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Emma Demelo:

**Re: Zoning By-law Amendment (OZS-2021-0065) and Draft Plan of Subdivision (21T-21028B)
2648 Countryside Drive
Part Lot 16, Concession 10 E.H.S.
City of Brampton
Greenvale Homes Ltd. (Agent: LKM Planning Partners Inc.)**

This letter will acknowledge receipt of a revised submission for the above noted Zoning By-law Amendment and Draft Plan of Subdivision applications, received on January 10, 2023. TRCA staff has reviewed the above noted applications, and we provide the following comments in accordance with the mandatory programs and services TRCA must provide as a public body commenting under the *Planning Act*.

The following items have been submitted and reviewed by TRCA staff as part of this revised submission:

- Addendum to Slope Stability Study, prepared by Soil Engineers Ltd., dated October 6, 2022
- Comment Response Table, prepared by KLM
- Cover Letter, prepared by KLM, dated December 15, 2022
- Draft Plan of Subdivision, prepared by KLM, dated November 10, 2022
- FSR Response to City Comments, prepared by Tylin, dated December 12, 2022
- Functional Servicing Report, prepared by TMIG, dated October 2022
- Phase 2 ESA, prepared by Soil Engineers Ltd., dated November 18, 2021
- Response to TRCA Comments, prepared by Tylin, dated December 12, 2022
- Scoped Environmental Impact Study, prepared by Beacon, dated December 2022
- Tree Inventory and Preservation Plan, prepared by Kuntz Forestry Consulting Inc., dated April 7, 2021

Recommendation

Based on our review of the revised submission, our priority issues from our April 20, 2022 letter have been addressed. As such, TRCA staff has **no objection** to the Draft Plan of Subdivision (draft plan dated November 10, 2022) as currently submitted and TRCA staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix I.

I trust these comments are of assistance. Should you have any questions, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anthony Syhlonyk', with a stylized flourish at the end.

Anthony Syhlonyk
Planner II
Development Planning and Permits | Development and Engineering Services
anthony.syhlonyk@trca.ca

APPENDIX I: TRCA Staff Conditions of Draft Plan Approval (City File #21T-21028B)

TRCA Conditions of Draft Plan Approval

Red-line Revisions

1. The final Plan shall be in general conformity with the draft plan prepared by KLM Planning Partners, dated November 10, 2022 prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing hydrologic function of wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA.

Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
 - c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposes environmental protection area lands, beyond those approved by the TRCA.
 - d. A groundwater constraint assessment that will examine existing the groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. If impacts to groundwater levels are anticipated, any potential impacts to surface water receivers and their inherent hazards must be assessed and any potential impacts mitigated, to the satisfaction of the TRCA.

- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether the control of erosion may be impacted and whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

- 4. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
 - d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
 - e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
 - f. To erect a permanent fence to the satisfaction of the TRCA on all lots and blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
 - g. To implement all water balance/infiltration measures, including side slope swales, identified in the submitted studies that have or are to be completed for the subject property.

- h. Implement all adaptive management and mitigation measures identified in the submitted design reports that have or are to be completed for the subject property.
- i. To design the final monitoring protocol, obtain approvals, and monitor the hazards and features identified through the supporting studies and to maintain the environmental and engineering measures to be implemented in accordance with submitted studies. And to provide for the long-term monitoring of the system as agreed in the final monitoring protocol and submit such monitoring reports to the TRCA on the agreed upon frequency.
- j. To provide for the enhancement of the valley corridor and and buffer areas in accordance with the drawings approved by the TRCA. And that monitoring and replanting of these areas be completed for a minimum 3-year period, to the satisfaction of the TRCA, with sufficient funds being secured through Letter of Credit in favour of the City of Brampton, or other appropriate measure.
- k. To provide for the warning clauses and information identified in TRCA's conditions.
- l. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- m. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- n. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- o. To gratuitously dedicated Blocks 175 and 176 to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
- p. That all community information maps and promotional sales materials for blocks adjacent to Blocks 175 and 176 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

- 5. That the implementing Zoning By-law recognize all hazard lands and environmental buffer blocks in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

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October 21, 2024

Chinoye Sunny
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
chinoye.sunny@brampton.ca

RE: Region of Peel Comments
Draft Plan of Subdivision and Zoning By-law Amendment Applications
2648 Countryside Drive
KLM Planning Partners on behalf of Greenvale Homes Ltd.
City File Number: 21T-21028 and OZS-2021-0065
Regional File Number: 21T-21028B and RZ-21-065B

Dear Chinoye,

Region of Peel staff have reviewed the third submission (R2) materials for the above-noted Draft Plan of Subdivision and Zoning By-law Amendment applications received on September 16, 2024.

Proposal

The Draft Plan of Subdivision proposes to create a residential plan of subdivision consisting of:

- 120 single detached dwellings and 8 units (on reserve blocks)
- 126 townhouse dwellings and 3 units (on reserve blocks)
- An elementary school block
- A secondary school block
- A park block
- Walkway blocks
- Vista and buffer blocks
- New streets and 0.3 m reserve blocks

Access to the subdivision will be provided through a new local street network with intersections on Torbram Road and Countryside Drive, as well as new local street connections to the adjacent subdivisions to the east and north.

The Zoning By-law Amendment proposes to rezone the lands from Agricultural (A) to various residential zones (R1F-9.0-AAAA, R2A-BBBB, R3E-6.0-CCCC, R1F-9.0-3593 and R3E-4.4-3580), an institutional zone (I1-3587) and Open Space (OS) zones to facilitate the proposed development.

School Block Change

The submission also includes a request for the School Board to release Block 159 on the Draft Plan (Secondary School) to allow for residential development to occur in its place. The Region has confirmed with the City that the School Board has not confirmed that the block can be released and that should this occur in the future, a redline revision to the draft plan would be required. Therefore, the Region has limited its review to exclude consideration of the release of the school block (and proposal for additional residential uses) considering the prematurity of the request. The Region has not reviewed the proposed lotting or the additional Function Servicing Report addendum. Should the School Board confirm that the Secondary School block can be released, further Regional review will be required and additional comments and conditions will apply.

The following comments are provided on this basis.

Summary

The Draft Plan of Subdivision included in this resubmission, identifies potential future lotting should the School Board release Block 159 on the Draft Plan (Secondary School) for residential purposes. The Region requests the Draft Plan of Subdivision be revised to exclude the potential future lotting as a review has not been undertaken and the City has confirmed that a future redline revision would be required to the Draft Plan.

Once a revised Draft Plan of Subdivision is received to address the removal of potential future lotting, providing that there are no other changes to the Draft Plan, the Region will be in a position to confirm draft plan conditions.

At this time, the Region has no concerns with the proposed Zoning By-law Amendment.

Region of Peel Planning Authority

In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the City of Brampton, and conformity will still be required until such time as Brampton amends Peel's Official Plan and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan shall be implemented by the City of Brampton.

Notwithstanding the above, at this time it is anticipated that beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable and effective delivery of infrastructure and services.

Development Services

- There does not appear to be any Regional easements on the property.

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- The Region has limited its review to exclude consideration of the release of the school block (and proposal for additional residential uses) considering the prematurity of the request. The Region has not reviewed the proposed lotting or the additional Function Servicing Report addendum. Should the School Board confirm that the Secondary School block can be released, further Regional review will be required and additional comments and conditions will apply.
- The Draft Plan of Subdivision included in this resubmission, identifies potential future lotting should the School Board release Block 159 (Secondary School) for residential purposes. The Region requests the Draft Plan of Subdivision be revised to exclude the potential future lotting as a review has not been undertaken and the City has confirmed that a future redline revision would be required to the Draft Plan.
- Once a revised Draft Plan of Subdivision is received to address the removal of potential future lotting, providing that there are no other changes to the Draft Plan, the Region will be in a position to confirm draft plan conditions.
- At this time, the Region has no concerns with the proposed Zoning By-law Amendment.
- The Region will be a party to any future development or subdivision agreement. Prior to execution of the Subdivision Agreement, all Regional fees and Development Charges shall be paid in accordance with the applicable by-laws in effect at the time of execution.

Development Engineering

- **Sanitary Sewer Facilities**
 - Municipal sanitary sewer facilities consist of a 975/750 mm diameter sanitary sewer on Airport Road, a 525 mm diameter sanitary sewer on Torbram Road and a 525 mm diameter sanitary sewer on Countryside Drive.
 - A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the adjacent land, if any, is required for review and approval by the Region prior to the engineering submission.
 - The Region acknowledges receiving the Functional Servicing Report in support of Plan of Subdivision and has deemed it to be acceptable to the Region.
 - External easements and construction will be required.
- **Water Facilities**
 - The lands are in Water Pressure Zone 6 supply system.
 - Existing infrastructure consists of a 400 mm diameter watermain (zone 6) on Torbram Road, a 600 mm diameter watermain (zone 5) on Countryside Drive, a 300 mm diameter watermain (zone 6) on Mountainash Road south of Countryside Drive, a 300 mm diameter watermain (zone 6) on Mayfield Road, a 750 mm diameter sub-transmission main (zone 6) on Mayfield Road, a 300 mm diameter watermain (zone 5) on Airport Road, and a 1,050 mm diameter transmission main (zone 4) on Airport Road.
 - A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, is required for review and approval by the Region prior to the engineering submission.

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- The Region acknowledges receiving the Functional Servicing Report in support of Plan of Subdivision and has deemed it to be acceptable to the Region.
 - External easements and construction will be required.
- Regional Roads
 - The proposed development does not abut a Regional Road and therefore Regional Roads are not adversely affected.
- Development Charges
 - The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.
- Capital Budget
 - Servicing of this Plan will require construction of an oversized 450/375 mm diameter sanitary sewers which are the financial responsibility of the Region as per Development Charges By-law. Should the Developer wish to proceed with these works in order to obtain clearance of the draft plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following required oversized sanitary sewers, watermain and intersection improvement works are included in the Five Year Capital Budget and Forecast.

Sanitary Sewers

Component No.	Project No.	Construction Year	Description
37567	15-2151	2024	450 mm diameter sanitary sewer within an easement along Countryside Drive from Airport Road to Rainsford Road
38791	15-2151	2024	450 mm diameter sanitary sewer on Rainsford Road from Countryside Drive to Inspire Boulevard
37547	23-2154	2024	375 mm diameter sanitary sewer on Inspire Boulevard from Rainsford Road to north limits of Inspire Boulevard

Waste Management

- The development is not within the vicinity of a landfill. The owner/proponent acknowledges that the records of the Regional Municipality of Peel concerning the location and nature of waste disposal sites or hazardous wastes are incomplete and that the Regional Municipality of Peel makes no representation that records may be relied upon in determining whether or not lands have been used for the disposal of waste or hazardous wastes. However, should there be any doubt about the integrity of the listed application with respect to the possibility of a

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waste disposal site or hazardous wastes on or adjacent to the property, we recommend that the applicant carry out a detailed soil investigation by a qualified Geotechnical Engineer. If it is found that the subject lands have been used for the disposal of waste or hazardous waste, then approval of the Minister, for the proposed use, as per Section 46 of the Environmental Protection Act (Ontario), may be required.

- The Region will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) conditions being met and labelled on a Waste Management Plan.
- For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>.
- Prior to registration of the plan of subdivision, a revised Waste Management Plan is required which must demonstrate the following:
 - Collection vehicle access route throughout the subdivisions must be shown on the drawing. See Section 2.0 of the WCDSM for requirements.
 - In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
 - Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in WCDSM Appendices 2 and 3, respectively.
 - Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 of the WCDSM. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.
 - A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard or side for storage of carts, with direct access to the collection point location.

A draft plan condition has been requested in this regard.

- For the school:
 - On-site waste collection will be required through a private waste hauler. Region of Peel will provide front-end or semi-automated collection recyclable materials subject to the following requirements:
 - At the site plan stage, the developer will need to adhere to the conditions of Sections 2, 4, and 6.2 of the Waste Collection Design Standards Manual and provide a drawing that illustrates these requirements for approval. Please note, the collection of recycling material must be within the property.
 - Collection vehicle access route must be shown on a drawing. See section 2.0 of the WCDSM for requirements. See section 2.0 of the WCDSM for requirements.
 - For schools designed to accommodate less than 600 students, faculty and staff: one recycling cart is required for every 150 persons. (The Region will provide the carts).

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- For schools designed to accommodate more than 600 students, faculty and staff, refer to Table 12 of the WCDSM for Recycling Front-End Bin requirements.

Preliminary Draft Plan Conditions

The Region has compiled draft plan conditions for the above-noted plan, outlined below. Please note that these conditions do not include any reference to the proposed residential lotting within Block 159 (school block) as that was not reviewed (as explained above).

Please note that the draft plan conditions outlined below may be amended through further review of this application. These conditions are offered on a preliminary basis pending resolution to the outstanding Regional matters as outlined in this letter.

As per the Conditions of Draft Approval for Draft Plan of Subdivision, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:
 - a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and

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- commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
- c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications and Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and contamination and to the satisfaction of the Region:
- a) all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands.

All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

5. The Developer shall acknowledge and agree that:
- a) Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.

A clause shall be included in the Subdivision Agreement in respect of same.

6. The Developer shall acknowledge and agree that servicing of the subdivision will require:
- a) Construction of an oversized 450/375 mm diameter sanitary sewers which are the financial responsibility of the Region as per the Development Charges By-law. 450/375 mm diameter sanitary sewers are included in the Five Year Capital Budget and Forecast; and,
- b) The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works.

Clauses shall be included in the Subdivision Agreement in respect of same.

7. The Developer shall acknowledge and agree that servicing of the Plan will require construction of oversized 1050 mm/900 mm diameter sanitary sewers along future Inspire Boulevard in order to accommodate this development as well as external lands with proposed intensification. The construction of 1050 mm/900 mm diameter sanitary sewers are the financial responsibility of the Region as per Development Charges By-law; however, 900 mm diameter sanitary sewers are currently not included in the Five Year Capital Budget and Forecast. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering

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into the Front-Ending Agreement and Regional Council approval. Clauses shall be included in the Subdivision Agreement in respect of same.

8. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

9. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
10. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”. A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

11. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
12. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
13. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
14. Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network. A clause shall be included in the Subdivision Agreement in respect of same.
15. Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling hydrant (at the Developer's sole cost) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.

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16. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
17. The Developer acknowledges that the Developer has full responsibility to ensure compliance with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O. Reg.) 406/19 – Onsite and Excess Soil Management. The Developer shall be familiar with and meet the objectives of O. Reg. 406/19 for all work completed. A clause shall be included in the Subdivision Agreement in respect of same.
18. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time that the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing including the cost of water flushed shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
19. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test

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- c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
20. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.
21. Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
22. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
- a) A copy of the final signed M-Plan
 - b) A copy of the final draft R-Plan(s); and
 - c) The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.
- A clause shall be included in the Subdivision Agreement in respect of same.
23. Prior to registration of the Plan, the Region requires a satisfactory Waste Collection Plan and arrangements demonstrating all of the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

Conclusion

The Draft Plan of Subdivision included in this resubmission, identifies potential future lotting should the School Board release Block 159 (Secondary School) for residential purposes. The Region requests the Draft Plan of Subdivision be revised to exclude the potential future lotting as a review has not been undertaken and the City has confirmed that a future redline revision would be required to the Draft Plan.

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Once a revised Draft Plan of Subdivision is received to address the removal of potential future lotting, providing that there are no other changes to the Draft Plan, the Region will be in a position to confirm draft plan conditions.

At this time, the Region has no concerns with the proposed Zoning By-law Amendment.

Through the review of a future revised submission, more detailed/revised/additional comments and conditions may apply.

It is the Region's expectation that we will continue to be consulted to facilitate growth and development in a timely manner, to ensure the effective and efficient delivery of Regional services to the community. Please forward all development application circulations to zzg-planninginfo@peelregion.ca for the administration and coordination of the review of development applications with respect to Regional roads, infrastructure and services.

If you have any questions or concerns, please contact me (stephanie.mcvittie@peelregion.ca or 905.791.7800 x. 3992) at your earliest convenience.

Thank you,



Stephanie McVittie
Principal Planner
Planning and Development Services
Region of Peel

c.: planningcomments@brampton.ca
Alistair Shields, KLM Planning (ashields@klmplanning.com)

**Detailed Planning Analysis
City File Number: OZS-2021-0065**

Overview

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

The *Planning Act*, Provincial Policy Statement (PPS), 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

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:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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 Zoning By-law Amendment and Draft Plan of Subdivision.

The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Countryside Villages Block Plan area. The proposed Zoning By-law Amendment and Draft Plan of Subdivision reflect regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The subject site is currently vacant, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, aligning with the city's planning objectives.
- **Completion of Infrastructure:** The development will extend Royal Vista Road and complete the remaining vacant land within this subdivision.
- **Housing Supply and Population Growth:** Adding 18 townhouse units 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 subdivision is designed to promote pedestrian movement, enhancing overall connectivity.
- **Design:** The proposed single-detached dwellings and townhouses will feature well-designed housing that 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 proposal will include public roads designed to accommodate local traffic, which will connect with both existing and new municipal roadways.

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.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 - 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.*

Analysis: Provincial Policy Statement, 2024

The proposed development includes the development single detached units, townhouse blocks, school blocks, park blocks, and a Natural Heritage System, which aims to intensify underutilized lands. 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 housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities.

The development proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within Countryside Villages Block Plan area in Brampton which is predominantly vacant. The development of these lands for residential 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.

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

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 "Residential" and "Open Space" 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 3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*

iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

v) There is sufficient existing or planned infrastructure to accommodate the development;

vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. . Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

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 4.2.1.14 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 4.2.7.1 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 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

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 4.5.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.*

Section 4.7.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

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 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes single detached homes and townhouse blocks which adds to the diversity of the City's housing stock. The proposed housing types and densities are consistent with Schedule G. The proposed development is located within the Countryside Villages Block Plan Area, the majority of this area is currently vacant and is planned to be developed as sustainable, complete community with varying housing typologies, pedestrian connections, and located close to existing and future planned transit infrastructure which will aide 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 planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The Draft Plan of Subdivision also identifies the 'Open Space' area as a Natural Heritage Feature which will be gratuitously conveyed to the City for protection and conservation.

As such, the proposal is consistent with the 'Residential' and 'Open Space' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision 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' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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) 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:

- d) 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.

2.1.2.4 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.

2.1.2.15 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

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

2.1.2.17 The timing and progression of development will:

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

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

- d) Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.

2.1.2.24 The City will maintain, at all times:

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

2.1.3.1 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:

- 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

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

Table 5 – Summary of Building Typologies by Designation and Overlay

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

3.1.1.6 All new development will facilitate environmental sustainability and climate change mitigation and adaptation by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:

- a) *Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the urban forest through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape landscape treatments and providing on-site parks and open spaces;*
- b) *Facilitating passive solar design to help improve energy conservation and reduce GHG emissions of buildings;*
- c) *Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;*
- d) *Promoting active transportation, and incorporating Low Impact Development (LID) standards, green infrastructure including green roofs and other nature-based solutions to assist in stormwater quantity and quality control;*
- e) *Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of district energy and/or renewable energy technology; and,*
- f) *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

3.1.1.7 All new development will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:

- a) *Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,*
- b) *Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing development context, and, c. Requiring that the prevailing patterns of landscaped open space within the publicly or privately owned realms are maintained or enhanced.*

3.1.1.9 New development will not adversely impact view corridors, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new development will:

- a) Allow for daylight and protect privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and*
- b) Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

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.

3.3.1.1 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.

3.3.1.6 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.

Designated Greenfield Area

Brampton's Designated Greenfield Area, as shown on Schedule 5, is comprised of lands outside of the Built-up Area. New lands designated Neighbourhoods, Mixed-Use, and Employment Areas within the Designated Greenfield Area provide a key opportunity for the establishment of 15-minute neighbourhoods that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports active transportation and transit. All of these should be planned in tandem with maintaining or enhancing a robust, functional Natural Heritage System and to support achieving tree canopy targets to prepare for a changing climate.

2.1.2.25 - Neighbourhoods within the Designated Greenfield Area will be designed to meet or exceed a minimum density target of 71 persons and jobs per hectare.

2.1.2.26 - The density target for the Designated Greenfield Area will be measured over the entire Designated Greenfield Area, excluding Employment Areas, the Natural Heritage System designation, flood plain, rights-of-way for hydro corridors, energy transmission lines, highways, railways, and cemeteries.

2.1.1.27 - The Designated Greenfield Area will be planned to achieve complete communities that provide high-quality public open spaces which support opportunities for transit, walking, and cycling. Development within the Designated Greenfield Area will implement the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines to foster compact built forms and a high-quality public realm.

Analysis: Brampton Plan, 2023

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations 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.

The proposed development is located on underutilized, vacant Greenfield lands within the Countryside Villages Block Plan Area. 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. These components are aligned with the policy direction of directing growth in Brampton Plan. The proposed development will introduce residential density in a manner that features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options.

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 234 new residential units in varying housing typologies (single detached unit and townhouses) 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 Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Countryside Villages Secondary Plan (Area 48b):

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The subject lands are designated 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land' within the Secondary Plan.

The following policies are relevant to the proposed development:

Section 5.1.2 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Countryside Villages Secondary Plan shall be planned to achieve a population in the order of 20,000 persons and to provide approximately 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

Section 5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

Section 5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

Section 5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

Section 5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

Section 5.2.2.1 - In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached, and townhouses structural types;*
- ii) A minimum density 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per new residential acre) shall be permitted.*

Section 5.2.3.1 – In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types;*

- ii) *a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 unit per net residential hectare (20 units per net residential acre) shall be permitted. In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.*

Section 5.4.1.1 Areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Implementation Report, as part of the Block Plan Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- x) An Environmental Implementation Report;*
- xi) An Environmental Impact Study;*
- xii) A Stormwater Management Study;*
- xiii) A Functional Servicing Report;*
- xiv) Woodlot Management;*
- xv) Vegetation Assessment Study;*
- xvi) Tree Preservation Plan.*

Section 5.4.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever practical.

Section 5.4.1.3 It is the intent of this Chapter to ensure that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Block Plan Process, including the Environmental Implementation Report, will confirm the extent of road frontage adjacent to such features.

Section 5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural heritage features of the open space system such as valleylands shall be defined during the Block Plan Process.

Section 5.4.1.5 The location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development Division. However, additional ecological studies prepared in support of block planning will need to determine if trails are appropriate in 20 consideration of adjacent environmental hazards and/or ecological sensitivities.

Section 5.5.3.5 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space network.

Section 5.6.2.1 - Areas designated Public Junior Elementary or Public Middle School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

Section 5.6.2.2 - Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary School and Public Middle School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

Analysis: Countryside Villages Secondary Plan (Area 48b)

The subject lands are designated 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land' within the Countryside Villages Secondary Plan. The low and medium density designations are intended to be developed for single detached, semi-detached, and townhouse dwelling forms. The 'Low Density' designation permits a range of housing types with a density in the range of 19.5 and 30.1 units per net residential hectare (8 to 12 units per net acre). The proposed development contemplates single detached dwellings within this designation with a density of 27.2 units per net residential hectare (11.0 units per net acre) and therefore conforms with the Secondary Plan. The 'Medium Density' designation permits a range of housing types with a density in the range of 30.0 and 50.0 units per net residential hectare (12 to 20 units per net acre). The proposed development contemplates townhouse dwellings within this designation with a density of 56.0 units per net residential hectare (22.7 units per net acre). Although, the proposed density is slightly above the maximum permitted density of this designation, Section 5.1.3 of the Official Plan states that numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan. As such, the proposed development conforms to the Secondary Plan.

The development proposal conforms to the intended land use designations in the Secondary Plan and will contribute to the City's Housing Pledge by providing additional housing opportunities. As such, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Countryside Villages Secondary Plan.

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as 'Low / Medium Density Residential', 'Medium Density Residential', 'Park', 'Valleyland/Channel' and 'School' in the Countryside Villages Block Plan (Area 48-2). The Block Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

Section 3.0 The principles for the block plan area are set out below:

- a) To create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;*
- b) To create a distinct and attractive built form through superior urban design;*
- c) To incorporate and utilize alternative development standards, including rearlane townhouses, roundabouts, bike lanes and reduced right-of-ways;*
- d) To create a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;*
- e) To preserve, protect and restore the natural environmental features;*
- f) To provide linkages to natural features within a comprehensive community open space network together with parks, view vistas and storm water management ponds; and,*
- g) To provide for a phased development in accordance with the approved Growth Management Staging and Sequencing Strategy.*

Section 4.7.5 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Block Plan Area 48-2 shall be planned to achieve a population in the order of 12,200 persons and employment in the order of 1,300. Implementing zoning and plans of subdivision shall contain provisions to implement these targets.

Section 4.7.6 All natural heritage features identified in the approved Environmental Implementation Report shall be protected through the appropriate community design of the block plan.

Section 4.7.7 All development applications submitted shall conform to the approved recommendations of the Sub-Area 48-2 Environmental Implementation Report and Functional Servicing Report prepared by Beacon Environmental, Dillon Consulting and The Municipal Infrastructure Group.

Section 4.7.8 All development applications submitted within the boundaries of Sub Area 48-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Sub-Area 48-2. This report shall

establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, schools, parks and engineering services.

Section 4.7.8.1 The completion of Inspire Boulevard is a key element in the staging of development and establishing the necessary transportation infrastructure for Block Plan Area 48-2. In this regard, the Growth Management Staging and Sequencing Strategy shall set out requirements and implementing tools for the City and landowners to achieve completion of this road. The Staging and Sequencing Strategy shall provide for the construction of Inspire Boulevard in its entirety from Bramalea Road to Torbram Road in conjunction with the development of any lands located on the west side of Torbram Road.

Section 4.7.9 Prior to the issuance of draft plan approval of each draft plan of subdivision within Sub-Area 48-2, a Developer Cost Sharing Agreement, to the satisfaction of the City, shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations. The Cost Sharing Agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and gateway features).

Section 4.7.10 The owner shall contribute their proportionate share towards the full cost of the City's gateway features and streetscape enhancements within Sub-Area 48-2 in accordance with the City's Gateway Beautification Program. Each landowner's proportionate share within Block 48-2 shall be established in the Countryside Villages Cost Sharing Agreement.

Analysis: Block Plan for Sub Area 48-2:

The proposed development meets the sustainable development principles established for the block plan area. The proposal provides for a range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development. The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. An amendment to the Block Plan is not required.

Based on the above, staff is satisfied that the proposed development confirms and is consistent with the policies of the Block Plan.

Zoning By-law

The subject property is currently zoned 'Agricultural (A)' and 'Floodplain (F)', as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. Within the 'Floodplain (F)' zone flood and erosion control, conservation areas, public parks, and golf courses are permitted. No building or structures are permitted for any purpose except that of flood

and erosion control on Floodplain zoned lands. An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F-11.6-AAAA, R1F-11.6-BBBB, R1F-11.6-CCCC, R1F-9.0-DDDD), residential townhouse zones (R3E-4.4-EEEE, R3E-4.4-FFFF, R3E-5.5-GGGG, R3E-5.5-HHHH, R3E-5.5-IIII), as well as an institutional zone (I1-JJJJ), open space (OS), and floodplain (F). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located. Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

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 KLM Planning Partners Inc. 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 Countryside Villages Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by T.Y. Lin Canada Inc. 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. 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.

Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment was prepared by This Land Archaeology Inc. 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.

Arborist Report

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The report includes an inventory of trees conducted in June 2021. The report documents a total of a hundred and four (104) trees and three (3) polygons were identified on the site and within the City right-of-way. The report recommends the removal of twenty-eight (28) trees to accommodate the proposed development. The removal of three additional trees is recommended regardless of the proposed development due to their poor / dead condition. The remaining twenty-seven (27) trees can be preserved provided appropriate tree protection measures are implemented prior to the commencement of the proposed works. Six (6) compensation plantings are required within the right-of-way and a hundred and forty (140) compensation plantings are required within the boundaries of the subject property. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 11)

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 31 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 Valcoustics Canada Ltd. in support of the development application. The significant noise source in the vicinity of the site is road traffic on Torbram Road, Countryside Drive and two future collector streets within the site (Streets "1" and "2") as well as air traffic to/from the Toronto Pearson International Airport. The sound levels on the site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP), Region of Peel and the City of Brampton noise guideline limits to determine the need for noise mitigation. With appropriate design of the residential development, a suitable acoustical environment can be provided for all occupants and the applicable MECP, Region of Peel and City of Brampton noise guideline requirements met.

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

Sustainable New Communities Program: Snapshot

City File Number: OZS-2021-0065

Municipal Address: 2648 Countryside Drive

Applicant Name: Ian Franklin

Property Owner Name: Greenvale Homes Ltd.

Application Type: Draft Plan of Subdivision

SUSTAINABILITY SCORE: 31

THRESHOLD ACHIEVED: Bronze

Metric IB-12			
Metric		Level	Points
Building Energy Efficiency, GHG Reduction, and Resilience			
<ul style="list-style-type: none"> Part 9 Residential Buildings (3 storeys or less, and less than 600 m2 in GFA) achieve ENERGY STAR for New Homes v.17.1 or R-2000 requirements (or equivalent). Part 3 Buildings: Multi-Unit Residential, Office and Retail (more than 3 storeys, or more than 600 m2 in gross floor area) achieve the following whole-building performance: Total Energy Use Intensity (TEUI) = 170 kWh/m2.yr; Thermal Energy Demand Intensity (TEDI) = 70 kWh/m2.yr; Greenhouse Gas Emissions Intensity (GHGI) = 20 kgCO2/m2.yr All Other Part 3 Buildings achieve at least a 15% improvement in energy efficiency over OBC SB-10, Division 3 (2017) reference building. 		Good	3
Built Environment			
Indicator	Metric	Level	Points
Proximity to Amenities			
BE-1	Three or more amenities are within 800 metres (i.e. 10 minute walk) of 75% of dwelling units.	Good	1
BE-1	Three or more amenities are within 400 metres (i.e. 5 minute walk) of 75% of dwelling units.	Great	2
Housing Diversity			
BE-3	Two of the housing typologies listed are provided: Single Detached, Semi Detached, Townhouse, Mid-rise, High-rise, and/or additional dwelling unit within a Single Detached, Semi Detached or Townhouse dwelling.	Good	1
BE-3	Three of the housing typologies listed are provided: Single Detached, Semi Detached, Townhouse, Mid-rise, High-rise, and/or additional dwelling unit within a Single Detached, Semi Detached or Townhouse dwelling.	Great	1
Mobility			
Indicator	Metric	Level	Points
Block Length			
MB-1	75% of block lengths do not exceed 250 meters.	Good	1
MB-1	All block lengths do not exceed 250 metres.	Great	1

School Proximity to Transit and Cycling Routes			
MB-2	All public schools are located within a 400 metre walking distance to transit routes and/or dedicated cycle networks.	Good	1
MB-2	All public schools are located within a 200 metre walking distance to transit routes and/or dedicated cycle networks.	Great	1
Intersection Density			
MB-3	40-50 multi-use trail, path, and/or street intersections are provided per square kilometre (sq.km).	Good	1
Trails and Cycling Infrastructure			
MB-7	The objectives of the municipal Active Transportation Master Plan and/or Trails/Pathways Master Plan are being implemented.	Good	1
Active Transportation Network			
MB-8	100% of residents/jobs will be within 400 metres of an existing, approved, or proposed public multi-use trail or cycling infrastructure (e.g. bike lane).	Good	2
Natural Environment and Parks			
Indicator	Metric	Level	Points
Tree Conservation			
NE-1	25% of healthy mature trees are preserved in-situ.	Good	3
Soil Quantity & Quality for New Trees			
NE-2	A minimum of 30 cubic metres (m3) of soil and a minimum of 100 centimetres (cm) of uncompact soil depth is provided for each new tree.	Good	2
Healthy Soils			
NE-3	A minimum topsoil depth of 200 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Good	1
NE-3	A minimum topsoil depth of 300 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Great	1
Natural Heritage Connections			
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 25% of the length of the natural heritage system that abuts the development.	Good	2
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 50% of the length of the natural heritage system that abuts the development.	Great	2
Parks Access			
NE-8	2 or more road frontages are provided for each park (e.g. urban square, parkette, and neighborhood park)	Good	3
Infrastructure & Building			
Indicator	Metric	Level	Points
Light Pollution Reduction			
IB-17	All exterior light fixtures are Dark Sky Compliant.	Good	1

Points Achieved by Category	
Built Environment	5
Mobility	8
Natural Environment and Parks	14
Infrastructure & Building	4



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To amend Comprehensive Zoning By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From	To
Agricultural (A)	RESIDENTIAL SINGLE DETACHED R1F-11.6–SECTION AAAA (R1F-11.6–AAAA), RESIDENTIAL SINGLE DETACHED R1F-11.6–SECTION BBBB (R1F-11.6–BBBB), RESIDENTIAL SINGLE DETACHED R1F-11.6–SECTION CCCC (R1F-11.6–CCCC), RESIDENTIAL SINGLE DETACHED R1F-9.0–SECTION DDDD (R1F-9.0–DDDD),

	<p>RESIDENTIAL TOWNHOUSE R3E-4.4-SECTION EEEE (R3E-4.4-EEEE),</p> <p>RESIDENTIAL TOWNHOUSE R3E-4.4-SECTION FFFF (R3E-4.4-FFFF),</p> <p>RESIDENTIAL TOWNHOUSE R3E-5.5-SECTION GGGG (R3E-5.5-GGGG),</p> <p>RESIDENTIAL TOWNHOUSE R3E-5.5-SECTION HHHH (R3E-5.5-HHHH),</p> <p>RESIDENTIAL TOWNHOUSE R3E-5.5-SECTION IIII (R3E-5.5-IIII),</p> <p>INSTITUTIONAL ONE – JJJJ (I1-JJJJ)</p> <p>OPEN SPACE (OS),</p> <p>FLOODPLAIN (F)</p>
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(2) By adding the following sections:

“AAAA The lands designated R1F-11.6–AAAA on Schedule A to this By-law;

AAAA.1 Shall only be used for the purposes permitted in the R1F-11.6 zone.

AAAA.2 Shall be subject to the following requirements and restrictions:

1) Minimum Lot Area:

a) Interior Lot – 315 metres squared;

b) Corner Lot – 375 metres squared.

2) Minimum Lot Width:

- a) Interior Lot – 11.6 metres;
- b) Corner Lot – 13.4 metres;
- c) Minimum Lot Width for a Lot abutting a daylight triangle - 11.6 metres.

3) Minimum Lot Depth:

- a) 25 metres;
- b) Where a Corner Lot abuts a daylight triangle or visibility triangle larger than 10.0 metres by 10.0 metres, the minimum Lot Depth does not apply.

4) Minimum Front Yard Depth:

- a) 4.5 metres;
- b) 6.0 metres to a garage door facing the Front Lot Line;
- c) The main wall of a dwelling may encroach into the minimum Front Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding;
- d) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Front Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 0.0 metres of a daylight rounding/triangle;
- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Front Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 1.2 metres of a daylight rounding/triangle.

5) Minimum Rear Yard Depth:

- a) 7.0 metres for an Interior Lot;

- b) 3.0 metres for a Corner Lot provided that not less than 50% of the unit width is setback 6.0 metres from the Rear Lot Line;
 - c) 3.5 metres to a deck off the main floor, open roofed porches and or uncovered terraces;
 - d) 0.6 metres to the side wall of a garage, where access to the garage is from the Exterior Side Yard;
 - e) A bay window, bow window or box window with or without foundation and a porch, cold cellar, or chimney may encroach 1.0 metre into the minimum Rear Yard.
- 6) Minimum Interior Side Yard Width:
- a) 1.2 metres on one side and 0.6 metres on the other side provided that the combined total for each Interior Lot is 1.8 metres;
 - b) Interior Side Yards between two Lots can be paired at 0.6 metres per paired Lots, and or 1.2 metres and 0.6 metres per paired Lots and or at 1.2 metres and 1.2 metres per paired Lots;
 - c) 0.6 metres for a Corner Lot abutting another Interior Lot with a Side Yard of 0.6 metres or 1.2 metres, for a minimum total of 1.2 metres between buildings;
 - d) A porch and/or balcony with or without foundation or cold cellar may encroach 0.5 metres into the minimum required 1.2 metre Interior Side Yard.
- 7) Minimum Exterior Side Yard Width:
- a) 3.0 metres;
 - b) 6.0 metres to a garage door facing the Exterior Side Yard or Flankage Lot Line for Corner Lots;
 - c) The main wall of a Dwelling may encroach into the minimum Exterior Side Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding;
 - d) 1.2 metres where the Exterior Side Yard abuts a public walkway or a non-residential zone;
 - e) A porch and/or balcony with or without foundation or cold cellar and/or a chimney may encroach 2.0 metres into the minimum Exterior Side Yard;

- f) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 0.0 metres of a daylight rounding/triangle;
 - g) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Exterior Side Yard;
 - h) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 1.2 metres of a daylight rounding/triangle.
 - i) For Lots with a 1.2 metre Exterior Side Yard adjacent to a public walkway or a non-residential zone, the maximum encroachment of any type into an Exterior Side Yard shall be 0.5 metres, exclusive of windows.
- 8) The following shall apply to a bay, bow or box windows:
- a) Notwithstanding Section 6.13 Table 6.13A the maximum width of a bay, bow or box window with or without foundation shall be 4.5m metres;
 - b) The maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
 - c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;
 - d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres shall contain side windows.
- 9) Maximum Building Height - 12.0 metres.
- 10) The following Garage Controls shall apply:
- a) The maximum interior garage width of an attached garage shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
 - b) The maximum cumulative garage door width of an attached garage shall be 5.8 metres or 50% of the Dwelling width whichever is greater.

- c) A garage is permitted to face the Flankage Lot Line.

AAAA.3 Shall also be subject to the requirements and restrictions relating to the R1F-11.6 zone and all the general provisions of this By-law which are not in conflict with those set out in Section AAAA.2.”

“BBBB The lands designated R1F-11.6–BBBB on Schedule A to this By-law;

BBBB.1 Shall only be used for the purposes permitted by Section BBBB.1.1 or the purposes permitted by Section BBBB.1.2 but not both sections and not any combination of both sections:

Either:

1) The following:

a) The purposes permitted in the R1F-11.6-2987 zone.

Or:

2) The following:

a) The purposes permitted in the R1F-11.6-AAAA zone.

BBBB.2 Shall be subject to the following requirements and restrictions:

1) For those purposes permitted in the R1F-11.6-BBBB.1.1 zone, the requirements and restrictions as set out in the R1F-11.6-2987 zone;

2) For those purposes permitted in the R1F-11.6-BBBB.1.2 zone, the requirements and restrictions as set out in the R1F-11.6-AAAA zone.

BBBB.3 Shall also be subject to the requirements and restrictions relating to the R1F-11.6 zone and all the general provisions of this By-law which are not in conflict with those set out in Section BBBB.2.”

“CCCC The lands designated R1F-11.6–CCCC on Schedule A to this By-law;

CCCC.1 Shall only be used for the purposes permitted by Section CCCC.1.1 or the purposes permitted by Section CCCC.1.2 but not both sections and not any combination of both sections:

Either:

1) The following:

a) The purposes permitted in the R1F-11.6-3684 zone.

Or:

2) The following:

a) The purposes permitted in the R1F-11.6-AAAA zone.

CCCC.2 Shall be subject to the following requirements and restrictions:

1) For those purposes permitted in the R1F-11.6-CCCC.1.1 zone, the requirements and restrictions as set out in the R1F-11.6-3684 zone;

2) For those purposes permitted in the R1F-11.6-CCCC.1.2 zone, the requirements and restrictions as set out in the R1F-11.6-AAAA zone.

CCCC.3 Shall also be subject to the requirements and restrictions relating to the R1F-11.6 zone and all the general provisions of this By-law which are not in conflict with those set out in Section CCCC.2.”

“DDDD The lands designated R1F-9.0–DDDD on Schedule A to this By-law;

DDDD.1 Shall only be used for the purposes permitted by Section DDDD.1.1 or the purposes permitted by Section DDDD.1.2 but not both sections and not any combination of both sections:

Either:

1) The following:

a) The purposes permitted in the R1F-9.0-3593 zone.

Or:

2) The following:

a) The purposes permitted in the R1F-9.0 zone.

DDDD.2 Shall be subject to the following requirements and restrictions:

- 1) For those purposes permitted in the R1F-9.0-DDDD.1.1 zone, the requirements and restrictions as set out in the R1F-9.0-3593 zone;
- 2) For those purposes permitted in the R1F-9.0-DDDD.1.2 zone, the following requirements and restrictions:

(1) Minimum Lot Area:

- a) Interior Lot - 225 square metres;
- b) Corner Lot – 270 square metres.

(2) Minimum Lot Width:

- a) Interior Lot – 9.0 metres;
- b) Corner Lot – 10.8 metres;
- c) Minimum Lot Width for a Lot abutting a daylight triangle - 9.0 metres.

(3) Minimum Lot Depth:

- a) 25 metres;
- b) Where a Corner Lot abuts a daylight triangle or visibility triangle larger than 10.0 metres by 10.0 metres, the minimum Lot Depth does not apply.

(4) Minimum Front Yard Depth:

- a) 4.5 metres;
- b) 6.0 metres to a garage door facing the Front Lot Line;
- c) The main wall of a Dwelling may encroach into the minimum Front Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding.
- d) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Front Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 0.0 metres of a daylight rounding/triangle;

- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Front Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 1.2 metres of a daylight rounding/triangle.

(5) Minimum Rear Yard Depth:

- a) 7.0 metres for an Interior Lot;
- b) 3.0 metres for a Corner Lot provided that not less than 50% of the unit width is setback 6.0 metres from the Rear Lot Line;
- c) 3.5 metres to a deck off the main floor, open roofed porches and or uncovered terraces;
- d) 0.6 metres to the side wall of a garage, where access to the garage is from the Exterior Side Yard;
- e) A bay window, bow window or box window with or without foundation and a porch, cold cellar, or chimney may encroach 1.0 metre into the minimum Rear Yard.

(6) Minimum Interior Side Yard Width:

- a) 1.2 metres on one side and 0.6 metres on the other side provided that the combined total for each Interior Lot is 1.8 metres;
- b) Interior Side Yards between two Lots can be paired at 0.6 metres per paired Lots, and or 1.2 metres and 0.6 metres per paired Lots and or at 1.2 metres and 1.2 metres per paired Lots;
- c) 0.6 metres for a Corner Lot abutting another Interior Lot with a Side Yard of 0.6 metres or 1.2 metres, for a minimum total of 1.2 metres between buildings;
- d) A porch and/or balcony with or without foundation or cold cellar may encroach 0.5 metres into the minimum required 1.2 metre Interior Side Yard.

(7) Minimum Exterior Side Yard Width:

- a) 3.0 metres;

- b) 6.0 metres to a garage door facing the Exterior Side Yard or Flankage Lot Line for Corner Lots;
 - c) The main wall of a Dwelling may encroach into the minimum Exterior Side Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding;
 - d) 1.2 metres where the Exterior Side Yard abuts a public walkway or a non-residential zone;
 - e) A porch and/or balcony with or without foundation or cold cellar and/or a chimney may encroach 2.0 metres into the minimum Exterior Side Yard;
 - f) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 0.0 metres of a daylight rounding/triangle;
 - g) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Exterior Side Yard;
 - h) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 1.2 metres of a daylight rounding/triangle.
- (8) The following shall apply to a bay, bow or box windows:
- a) Notwithstanding Section 6.13 Table 6.13A the maximum width of a bay, bow or box window with or without foundation shall be 4.5m metres;
 - b) The maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
 - c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;
 - d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres shall contain side windows.
- (9) Maximum Building Height - 12.0 metres.

- (10) The following Garage Controls shall apply:

- a) The maximum interior garage width of an attached garage shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
- b) The maximum cumulative garage door width of an attached garage shall be 3.7 metres or 50% of the Dwelling width whichever is greater;
- c) A garage is permitted to face the Flankage Lot Line;
- d) For Dwellings that are 6.0 metres or less in width, the interior space of a garage shall have a rectangular area not less than 2.9 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width.

For Dwellings that are greater than 6.0 metres in width, the interior space of a garage shall have a rectangular area not less than 3.1 metres by 6.1 metres for the first parking stall. Subsequent parking stalls shall provide a rectangular area not less than 2.7 metres by 5.4 metres. Each rectangular area shall permit no more than one step encroachment.

- (11) The maximum permitted width of the driveway in the Front Yard or Exterior Side Yard is 6.71 metres on Lots having a width equal to and greater than 9.14 metres but less than 15.24 metres, measured parallel to the front of the attached garage. Lots less than 9.14 metres are permitted a maximum driveway width of 6.0 metres, measured parallel to the front of the attached garage.

DDDD.3 Shall also be subject to the requirements and restrictions relating to the R1F-9.0 zone and all the general provisions of this By-law which are not in conflict with those set out in Section DDDD.2.”

“EEEE The lands designated R3E-4.4–EEEE on Schedule A to this By-law;

EEEE.1 Shall only be used for the following purposes permitted by Section EEEE.1.1 or the purposes permitted by Section EEEE.1.2 but not both sections and not any combination of both sections:

Either:

1) The following:

- a) The purposes permitted in the R3E-4.4-3580 zone;

Or:

2) The following:

- a) The purposes permitted in the R3E-4.4 zone;
- b) Rear Lane Townhouse Dwelling;
- c) Live-Work Townhouse Dwelling;
- d) Townhouse Dwelling.

EEEE.2 Shall be subject to the following requirements and restrictions:

- 1) For those purposes permitted in the R3E-4.4-EEEE.1.1 zone, the requirements and restrictions as set out in the R3E-4.4-3580 zone;
- 2) For those purposes permitted in the R3E-4.4-EEEE.1.2 zone, the following requirements and restrictions:

(1) Minimum Lot Area:

- a) Interior Lot - 110 square metres;
- b) Corner Lot – 150 square metres;
- c) End Lot – 140 square metres;

(2) Minimum Lot Width:

- a) Interior Lot – 4.4 metres;
- b) Corner Lot – 7.0 metres;
- c) End Lot – 5.6 metres;
- d) Lot Width to be measured 6.0 metres from the Rear Lot Line.

(3) For the purpose of this zone: the Lot Line that abuts a Lane shall be deemed to be the Rear Lot Line; and, where applicable, the Lot Line that abuts Torbram Road or Inspire Boulevard shall be deemed the Front Lot Line.

(4) Minimum Lot Depth - 25 metres, notwithstanding the minimum Lot Depth does not apply on Lots adjacent to a

daylight triangle.

(5) Minimum Dwelling Unit Width - 4.4 metres.

(6) Minimum Front Yard Depth:

- a) 3.0 metres;
- b) The main wall of a Dwelling Unit may encroach into the minimum Front Yard to within 0.3 metre of a daylight triangle and within 1.0 metre of a daylight rounding;
- c) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Front Yard;
- d) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 0.0 metres of a daylight rounding/triangle;
- e) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Front Yard;
- f) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 1.2 metres of a daylight rounding/triangle.

(7) Minimum Rear Yard Depth:

- a) 0.6 metres;
- b) The main wall of a Dwelling Unit may encroach into the minimum Rear Yard to within 0.3 metres of a daylight triangle/rounding;
- c) A porch and/or balcony with or without foundation or cold cellar may encroach 0.6 metres into the minimum Rear Yard;
- d) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Rear Yard to within 0.0 metres of a daylight rounding/triangle;

(8) Minimum Interior Side Yard Width:

- a) 1.2 metres;
- b) 0.0 metres when abutting a Side Lot Line that coincides with a common wall between two Dwelling Units;
- c) 0.0 metres when abutting a Side Lot Line that coincides with a common wall between two garages;

(9) Minimum Exterior Side Yard Width:

- a) 3.0 metres;
- b) The main wall of a Dwelling Unit may encroach into the minimum Exterior Side Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding;
- c) 1.2 metres where the Exterior Side Yard abuts a public walkway or a non-residential zone;
- d) A porch and/or balcony with or without foundation or cold cellar and/or a chimney may encroach 2.0 metres into the minimum Exterior Side Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 0.0 metres of a daylight rounding/triangle;
- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Exterior Side Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 1.2 metres of a daylight rounding/triangle.
- h) For Lots with a 1.2 metre Exterior Side Yard adjacent to a public walkway or a non-residential zone, the maximum encroachment of any type into the minimum Exterior Side Yard shall be 0.5 metres, exclusive of windows.

(10) The following shall apply to a bay, bow or box windows:

- a) Notwithstanding Section 6.13 Table 6.13A the maximum width of a bay, bow or box window with or without foundation shall be 4.5m metres;

- b) The maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
 - c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;
 - d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres shall contain side windows.
- (11) Maximum Building Height - 14.0 metres and shall not exceed 3-storeys.
- (12) Minimum Amenity Area - 3.5 square metres for each Dwelling Unit may be provided on a patio, balcony, deck, terrace, landscaped open space in the Rear Yard, or roof terrace.
- (13) The following Garage Controls shall apply:
- a) The maximum interior garage width of an attached garage shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
 - b) The maximum cumulative garage door width for an Interior Lot having a Dwelling Unit width less than or equal to 6.0 metres shall be 4.8 metres;
 - c) The maximum cumulative garage door width for a Corner Lot having a Dwelling Unit width greater than 6.0 metres shall be 5.5 metres;
 - d) A two bay garage width shall be permitted on a Corner Lot;
 - e) For Dwelling Units that are 6.0 metres or less in width, the interior space of a garage shall have a rectangular area not less than 2.9 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width.

For Dwelling Units that are greater than 6.0 metres in width, the interior space of a garage shall have a rectangular area not less than 3.1 metres by 6.1 metres for the first parking stall. Subsequent parking stalls shall provide a rectangular area not less than 2.7 metres by 5.4 metres. Each rectangular area shall permit no more

than one step encroachment.

- (14) Minimum Detached Garage Setback Requirements:
- a) 0.2 metres to a curved Lot Line that abuts the intersection of two Lanes or two parts of the same Lane;
 - b) 2.0 metres to the Flankage Lot Line;
 - c) 0.3 metres to an Interior Side Lot Line except this may be reduced to 0.0 metres where the garages of two lots sharing a lot line are designed as one building.
- (15) Detached Garage Maximum Gross Floor Area – 42 square metres.
- (16) Notwithstanding Section 10.9.1.B.1, the following shall apply to residential driveways:
- a) The minimum driveway width shall be 2.75 metres;
 - b) The driveway width shall not exceed the width of any Dwelling Unit;
 - c) For a Corner Lot, the maximum driveway width shall be the width set out in Section 10.9.1.B.1 (a) or (b) or the width of the garage, whichever is greater.
- (17) Parking on a driveway in the Rear Yard is permitted for a home occupation use located in a Rear Lane Townhouse Dwelling, Live-Work Townhouse Dwelling, or Townhouse Dwelling.
- (18) Section 10.4.1(d) shall not apply.
- (19) Section 10.4.1 (e) shall not apply.
- (20) Section 10.5 (b) shall not apply.
- (21) Section 10.9.1.B.4 shall not apply.
- (22) Section 10.9.1.B.7 shall not apply.

(23) Section 10.12 shall not apply.

(24) Section 10.13.2 shall not apply.

(25) Section 10.13.3 does not apply.

(26) Section 10.21 shall not apply.

(27) Air conditioning units are permitted to be located on a balcony, uncovered terrace, or Rear Yard.

(28) An accessory structure shall not be permitted in any Yard, except for a Rear Lane Townhouse with a detached garage.

EEEE.3 Shall also be subject to the requirements and restrictions relating to the R3E-4.4 zone and all the general provisions of this By-law which are not in conflict with those set out in Section EEEE.2.”

“FFFF The lands designated R3E-4.4–FFFF on Schedule A to this By-law;

FFFF.1 Shall only be used for the purposes permitted by Section FFFF.1.1 or the purposes permitted by Section FFFF.1.2 but not both sections and not any combination of both sections:

Either:

1) The following:

a) The purposes permitted in the R3E-4.5-3685 zone.

Or:

2) The following:

a) The purposes permitted in the R3E-4.4-EEEE zone.

FFFF.2 Shall be subject to the following requirements and restrictions:

1) For those purposes permitted in the R3E-4.4-FFFF.1.1 zone, the requirements and restrictions as set out in the R3E-4.5-3685 zone;

2) For those purposes permitted in the R3E-4.4-FFFF.1.2 zone, the requirements and restrictions as set out in the R3E-4.4-

EEEE zone.

FFFF.3 Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this By-law which are not in conflict with those set out in Section FFFF.2.”

“GGGG The lands designated R3E-5.5–GGGG on Schedule A to this By-law;

GGGG.1 Shall only be used for the purposes permitted in an R3E-5.5 zone.

GGGG.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area:

- a) Interior Lot - 135 square metres;
- b) Corner Lot – 210 square metres;
- c) End Lot – 165 square metres.

(2) Minimum Lot Width:

- a) Interior Lot – 5.5 metres;
- b) Corner Lot – 8.5 metres;
- c) End Lot – 6.7 metres.
- d) Lot width to be measured 6.0 metres from the Rear Lot Line.

(3) Minimum Lot Depth - 25 metres, notwithstanding the minimum Lot Depth does not apply on Lots adjacent to a daylight triangle.

(4) Minimum Dwelling Unit Width: 5.5 metres.

(5) Minimum Front Yard Depth:

- a) 4.5 metres;
- b) 6.0 metres to a garage door facing the Front Lot Line;

- c) The main wall of a Dwelling Unit may encroach into the minimum Front Yard to within 0.3 metre of a daylight triangle and within 1.0 metre of a daylight rounding;
- d) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Front Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 0.0 metres of a daylight rounding/triangle;
- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Front Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 1.2 metres of a daylight rounding/triangle.

(6) Minimum Rear Yard Depth

- a) 6.0 metres for an Interior Lot;
- b) 3.0 metres for a Corner Lot provided that not less than 50% of the unit width is setback 6.0 metres from the Rear Lot Line;
- c) 3.5 metres to a deck off the main floor, open roofed porches and or uncovered terraces;
- d) 0.6 metres to the side wall of a garage, where access to the garage is from the Exterior Side Yard;
- e) A bay window, bow window or box window with or without foundation and a porch, cold cellar, or chimney may encroach 1.0 metre into the minimum Rear Yard.

(7) Minimum Interior Side Yard Width:

- a) 1.2 metres;
- b) 0.0 metres abutting a Side Lot Line that coincides with a shared common wall between two Dwelling Units;
- c) 0.0 metres abutting a Side Lot Line that coincides with a shared common wall between two garages.

(8) Minimum Exterior Side Yard Width:

- a) 3.0 metres;
- b) The main wall of a Dwelling Unit may encroach into the minimum Exterior Side Yard to within 0.3 metres of a daylight triangle and within 1.0 metre of a daylight rounding;
- c) 1.2 metres where the Exterior Side Yard abuts a public walkway or a non-residential zone;
- d) A porch and/or balcony with or without foundation or cold cellar and/or a chimney may encroach 2.0 metres into the minimum Exterior Side Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 0.0 metres of a daylight rounding/triangle;
- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Exterior Side Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 1.2 metres of a daylight rounding/triangle;
- h) For Lots with a 1.2 metre minimum Exterior Side Yard adjacent to a public walkway or a non-residential zone, the maximum encroachment of any type into the minimum Exterior Side Yard shall be 0.5 metres, exclusive of windows.
- i) 3.0m between a building and the lot line abutting a gateway/entry feature block.

(9) The following shall apply to a bay, bow or box windows:

- a) Notwithstanding Section 6.13 Table 6.13A the maximum width of a bay, bow or box window with or without foundation shall be 4.5m metres;
- b) The maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
- c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;

- d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres shall contain side windows.

(10) Maximum Building Height - 14.0 metres and shall not exceed 3-storeys.

(11) The following Garage Controls shall apply:

- a) The maximum interior garage width of an attached garage shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
- b) The maximum cumulative garage door width for an Interior Lot having a Dwelling Unit width of less than or equal to 6.0 metres shall be 3.7 metres.
- c) The maximum cumulative garage door width for a Corner Lot having a Dwelling Unit width greater than 6.0 metres shall be 5.5 metres;
- d) A two bay garage shall be permitted on a Corner Lot;
- e) For Dwelling Units that are 6.0 metres or less in width, the interior space of a garage shall have a rectangular area not less than 2.9 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width.

For Dwelling Units that are greater than 6.0 metres in width, the interior space of a garage shall have a rectangular area not less than 3.1 metres by 6.1 metres for the first parking stall. Subsequent parking stalls shall provide a rectangular area not less than 2.7 metres by 5.4 metres. Each rectangular area shall permit no more than one step encroachment.

(12) Notwithstanding Section 10.9.1.B.1, the following shall apply to residential driveways:

- a) The minimum driveway width shall be 2.75 metres;
- b) For a Corner Lot, the maximum driveway width shall be the width set out in Section 10.9.1.B.1 (a) or (b) or the width of the garage, whichever is greater.

(13) Section 10.9.1.B.4 shall not apply.

(14) Section 10.9.1.B.7 shall not apply.

(15) Section 10.13.2 shall not apply.

(16) Section 10.21 shall not apply.

(17) Section 10.13.3 shall not apply.

(18) Air conditioning units are permitted to be located on a balcony or uncovered terrace or rear yard.

GGGG.3 Shall also be subject to the requirements and restrictions relating to the R3E-5.5 zone and all the general provisions of this By-law which are not in conflict with those set out in Section GGGG.2.”

“HHHH The lands designated R3E-5.5–HHHH on Schedule A to this By-law;

HHHH.1 Shall only be used for the purposes permitted by Section HHHH.1.1 or the purposes permitted by Section HHHH.1.2. but not both sections and not any combination of both sections:

Either:

1) The following:

a) The purposes permitted in the R3D-6.0 zone.

Or:

2) The following:

a) The purpose permitted in the R3E-5.5-GGGG zone.

HHHH.2 Shall be subject to the following requirements and restrictions:

1) For those purposes permitted in the R3E-5.5-HHHH.1.1 zone, the requirements and restrictions are set out in the R3D-6.0 zone;

- 2) For those purposes permitted in the R3E-5.5-HHHH.1.2 zone, the requirements and restrictions as set out in the R3E-5.5-GGGG zone.

HHHH.3 Shall also be subject to the requirements and restrictions:

- 1) The requirements and restrictions relating to the R3D-6.0 zone and all the general provisions of this By-law which are not in conflict with those set out in Section HHHH.2.1;
- 2) The requirements and restrictions relating to the R3E-5.5 zone and all the general provisions of this By-law which are not in conflict with those set out in Section HHHH.2.2.”

“III The lands designated R3E-5.5—III on Schedule A to this By-law;

III.1 Shall only be used for the purposes permitted by Section III.1.1 or the purposes permitted by Section III.1.2. but not both sections and not any combination of both sections:

Either:

1) The following:

- a) The purposes permitted in the R3D-7.5-2912 zone.

Or:

2) The following:

- a) The purpose permitted in the R3E-5.5-GGGG zone.

III.2 Shall be subject to the following requirements and restrictions:

- 1) For those purposes permitted in the R3E-5.5-III.1.1 zone, the requirements and restrictions are set out in the R3D-7.5-2912 zone;
- 2) For those purposes permitted in the R3E-5.5-III.1.2 zone, the requirements and restrictions as set out in the R3E-5.5-GGGG zone.

III.3 Shall also be subject to the requirements and restrictions:

- 1) The requirements and restrictions relating to the R3D-7.5 zone and all the general provisions of this By-law which are not in conflict with those set out in Section III.2.1;

- 2) The requirements and restrictions relating to the R3E-5.5 zone and all the general provisions of this By-law which are not in conflict with those set out in Section III.2.2.”

“JJJJ The lands designated I1–JJJJ on Schedule A to this By-law;

JJJJ.1 Shall only be used for the purposes permitted by Section JJJJ.1.1 or the purposes permitted by Section JJJJ.1.2 but not both sections and not any combination of both sections:

Either:

- 1) The following:

- a. The purposes permitted in the I1-3587 zone;

Or:

- 2) The following:

- a. The purposes permitted in the R3E-5.5-GGGG zone, R3E-4.4-EEEE zone, and/or Back to Back Townhouse Dwellings.

JJJJ.2 Shall be subject to the following requirements and restrictions:

- 1) For those purposes permitted in the JJJJ.1.1 zone, the requirements and restrictions as set out in the I1 zone;
- 2) For those purposes permitted in the JJJJ.1.2 zone, the following requirements and restrictions:

- a. The R3E-5.5-GGGG zone for the purpose permitted in the R3E-5.5-GGGG zone;
 - b. The R3E-4.4-EEEE zone for the purpose permitted in the R3E-4.4-EEEE zone;
 - c. The following for Back to Back Townhouse Dwellings:

(1) Minimum Lot Area:

- a) Interior Lot – 75 square metres;
 - b) Corner Lot – 115 square metres;
 - c) End Lot – 95 square metres.

(2) Minimum Lot Width:

- a) Interior Lot – 6.0 metres;
- b) Corner Lot – 9.0 metres;
- c) End Lot – 7.2 metres.

(3) Minimum Lot Depth - 13.0 metres.

(4) Minimum Front Yard Depth:

- a) 3.0 metres;
- b) 5.7 metres to a garage door facing the Front Lot Line;
- c) The main wall of a Dwelling Unit may encroach into the minimum Front Yard to within 0.3 metres of a daylight triangle and within a 1.0 metre of a daylight rounding;
- d) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Front Yard;
- e) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 0.0 metres of a daylight rounding/triangle;
- f) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Front Yard;
- g) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Front Yard to within 1.2 metres of a daylight rounding/triangle.

(5) Minimum Rear Yard Depth - 0.0 metres.

(6) Minimum Interior Side Yard Width:

- a) 1.2 metres;
- b) 0.0 metres abutting a Side Lot Line that coincides with a shared common wall between two Dwelling Units;

- c) 0.0 metres abutting a Side Lot Line that coincides with a shared common wall between two garages.

(7) Minimum Exterior Side Yard Width:

- a) 2.0 metres;
- b) 2.0 metres to a garage door facing the Exterior Side Lot Line or Flankage Lot Line for a Corner Lot with a two bay garage;
- c) The main wall of a Dwelling Unit may encroach into the minimum Exterior Side Yard to within 0.3 metre of a daylight triangle and within 1.0 metre of a daylight rounding;
- d) 1.2 metres where the Exterior Side Yard abuts a public walkway or a non-residential zone;
- e) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum Exterior Side Yard;
- f) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 0.0 metres of a daylight rounding/triangle;
- g) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum Exterior Side Yard;
- h) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the minimum Exterior Side Yard to within 1.2 metres of a daylight rounding/triangle;
- i) For Lots with a 1.2 metre minimum Exterior Side Yard adjacent to a public walkway or a non-residential zone, the maximum encroachment of any type into the minimum Exterior Side Yard shall be 0.5 metres, exclusive of windows.

(8) The following shall apply to a bay, bow or box windows:

- a) Notwithstanding Section 6.13 Table 6.13A the maximum width of a bay, bow or box window with or without foundation shall be 4.5m metres;

- b) The maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
 - c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows;
 - d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres shall contain side windows.
- (9) Maximum Building Height - 14.0 metres and shall not exceed 3-storeys.
- (10) Minimum Landscaped Open Space:
- a) Those portions of all Yards not occupied by permitted structures, permitted encroachments and permitted driveway shall consist of landscape Open Space.
- (11) Notwithstanding Section 10.13.4, for Back to Back Townhouse Dwellings, a maximum of 16 Dwelling Units may be attached in a contiguous structure, provided the structure is only 8 Dwelling Units wide and 2 Dwelling Units deep.
- (12) Minimum Amenity Area: 3.5 square metres for each Dwelling Unit may be provided on a patio, balcony, deck, terrace, landscaped open space in the Rear Yard, or roof terrace.
- (13) The following Garage Controls shall apply:
- a) A maximum interior garage width of an attached garage shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
 - b) The maximum cumulative garage door width for an Interior Lot having a Dwelling Unit width less than or equal to 6.0 metres shall be 4.8 metres;
 - c) The maximum cumulative garage door width for a Corner Lot having a Dwelling Unit width equal to or greater than 6.0 metres shall be 5.5 metres;
 - d) A two bay garage width shall be permitted on a Corner Lot;

- e) A garage is permitted to face the Flankage Lot Line;
- f) For Dwelling Units that are 6.0 metres or less in width, the interior space of a garage shall have a rectangular area not less than 2.9 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width.

For Dwelling Units that are greater than 6.0 metres in width, the interior space of a garage shall have a rectangular area not less than 3.1 metres by 6.1 metres for the first parking stall. Subsequent parking stalls shall provide a rectangular area not less than 2.7 metres by 5.4 metres. Each rectangular area shall permit no more than one step encroachment.

- (14) Notwithstanding Section 10.9.1.B.1, the following shall apply to residential driveways:
 - a) The minimum driveway width shall be 2.75 metres;
 - b) The driveway width shall not exceed the width of any Dwelling Unit;
 - c) For a Corner Lot, the maximum driveway width shall be the width set out in Section 10.9.1.B.1 (a) or (b) or the width of the garage, whichever is greater.
- (15) Section 10.5 (b) shall not apply.
- (16) Section 10.9.1.B.4 shall not apply.
- (17) Section 10.9.1.B.7 shall not apply.
- (18) Section 10.9.4 shall not apply.
- (19) Section 10.12 shall not apply.
- (20) Section 10.13.2 shall not apply.
- (21) Section 10.13.3 does not apply.

(22) Section 10.21 shall not apply.

(23) Air conditioning units are permitted to be located on a balcony or uncovered terrace.

(24) An accessory structure shall not be permitted in any yard.

JJJJ.3 Shall also be subject to the requirements and restrictions:

- 1) The requirements and restrictions relating to the I1 zone and all the general provisions of this By-law which are not in conflict with those set out in Section JJJJ.2.1;
- 2) The requirements and restrictions relating to the R3E zone and all the general provisions of this By-law which are not in conflict with those set out in Section JJJJ.2.2.”

(3) In the event of a conflict between this By-law and any City by-law; this By-law prevails to the extent of the conflict.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to
form.

20__/_/month/day

[insert name]

Patrick Brown, Mayor

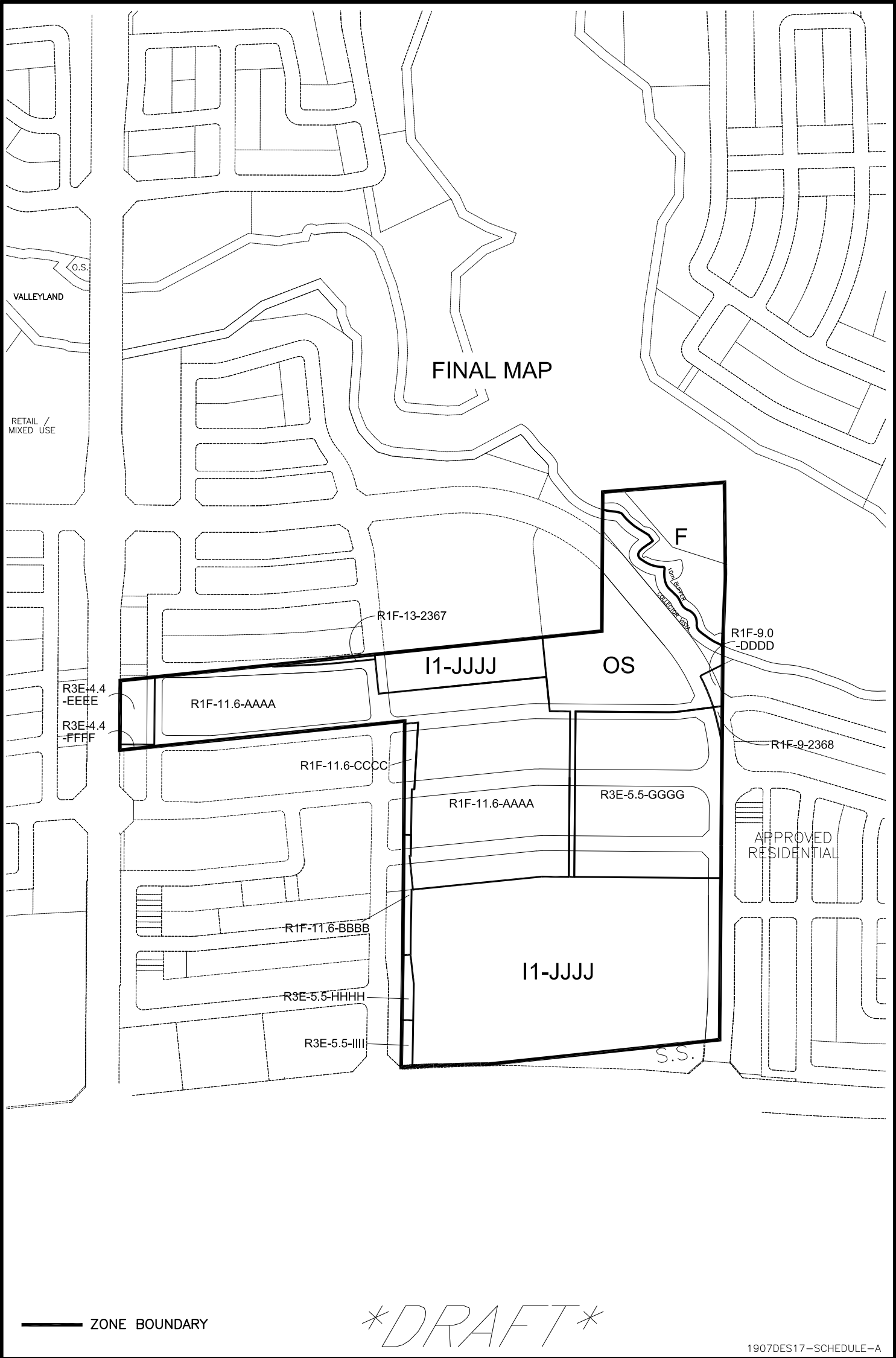
Approved as to
content.

20__/_/month/day

[insert name]

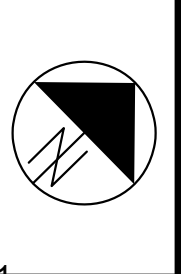
Peter Fay, City Clerk

(OZS-2021-0065)



1907DES17-SCHEDULE-A

PART OF LOTS 16
CONCESSION 6 E.H.S.
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY NOW IN THE CITY OF BRAMPTON)



Date: _____

File no. _____

By-Law ____-2024 Schedule A



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-07

File: OZS-2023-0037

Subject: **Recommendation Report** Application to Amend the Zoning By-law
(To permit a faith-based community teaching center within an existing building)
Meridian Planning Consultants / Dar Ul Imaan Institute
8627 Mississauga Road
Ward: 4

Contact: Satwant Hothi, Planner, Development Services & Design
 Mana Zavalat, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2024-911

RECOMMENDATIONS:

1. That the report from Satwant Hothi, Development Planner, Development Services to the Planning and Development Committee of December 09, 2024, re: **Recommendation Report - Application to Amend the Zoning By-Law.**, Meridian Planning Consultants / Dar Ul Imaan Institute, City File: OZS-2023-0037, 8627 Mississauga Road, Ward 4, be received;
2. That the application for an Amendment to the Zoning By-law, on behalf of Dar ul Imaan Institute (File: OZS-2023-0037) be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Planning Statement and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Zoning By-law generally in accordance with the Attachment 10 to this report be adopted.
4. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 (10.4) of the Planning Act, R.S.O., as amended.

OVERVIEW:

- An application to amend the Zoning By-law has been filed with the City to permit a Faith-based Community Teaching Center with classrooms and ancillary common areas.
- The subject property is designated as 'Residential' in Schedule A: General Land Use Designations within the City of Brampton Official Plan. An Official Plan Amendment is not required.
- The subject property is designed as 'Executive Residential' within the Bram West Secondary Plan Area 40(c). An Amendment to the Secondary Plan is not required.
- The subject site is zoned 'Agricultural (A)'. An Amendment to the Zoning By-Law is required to permit the proposal. The draft Zoning By-Law is attached as Attachment 10.
- A Statutory Public Meeting for this application was held on February 12, 2024. No members of the public were present to delegate. One letter of correspondence was received by member of the public. Details of the Statutory Public meeting is included in Attachment 8 of this report.
- The proposal represents good planning, is consistent with the Provincial Planning Statement and the Brampton Official Plan.
- The proposal is consistent with the Strategic Focus Area - Growing Urban Centres & Neighbourhoods. The proposal will facilitate an economy that thrives with communities that are strong and connected.

BACKGROUND:

The Pre-Consultation application for the subject property was submitted on May 15th, 2022. Staff prepared and released a consolidated comments report identifying the requirement of the submission and provided the applicant with a Pre-Development Application Checklist outlining the reports and studies requested with the submission on June 27, 2022.

Meridian Consulting., on behalf of Dar Ul Imaan Institute submitted an application to amend the Zoning By-law in October 2023. The application was deemed complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application was issued on December 21st, 2023.

CURRENT SITUATION:

Details of Proposal:

- A proposed institutional use, specifically a 'Faith-based Community Teaching Centre', that will use the existing building (approximately 380.57 sqm in size) on site with minor site improvements to the existing parking lot at rear of property. The proposal seeks an occupancy of 47 students and associated staff;
- Existing single vehicular access off Mississauga Road to be maintained and served as principal entrance;
- A minimum of 20 parking spaces to be provided;

Property Description and Surrounding Land Use (Please refer to Attachment 6):

The lands have the following characteristics:

- a total Site Area of approximately 3,205 sqm.;
- is currently occupied by a single detached dwelling and a detached garage structure; and
- has a road frontage of approximately 36.69 metres along Mississauga Road.

The surrounding land uses are described as follows:

North:	Single-detached residential dwelling lots;
East:	Lionhead Golf Club and Conference Centre
South:	Single detached residential dwellings
West:	Mississauga Road, beyond which are lands for future mixed-use development

Application to Amend the Zoning By-law:

The subject property is zoned 'Agricultural' (A) as per Zoning By-law 270-2004, as amended. Agricultural and accessory uses are permitted including a single detached dwelling. A Zoning By-law amendment is required to permit the proposed development.

The proposed Zoning By-law Amendment will rezone the subject lands to a site specific Institutional One zone, which will address existing site conditions to reflect reduced minimum interior side yard setback and a prescribed parking rate as attached in Attachment 10 to this report.

Summary of Recommendations:

This report recommends that Council endorse the approval of the proposed Zoning By-law Amendment application. This report further recommends that Council approve the Zoning By-law amendment generally in accordance with Attachment 10 of this report.

Planning Analysis Summary:

The proposed Zoning By-law amendment is consistent with the Provincial Planning Statement and the City's Official Plan. The application also has regard for matters of provincial interest under Section 2 of the Planning Act.

The proposed development looks to utilize the existing building and infrastructure on site and is in conformity with the City's Official Plan and Secondary Plan and thus no amendments to said plans are required.

Additional information with respect to individual policies is provided in Attachment 9 – Detailed Planning Analysis.

Matters of Provincial Interest:

Planning Act, (2024):

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development adequately provides and efficiently uses existing infrastructure and has regards for Section 2.1.4 and 2.1.6 (a), (b), (c) of the Planning Act. It will provide for adequate cultural and institutional facilities to serve the needs of present and future residents. The proposed development is also consistent with the surrounding land use patterns and promotes efficient development by repurposing an underutilized building that is connected to municipal infrastructure.

Staff are satisfied that the proposed development is consistent with matters of provincial interest as set out in Section 2 of the Planning Act.

Provincial Planning Statement, 2024 (PPS):

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with the PPS as the proposed development helps to achieve complete communities and efficiently uses existing infrastructure.

Staff are satisfied that the proposed development is consistent with the applicable sections of the Provincial Planning Statement.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan provides guidance and policies for the future of the City. The lands are designated 'Residential' on Schedule A – General Land Use Designations of the City of Brampton Official Plan.

The 'Residential' designation permits a variety of residential uses from single detached dwellings to high-rise apartments, as well as parks, schools and other associated uses. The proposed development seeks to amend Zoning By-law to permit an Institutional use in the form of a Faith-based Community Teaching centre and conforms to the 'Residential' designation.

Staff are satisfied that the proposed development is consistent with the City of Brampton Official Plan.

Brampton Plan, 2023:

The Official Plan (referred to herein as "Brampton Plan") sets out a strategic and comprehensive approach to guiding growth and development in a manner that reflects the unique context of Brampton. On May 16, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan took effect on June 6th, 2024, except for noted sections that are currently under appeal.

The subject site is designated as 'Neighbourhoods' on Schedule 2 – Designations and as 'Community Areas' on Schedule 1A – City Structure of the Brampton Plan. The proposed teaching centre is a permitted use within the Neighbourhoods designation. The use is supportable as it provides community infrastructure and resources to the existing neighbourhood and contributes to complete communities.

Staff are satisfied that the proposal is consistent with the Brampton Plan.

Bram West Secondary Plan Area 40 (c):

The lands are designated as 'Executive Residential' within the Secondary Plan.

Section 3.4.28 (ii) of the Bram West Secondary Plan Area outlines permitted uses for lands designed 'Executive Residential' as follows - limited development of the following complementary uses shall also be permitted:

- Private education facilities;
- Libraries;
- Day care centres;

- Health care centres; and
- Public recreation facilities

As such, no Secondary Plan amendment to the Secondary Plan is required to facilitate the proposed development. The proposed development looks to repurpose the existing residential dwelling for a faith-based teaching centre in the form of a private educational facility as a permitted use.

City of Brampton Zoning By-law 270-2004:

The property is zoned "Agricultural (A)", in the Zoning By-law 270-2004, as amended.

A Zoning By-law Amendment is required to facilitate the proposed Faith based community teaching centre with classroom space and ancillary common areas'. The amendment will create a site specific 'Institutional One' zone that will also address existing site conditions to reflect the interior side yard setback and a prescribed parking rate.

The detailed planning analysis is provided in Attachment 9, and the development standards are detailed in Attachment 10 – Draft Zoning By-law Amendment.

Staff are satisfied with the proposed Zoning provisions for the development of the lands.

Community Engagement

A Statutory Public Meeting for this application was held on February 12th, 2024. There were no members of the public in attendance to speak to this item at the statutory public meeting. One letter of correspondence was received by member of the public. Details of the public comments are outlined below.

Details of the Statutory Public Meeting are included in Attachment 8 of this report.

Public Comment Received	Staff Response
Staff report to describe the use being proposed and its conformity to City of Brampton By-laws and Policies	<p>The uses being proposed include: a Faith-based community teaching centre, a Day Nursery and accessory uses.</p> <p>Proposed uses do not comply and thus an amendment to Zoning By-Law is required. A Detailed Planning Analysis (Attachment 9) has been provided as rationale for proposed development and attached to this report.</p>
Staff report to include future planned uses for Bram West Secondary Plan Area	The current Bram West Secondary Plan Area (SP 40c) designates the lands 'Executive Residential' which permits single detached residential dwellings as well as private education facilities and day care centres.

	The Bram West Secondary Plan is under review at the time of drafting this report. If the resident wishes to stay up-to-date with the project, please email bramwest@brampton.ca to submit any questions or join the mailing list.
Whether safe access to the subject land from Mississauga Road is available and the impact that the change of use will have	Peel Region Transportation Staff reviewed the application and had no objection to the proposed change of use. Minor revisions to the Traffic Impact Study are required prior to the Site Plan approval. Staff has no traffic safety concern associate with this Zoning Amendment

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial impact resulting from the adoption of the recommendations in this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

CONCLUSION:

Staff are satisfied that the proposed Zoning By-law amendment represents good planning. The proposal provides an opportunity to repurpose an existing building within an area designated for growth. The proposed development, in its compact form, and will positively contribute to the diversity of uses within the area, forming a pivotal part of a complete community for present and future residents.

This application is consistent and conforms with the Provincial Planning Statement, which promotes efficient land use and development patterns that support strong, sustainable and resilient communities.

Overall, the application is appropriate for the orderly development of the lands and represent good planning principals, aligning with the City growth objectives while providing community facilities in the neighbourhood.

Authored by:

Reviewed by:

Satwant Hothi,
Development Planner,
Development Services & Design

Allan Parsons, MCIP, RPP
Director,
Development Services & Design

Approved by:

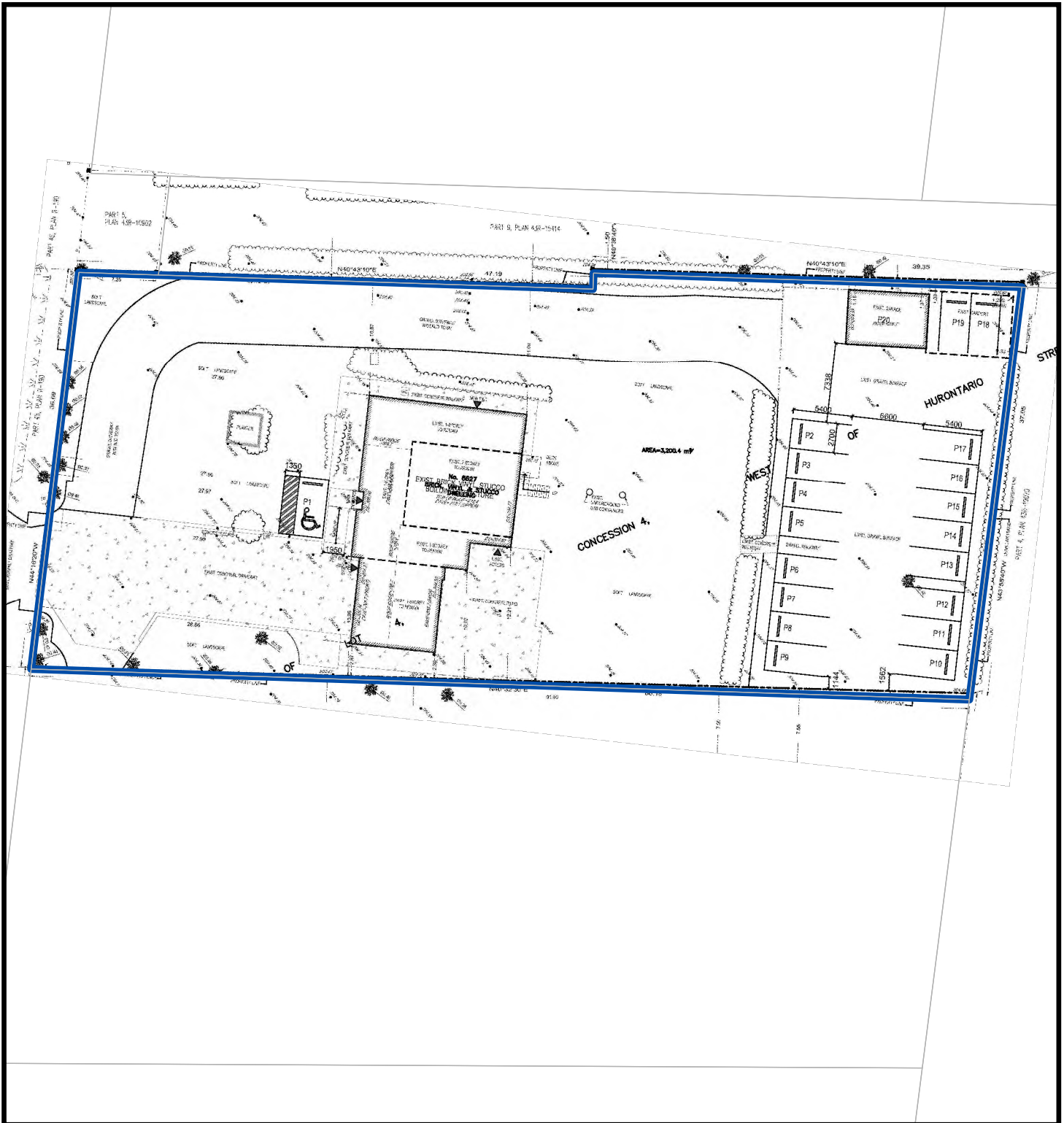
Approved by:

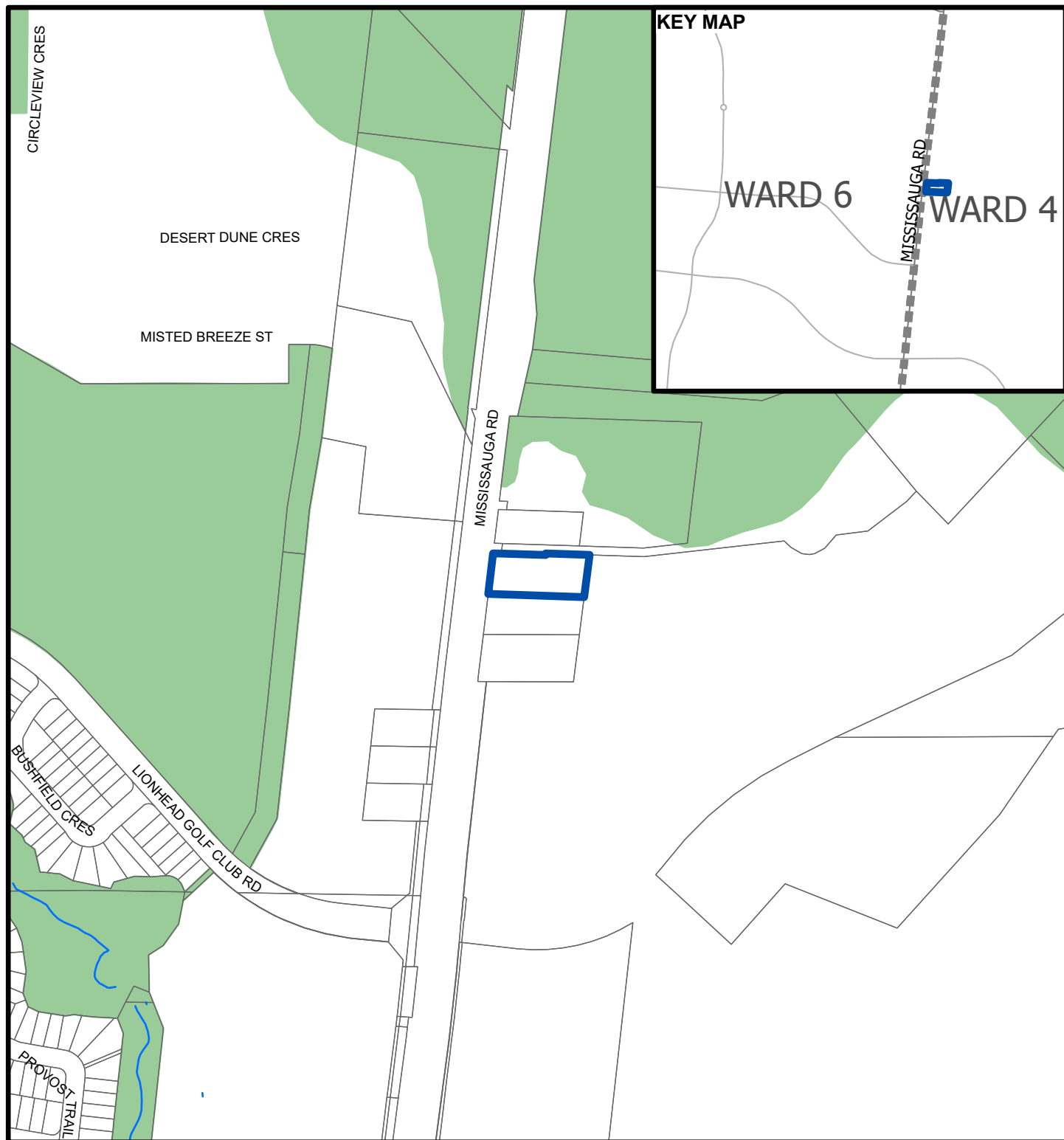
Steve Ganesh MCIP RPP
Commissioner
Planning, Building and Growth
Management Services Department

Marlon Kallideen
Chief Administrative Officer
City of Brampton

Attachments:

- Attachment 1: Concept Plan
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 5: Zoning By-law Designations
- Attachment 6: Aerial & Existing Land Use
- Attachment 7: Results of Application Circulation
- Attachment 8: Results of Public Meeting
- Attachment 9: Detailed Planning Analysis
- Attachment 10: Draft Zoning By-law Amendment

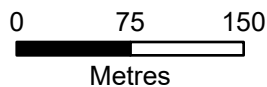




- Parcel Fabric
- Park
- Subject Lands
- Major Watercourse



PLANNING, BUILDING AND GROWTH MANAGEMENT



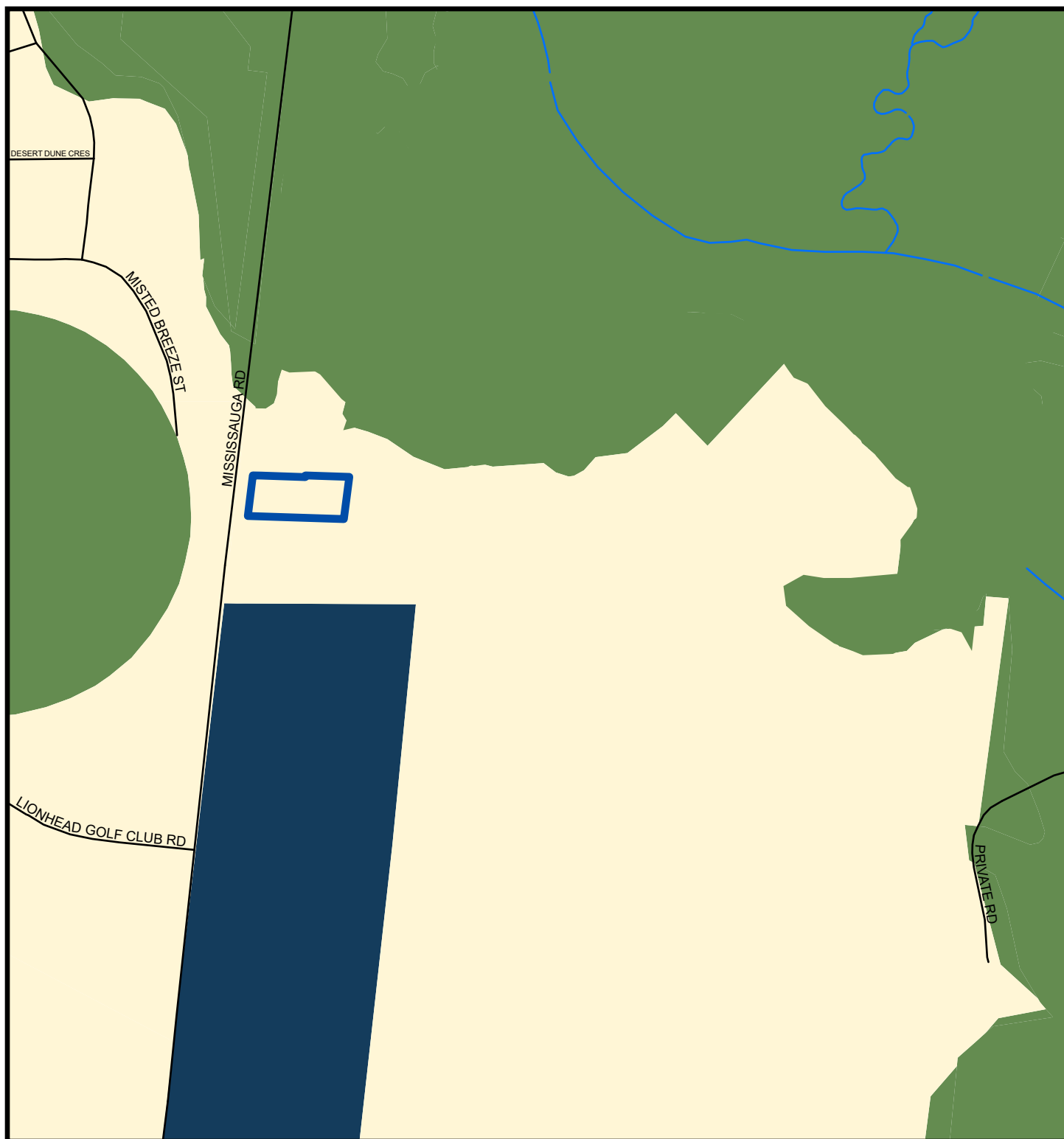
Author: CAntoine
Date: 2024/10/24



APPENDIX 2 LOCATION MAP

Applicant: Alison Luoma
Owner: Darul Lmann Institute

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CIP FILE: OZS-2023-0037

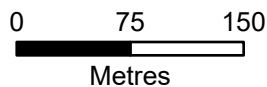


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | |
|--------------------------------|--------------------------------|---------------|
| MAJOR WATERCOURSES | OPENSOURCE, UTILITY/OPENSOURCE | Subject Lands |
| ANSI_LS\ESA\OPEN SPACE\UTILITY | RESIDENTIAL | |
| BUSINESS CORRIDOR | VILLAGE RESIDENTIAL/OPENSOURCE | |



PLANNING, BUILDING AND GROWTH MANAGEMENT

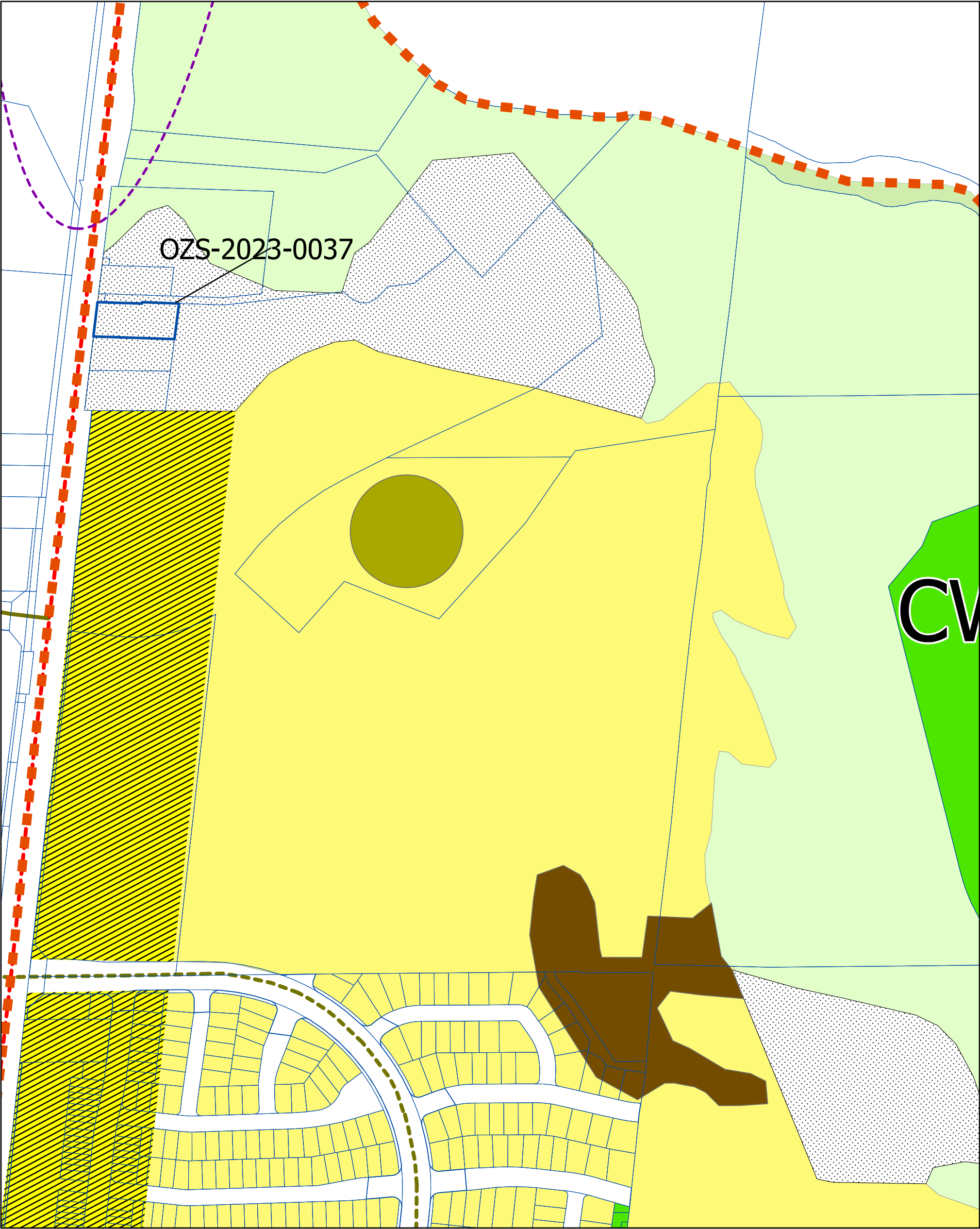


Author: CAntoine
Date: 2024/10/24

APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant: Alison Luoma
Owner: Darul Lmann Institute

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CITY FILE: OZS-2023-0037



RESIDENTIAL

- EXECUTIVE RESIDENTIAL
- LOW / MEDIUM DENSITY
- MEDIUM DENSITY
- VILLAGE RESIDENTIAL
- CLUSTER / HIGH DENSITY
- CHURCHVILLE HERITAGE CONSERVATION DISTRICT

EMPLOYMENT

- PRESTIGE INDUSTRIAL
- NEIGHBOURHOOD COMMERCIAL
- SERVICE COMMERCIAL
- CONVENIENCE COMMERCIAL
- HIGHWAY & SERVICE COMMERCIAL
- SPECIALTY OFFICE AND SERVICE COMMERCIAL
- OFFICE CENTRE

INSTITUTIONAL

- SECONDARY SCHOOL
- SENIOR ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL
- PLACE OF WORSHIP (RESERVE)

Subject Lands

OPEN SPACE

- VALLEYLAND
- CITY WIDE PARK
- NEIGHBOURHOOD PARK
- PARKETTE
- CEMETERY
- WOODLOT
- WETLAND
- SWM FACILITIES (QUANTITY)

ROAD NETWORK

- MINOR COLLECTOR ROAD (23-26 METRES)
- MAJOR COLLECTOR ROAD (26-30 METRES)
- MINOR ARTERIAL ROAD (36 METRES)
- MAJOR ARTERIAL ROAD (45-50 METRES)
- PROVINCIAL HIGHWAY
- HIGHWAY No. 407
- PRIMARY GATEWAY
- SECONDARY GATEWAY

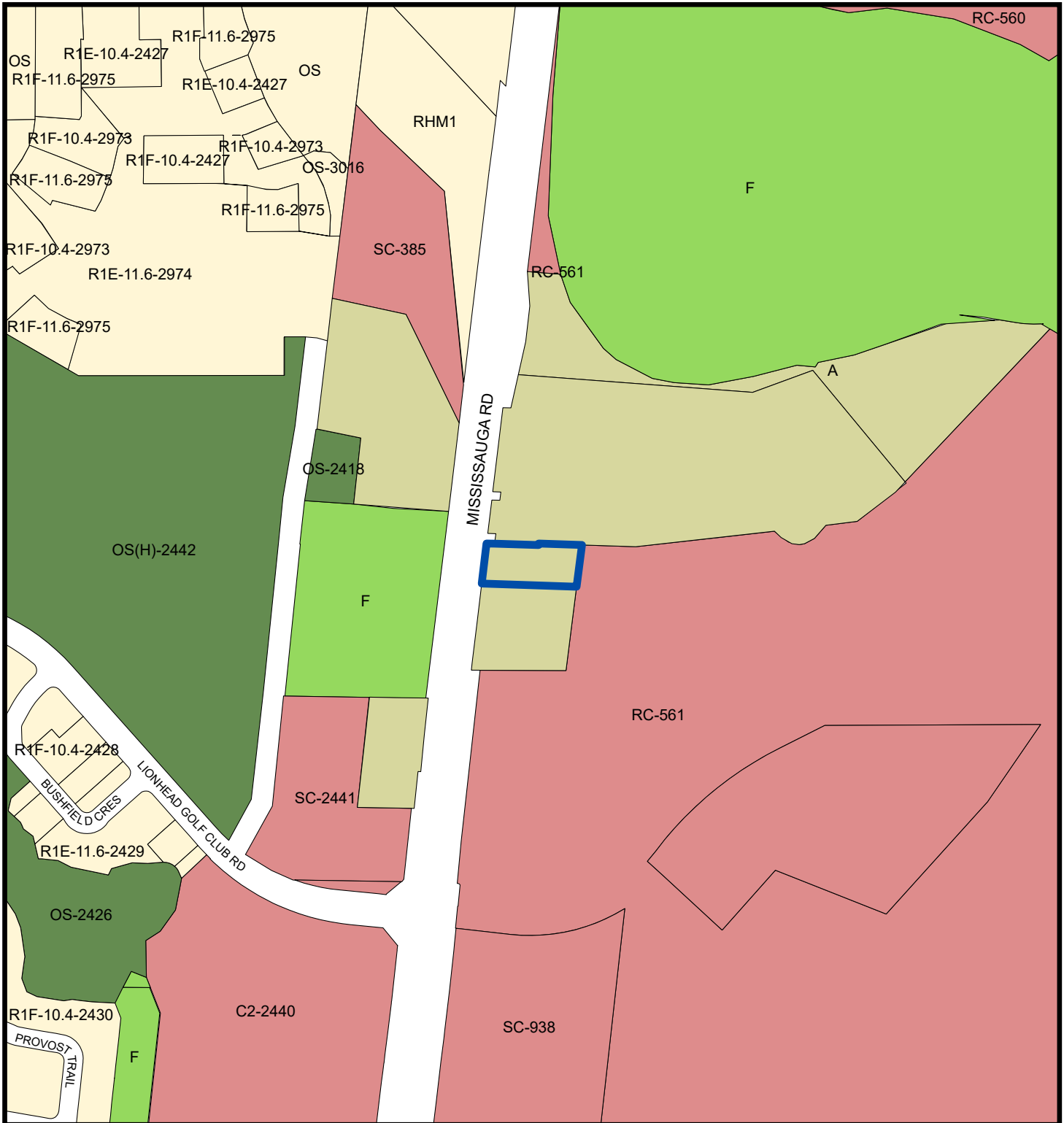
- INTERCHANGE
- SECONDARY PLAN AREA BOUNDARY

UTILITIES AND

- PARKWAY BELT
- HYDRO ONE CORRIDOR
- L.B.P.I.A OPERATING AREA BOUNDARY
- ORANGEVILLE RAILWAY DEVELOPMENT CORPORATION



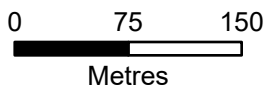
SCHEDULE SP40(a)
BRAM WEST SECONDARY PLAN
CHAPTER 40(c)



- | | | | | | |
|--|-------------|--|--------------|--|---------------|
| | RESIDENTIAL | | FLOODPLAIN | | OPEN SPACE |
| | COMMERCIAL | | AGRICULTURAL | | Subject Lands |



PLANNING, BUILDING AND GROWTH MANAGEMENT

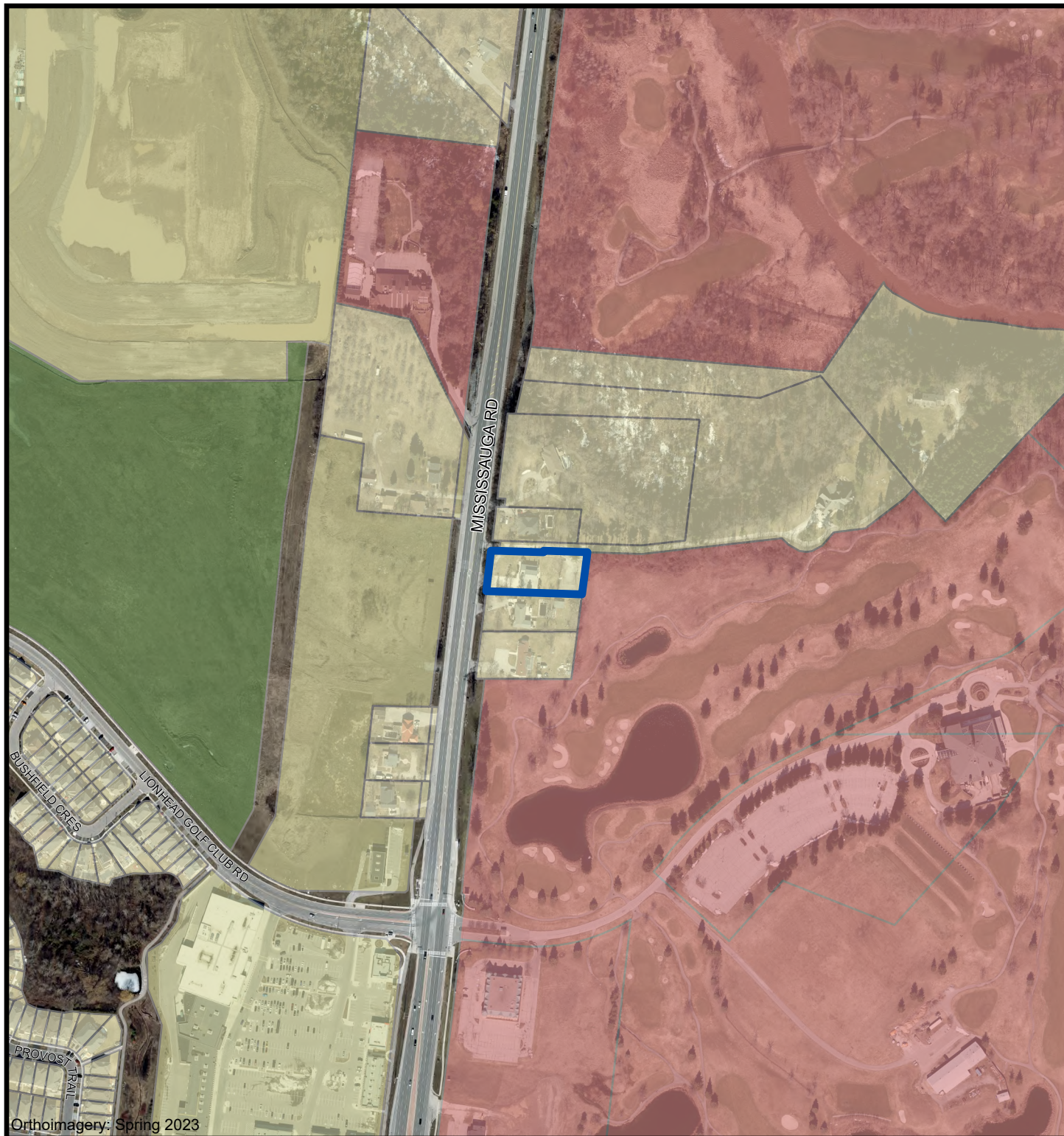







Author: CAntoine
Date: 2024/10/24

APPENDIX 5 ZONING MAP

Applicant: Alison Luoma
Owner: Darul Lmann Institute

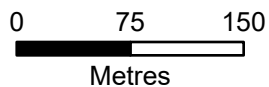
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CITY FILE: OZS-2023-0037



- | | | |
|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|  Agricultural |  Open Space |  Subject Lands |
|  Commercial |  Residential | |



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2024/11/18

APPENDIX 6 AERIAL & EXISTING LAND USE

Applicant: Toula Theocharidis
Owner: Darul Lmann Institute

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CHP FILE: OZS-2023-0037

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

October 24, 2024

Satwant Hothi
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
satwant.hothi@brampton.ca

**RE: Peel Region Clearance for Rezoning
8627 Mississauga Road
Dar-ul-Imaan Institute
City of Brampton
Region File: RZ-23-037B
City File: OZS-2023-0037**

Dear Mr. Hothi,

Region of Peel staff have reviewed the above-noted rezoning application, providing comments on January 19, 2024, and October 9, 2024. The Region of Peel has no objection to the proposed Zoning By-law Amendment being brought forward for City of Brampton Planning and Development Committee consideration, in support of the proposal to rezone the subject lands from Agricultural (A) to site specific Institutional (I), to permit a faith-based community learning centre.

Please be advised that in accordance with Regional comments dated October 9, 2024, the following matters of Regional interest should be addressed during the subsequent Site Plan Application, **Prior to the issuance of Site Plan Approval:**

- Traffic Impact Study, minor revisions
- Property requirements
- Environmental Site Assessment Report
- Engineering Submission for Road & Access Works
- Coordination of Capital Project 16-4060 & 21-4020 engineering requirements, and all required additional property

If you have any questions or concerns, please contact me (marzuq.shamsi@peelregion.ca/ 905.791.7800 x3361) at your earliest convenience.

Thank you,



Marzuq Shamsi, BURPI
Junior Planner, Planning and Development Services, Region of Peel

CC:

John Hardcastle, MCIP, RPP, Manager, Planning & Development Services, Region of Peel

Toula Theocharidis, MCIP, RPP, Senior Planner, Meridian Planning

Shakir Asgharali, Principal, SADP Architecture Inc.

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Gerolini, Marco

From: Hughes, Trisha <trisha.hughes@cvc.ca>
Sent: 2024/02/12 10:31 AM
To: Gerolini, Marco
Cc: Pakulski, Beata; Bhatt, Stuti
Subject: RE: [External] FW: Request for Comments: [OZS-2023-0037] - DUE:JAN/18

Hi Marco,

Based on our mapping, the subject property at 8627 Mississauga Road is outside CVC's Regulated Area and a CVC permit is not required for development on the property. As such, CVC staff have not been involved in the review of this application and will not be providing comments.

Should you have any questions, please let me know.

Kind regards,

Trisha Hughes | RPP | she/her/hers
Acting Senior Planner, Planning and Development Services | Credit Valley Conservation
905-670-1615 ext 325 | M: 437-855-4056
trisha.hughes@cvc.ca | cvc.ca



**Credit Valley
Conservation**



[View our privacy statement](#)

From: Gerolini, Marco <Marco.Gerolini@brampton.ca>
Sent: Monday, February 12, 2024 9:54 AM
To: Hughes, Trisha <trisha.hughes@cvc.ca>
Cc: Pakulski, Beata <beata.pakulski@cvc.ca>; Bhatt, Stuti <stuti.bhatt@cvc.ca>
Subject: [External] FW: Request for Comments: [OZS-2023-0037] - DUE:JAN/18

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

Good morning all,

Just checking in on CVC comments for this one.

The regulated area touches a very small piece of the permitter of the site, but just wanted to confirm you had no formal comments to provide.

Thanks!

Marco Gerolini, MCIP, RPP

Planner III, Development Services and Design

Planning, Building and Growth Management

City of Brampton

2 Wellington Street West, Brampton, Ontario, L6Y 4R2

E marco.gerolini@brampton.ca



From: Lawrence, Marsha <Marsha.Lawrence@brampton.ca>

Sent: Thursday, December 21, 2023 8:59 PM

To: zzg-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins@peelregion.ca; christopher.fearon@canadapost.ca; nirmaljit.raai@canadapost.postescanada.ca; nikki.talusan@canadapost.ca; Henry Gamboa <henry.gamboa@alecrautilities.com>; GAURAV.RAO@ALECTRAUTILITIES.COM; max.watters@alecrautilities.com; gtaw.newarea@rci.rogers.com; circulations@wsp.com; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; planification@csvgamonde.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; phillip.sousa@peelsb.com; nick.gooding@peelsb.com; zach.tessaro@peelsb.com; Hughes, Trisha <trisha.hughes@cvc.ca>; beata.pakulski@cvc.ca; Bhatt, Stuti <stuti.bhatt@cvc.ca>

Cc: Planningcomments <Planningcomments@brampton.ca>; BramPlanOnline_Automated

<SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Gerolini, Marco <Marco.Gerolini@brampton.ca>

Subject: Request for Comments: [OZS-2023-0037] - DUE:JAN/18

Good Afternoon,

An application for **8627 Mississauga Road** with an assigned file number of **OZS-2023-0037** was submitted to City of Brampton for review. The applicant submitted materials are made public on **BramPlan Online** for review.

As part of our commitment to improving our development application processes, timely reviews are crucial due to compressed timelines.

Please submit your comments to both our general inbox at planningcomments@brampton.ca and the assigned planner **Marco Gerolini** by **January 18, 2024**.

If you have any concerns please contact Marco at Marco.Gerolini@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

Please click the link below for instructions on how to access Applicant Submitted Documents:

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks,

Marsha Lawrence

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | L6Y 4R2 | City Hall

E: Marsha.Lawrence@brampton.ca | T: 905.874.3546 | W: www.brampton.ca

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Gerolini, Marco

From: Koops, Krystina <Krystina.Koops@dpcdsb.org>
Sent: 2024/01/11 1:46 PM
To: Planningcomments; Gerolini, Marco
Cc: zach.tessaro@peelsb.com
Subject: [EXTERNAL]Comments OZS 2023-0037

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**RE: Application to Amend the Zoning By-law
8627 Mississauga Road
East side of Mississauga Rd, north of Lionhead Golf Club Rd
OZS-2023-0037**

The Dufferin-Peel Catholic District School Board (DPCDSB) has reviewed the above-noted application and since the proposal is to permit a faith-based community teaching centre within the existing building, no students are anticipated from this development.

DPCDSB has no comments or objection to the further processing of this application.
Regards,

Krystina Koops, MCIP, RPP

Planner - Planning Department
Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West, Mississauga ON L5R 1C5
Tel: 905-890-0708 ext. 24407 | Email: krystina.koops@dpcdsb.org
Website: www.dpcdsb.org | Twitter: [@DPCDSBSchools](https://twitter.com/DPCDSBSchools) | Instagram: [@DPCDSB.Schools](https://www.instagram.com/DPCDSB.Schools)
Facebook: [@DPCDSBSchools](https://www.facebook.com/DPCDSBSchools) | YouTube: [DPCDSBVideos](https://www.youtube.com/DPCDSBVideos)

Extraordinary lives start with a great Catholic education.

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Gerolini, Marco

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2023/12/27 4:43 PM
To: Planningcomments; Gerolini, Marco
Subject: [EXTERNAL]RE: Request for Comments: [OZS-2023-0037] - DUE:JAN/18

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Thank you for your circulation.

Enbridge Gas does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)
Sr Analyst, Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Lawrence, Marsha <Marsha.Lawrence@brampton.ca>
Sent: Thursday, December 21, 2023 8:59 PM
To: zzg-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins@peelregion.ca; christopher.fearon@canadapost.ca; nirmaljit.raai@canadapost.postescanada.ca; nikki.talusan@canadapost.ca; Henry Gamboa <henry.gamboa@alecrautilities.com>; GAURAV.RAO@ALECRAUTILITIES.COM; max.watters@alecrautilities.com; gtaw.newarea@rci.rogers.com; circulations@wsp.com; Municipal Planning <MunicipalPlanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; planification@csviamonde.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; phillip.sousa@peelsb.com; nick.gooding@peelsb.com; zach.tessaro@peelsb.com; Hughes, Trisha <trisha.hughes@cvc.ca>; beata.pakulski@cvc.ca; Bhatt, Stuti <stuti.bhatt@cvc.ca>
Cc: Planningcomments <Planningcomments@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Gerolini, Marco <Marco.Gerolini@brampton.ca>
Subject: [External] Request for Comments: [OZS-2023-0037] - DUE:JAN/18

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Thanks,

Marsha Lawrence

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | L6Y 4R2 | City Hall

E: Marsha.Lawrence@brampton.ca | T: 905.874.3546 | W: www.brampton.ca

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Gerolini, Marco

From: Tessaro, Zach <zach.tessaro@peelsb.com>
Sent: 2024/01/12 11:00 AM
To: Planningcomments; Gerolini, Marco
Cc: Gooding, Nick; Wigle, Julian; Koops, Krystina
Subject: RE: [EXTERNAL] Request for Comments: [OZS-2023-0037] - DUE:JAN/18

Hi Marco,

PDSB has no comments for the above-noted application as it non-residential.

All the best,

Zach Tessaro, BES | Planner - Development
Planning & Accommodation Support Services
Peel District School Board
5650 Hurontario Street,
Mississauga ON, L5R 1C6
P. 905-890-1010 ext. 2217
E. Zach.Tessaro@peelsb.com

From: Lawrence, Marsha <Marsha.Lawrence@brampton.ca>
Sent: Thursday, December 21, 2023 8:59 PM
To: zzg-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins@peelregion.ca; christopher.fearon@canadapost.ca; nirmaljit.raai@canadapost.postescanada.ca; nikki.talusan@canadapost.ca; Henry Gamboa <henry.gamboa@alectrautilities.com>; GAURAV.RAO@ALECTRAUTILITIES.COM; max.watters@alectrautilities.com; gtaw.newarea@rci.rogers.com; circulations@wsp.com; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; planification@csvgamonde.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>; Gooding, Nick <nick.gooding@peelsb.com>; Tessaro, Zach <zach.tessaro@peelsb.com>; Hughes, Trisha <trisha.hughes@cvc.ca>; beata.pakulski@cvc.ca; Bhatt, Stuti <stuti.bhatt@cvc.ca>
Cc: Planningcomments <Planningcomments@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Gerolini, Marco <Marco.Gerolini@brampton.ca>
Subject: [EXTERNAL] Request for Comments: [OZS-2023-0037] - DUE:JAN/18

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<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks,

Marsha Lawrence

Development Services Clerk

Planning, Building and Growth Management

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Jan 22, 2024

Ms/Mr **Marco Gerolini**,
Planning Department
City of **Brampton**,
Ontario

Re: OZS-2023-0037
Rogers Reference #: M24A343A01

Dear Marco Gerolini,

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of **Brampton**.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Anuradha P

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – February 12, 2024
City File Number – OZS-2023-0037

Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor H. Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management
Henrik Zbogor, Director, Integrated City Planning
Angelo Ambrico, Manager, Development Services
Marco Gerolini, Planner, Development Services
Samantha DeLaPena, Planner, Development Services
Arjun Singh, Planner, Development Services
Noel Cubacub, Planner, Integrated City Planning
Harsh Padhya, Planner, Development Services
Peter Bryson, Director, Enforcement and By-law Services
Luciano Totino, Manager, Development Construction
Janice Adshead, Acting City Clerk
Charlotte Gravlev, Deputy City Clerk
Gagandeep Jaswal, Acting Legislative Coordinator

Staff Report:

Staff Presentation re: Application to Amend the Zoning By-law, Meridian Planning Consultants, on behalf of Darul Imaan Institute

8627 Mississauga Road, Ward 4, File: OZS-2023-0037

Item 5.1 was brought forward and dealt with at this time. Marco Gerolini, Planner, Development Services, presented an overview of the application that included location of the subject lands, area context, proposal, and next steps.

P. Fay, City Clerk, confirmed that one correspondence was received for this item.

The following motion was considered:**PDC030-2024**

1. That the staff presentation re: Application to Amend the Zoning By-law, Meridian Planning Consultants, on behalf of Darul Imaan Institute, 8627 Mississauga Road, Ward 4, File: OZS-2023-0037, to the Planning and Development Committee meeting of February 12, 2024 be received;
2. That the following correspondence re: Application to Amend the Zoning By-law, Meridian Planning Consultants, on behalf of Darul Imaan Institute, 8627 Mississauga Road, Ward 4, File: OZS-2023-0037 to the Planning and Development Committee Meeting of February 12, 2024 be received; Ronald and Nancy Webb, Brampton Residents, dated February 12, 2024.

Carried.

One letter of correspondence was received by member of the public. The details of the public comments and responses are outlined below.

Public Comment Received	Staff Response
Staff report to describe the use being proposed and its conformity to City of Brampton By-laws and Policies	<p>The uses being proposed include: a Faith bases community teaching centre, a Day Nursery and accessory uses.</p> <p>Proposed uses do not comply and thus an amendment to Zoning By-Law is required. A Detailed Planning Analysis (Attachment 9) has been provided as rationale for proposed development and attached to this report.</p>
Staff report to include future planned uses for Bram West Secondary Plan Area	<p>The current Bram West Secondary Plan Area (SP 40c) designates the lands 'Executive Residential' which permits single detached residential dwellings as well as private education facilities and day care centres.</p> <p>The Bram West Secondary Plan is under review at the time of drafting this report. If the resident wishes to stay up-to-date with the project, please email bramwest@brampton.ca to submit any questions or join the mailing list.</p>
Whether safe access to the subject land from Mississauga Road is available and the impact that the change of use will have	Peel Region Transportation Staff reviewed the application and had no objection to the proposed change of use. Minor revisions to the Traffic Impact Study are required prior to the Site Plan approval. Staff has no traffic safety

	concern associate with this Zoning Amendment
--	----------------------------------------------

Jaswal, Gagandeep

From: Jaswal, Gagandeep
Sent: 2024/02/12 5:19 PM
To: Jaswal, Gagandeep
Subject: FW: [EXTERNAL]Fwd: Planning and development meeting . Feb 10 / 24

From: Nancy Webb <[REDACTED]>
Sent: Monday, February 12, 2024 2:50 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Subject: [EXTERNAL]Fwd: Planning and development meeting . Feb 10 / 24

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Begin forwarded message:

From: Nancy Webb <[REDACTED]>
Date: February 12, 2024 at 2:44:06 PM EST
To: City Clerks Office <cityclerksoffice@brampton.ca>
Cc: nancy webb
Subject: Planning and development meeting . Feb 10 / 24

We are the owners of one of 7 residential properties abutting or adjacent to the subject land at 2627 Mississauga road ,

It is our suggestion that before a decision is made ,there should be a staff report that describes the uses being made of the lands and whether they conform to the by- laws of the city.

Also a staff report indicating the future planned uses for this area should be considered.

There is one obvious issue that needs to be carefully studied and considered, whether safe access to the subject land from Mississauga road is available and the impact that the change of use will have .

Yours truly ,
Ronald webb and Nancy Webb

[REDACTED]
[REDACTED]

Sent from my iPad

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<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Detailed Planning Analysis
City File Number: OZS-2023-0037

The proposal has been reviewed and evaluated against The Planning Act, Provincial Planning Statement (PPS), the City's Official Plan, the Bram West Secondary Plan (Area 40c) and other applicable City of Brampton guidelines and priorities. The following provide direction and policies that encourage the efficient and sustainable development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form to foster a balanced community structure, including the proper allocation of employment and residential uses. 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 (Consolidation 2024)

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 for.

This proposal is consistent and conforms with the following specific matters of provincial interest:

Section 2:

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (g) The minimization of waste;
- (h) The orderly development of safe and healthy communities;
- (h.1) The accessibility of persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (k) The adequate provision of employment opportunities;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and development;
- 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

Analysis - Planning Act R.S.O 1990:

The proposed development aligns with the objectives of the Planning Act R.S.O 1990 by supporting the orderly development of safe, healthy communities, and fostering economic growth and employment opportunities through the proposed Zoning Bylaw amendment. The proposed development will repurpose an existing underutilized building in an area which is built out and is municipally serviced. As such, adequate services exist to support the proposed development in accordance with Sections (e) and (f) of the Planning Act. The City of Brampton has provided notice that the proposed development can be adequately serviced with existing municipal services and existing septic tank to be re-used. A condition of approval for a Site Plan application to be submitted has been noted to address any necessary site improvements. The proposal envisions a private faith-based community teaching centre, providing institutional uses that contribute to local employment opportunities to the City of Brampton in accordance with Sections 2 (h), (k) and (l). The development will be designed to meet accessibility standards, consistent with Section 2 (h.1) of the Planning Act. Furthermore, the proposed development will facilitate the provision of educational, social, and cultural facility in close proximity to residential uses within the Bram West Secondary Plan, in accordance with Section (i) of the Planning Act. The Planning Act further encourages compact, efficient development that makes use of existing municipal water and sewage infrastructure. This proposal represents orderly development by making efficient use of the underutilized land in a designated growth area, intensifying an existing building with access to municipal services, in accordance with Section (p). The proposed development calls for minor exterior site alterations to site parking whilst maintaining the existing building on site. This approach preserves the character and sense of place of the surrounding neighbourhood, in accordance with Section 2(r) of the Planning Act.

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

Provincial Planning Statement 2024, (PPS)

The proposal will be reviewed for its compliance with matters of provincial interest as identified in the Provincial Planning Statement (PPS). Through staff review it was determined that the proposed development is consistent and confirms with the following 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

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.

Section 2.2 — Housing:

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;

2.3. — Settlement Areas and Settlement Area Boundary Expansions:

2.3.1 - 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;

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.

2.3.1.6 - 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;

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

Analysis Provisional Policy Statement 2024, (PPS):

The proposed development looks to foster livable, healthy communities by supporting an institutional land use within the surrounding resident area. The proposed development is consistent with the surrounding land use patterns and promotes efficient development and land use patterns over the long term by providing an institutional building that will connect with existing municipal infrastructure, services and amenities, in accordance with Section 2.1.4 and 2.1.6 (a), (b), (c). The Provincial Planning Statement focuses on growth and development within urban and rural areas whilst not compromising mix of housing options and densities required to meet projected requirements of current and future residents. The proposal introduces a compact housing form that is consistent and complimentary with the existing subdivision, enhancing the neighborhood with a mix of uses and densities. Section 2.3.1, 2.3.1.2, 2.3.1.3 and 2.3.1.6 speaks to growth and development within settlement areas, with focus on efficient use of land and resources and optimization of existing and planned infrastructure and public service facilities. Furthermore, Section 2.4 of the PPS prescribes general policies for Settlement areas with emphasis on identifying and focusing growth and development in strategic growth areas while providing a range and mix of housing options, intensification and more

mixed-use development to foster stronger sense of community through employment growth, education and cultural facilities.

The proposed Zoning Bylaw amendment supports the provision of educational, employment and cultural services to meet the City's long-term institutional needs in accordance with section 2.4 of the Provincial Policy Statement.

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 development of these lands for an institutional use masqueraded in an existing residential form contributes in a positive manner to the building of a complete community and avoids risks to public health and safety in respecting the adjacent existing land uses.

The proposed development will intensify a currently underutilized parcel and contribute to a mix of employment options in accommodating the overall economic growth of the area. The proposal will allow for increased density and diversity in land use that will promote surrounding transit and active transportation. The proposed development is in proximity to an identified MTSA boundary located at the corner of Steeles Ave and Mississauga Road being serviced by a BRT Corridor as per Schedule C of the City of Brampton Official Plan.

The proposed development is consistent and conforms with the Provincial Planning Statement.

City of Brampton Official Plan, 2020 Consolidation

The City of Brampton Official Plan charts the course for land use decision-making within the municipality. 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 property is designated "Residential" in Schedule A: General Land Use Designations, "Community Area" in Schedule 1A: City Structure and 'Neighbourhoods' on Schedule 2: Designations of the Official Plan.

The following Official Plan policies have been reviewed in evaluating the proposed development:

Section 2.4.2 – Managing Growth in Brampton:

- a) Maintain an effective development approval process that optimizes the public and economic benefits of growth, while working to provide the necessary services and infrastructure to serve residents and businesses today and in the future;
- 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 3.2.8 – Communities

Section 3.2.8.1 - The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

Section 4.2 - Residential

Section 4.2 (i) - Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm

Section 4.2 (vi) - Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. **Complementary uses**, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and **may include** uses permitted in the Commercial and **Institutional and Public Uses designations of this plan, such as schools**, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. **Quasi-institutional uses including social service agencies**, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

Section 4.9 – Institutional and Public Uses

- a) Ensure the equitable allocation and integration of Institutional and Public Uses throughout the City;
- b) Encourage and support a partnership with all the providers of services in Institutional and Public Uses designation, including both public and non-profit agencies;
- c) Identify needs and location of institutional and public services and promote public awareness.

Section 4.9.1 - The City shall interpret the large-scale Institutional Uses designation as shown on Schedule “A” to include hospitals, correctional institutions and associated facilities, colleges, universities, and public, major places of worship and related uses, military and cultural buildings, community recreation facilities, libraries and fire and police stations. Smaller scale institutional and public uses such as service clubs, day care centres, residential care facilities for more than 10 persons, and long-term care centres shall be permitted as complementary uses within all relevant designations provided that such uses are specifically designated in the appropriate Secondary Plan.

Section 4.9.1.7 - The City shall, in considering appropriate locations for Institutional and Public Uses during the preparation of Secondary and/or Block Plans and in reviewing development applications, have regard for the following principles:

- (i) Convenient access to at least one arterial or collector road;
- (ii) Access to public transit;
- (iii) Integration with the host neighbourhood;
- (iv) Access to municipal water and sewage disposal;
- (v) Impact on ecosystem function and natural environmental features;
- (vi) Central location within defined catchment or service area; and,
- (vii) Accessibility for persons with disabilities.

Section 4.9.6 – Education Facilities

Section 4.9.6.1 - The City shall permit school sites and ancillary uses within Residential, Institutional and Public Uses, Retail and Industrial designations of this Plan, provided that they are specifically designated for the purpose in the appropriate Secondary or Block Plan.

Analysis: City of Brampton Official Plan, 2020 Consolidation:

The subject site is designated ‘Residential’ in Schedule A: Land Use Designations. Section 4.2.1.1 indicates that lands designated ‘Residential’ are permitted additional uses in the form of ‘private’ schools and quasi-institutional uses which promote and support the community at large. The proposed development seeks to permit a faith-based community teaching centre with minor site improvements and no exterior alterations to existing building whilst making use of existing municipal infrastructure. In doing so, the proposed developments ensures the efficient use of existing City and Regional services and infrastructure to service local residents. This in turn aligns with Sections 2.4.2 and 4.2 general policies of the City of Brampton Official Plan providing for diversified uses within an existing community. Section 4.9 of the Official Plan further elaborates and identifies the Cities objective to ensure the equitable allocation and integration of Institutional and Public Uses throughout the City are observed.

The subject site is designated ‘Communities’ in Schedule 1: City Concept. The ‘Communities’ designation are the basic living units of the city that the residents can most

relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability. Section 3.2.8 of the Official Plan outlines those new communities or new developments within an existing community, as is the case in this development proposal, shall be planned to be 'Complete Communities'. Complete communities are intended to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Given the proposed development looks to introduce a mix of job opportunities blending seamlessly into the existing neighbourhood fabric, it is anticipated to serve the needs of current and future residents for years to come.

Based on the above, staff is satisfied that the proposed development to amend the Zoning Bylaw conforms to the City of Brampton Official Plan.

Brampton Plan (2024)

On May 16, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan took effect on June 6th, 2024, except for noted sections that are currently under appeal.

The subject site is designated as 'Neighbourhoods' on Schedule 2 – Designations and as 'Community Areas' on Schedule 1A – City Structure of the Brampton Plan.

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

Section 2.2.7 – Neighbourhoods

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

Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses
Major and Minor Arterial (City and Region)	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Emergency Facilities E. Places of Worship F. Child Care Centres G. Long Term Care Facility H. Motor Vehicle Commercial

2.2.7.17 **Community services and facilities** are integral to supporting Neighbourhoods. **Community services and facilities** are permitted within Neighbourhoods in accordance with the Nurturing Strong and Connected Communities policies of this Plan.

2.2.7.18 Community services and facilities will be planned to promote the use of, and provide connections to, active and public transportation networks

The subject lands are located within the “Neighbourhoods” Designation of Schedule 2 of the Brampton Plan. The proposed teaching centre is a permitted use within the Neighbourhoods designation. The use is supportable as it provides community infrastructure and resources to the existing neighbourhood and contributes to complete communities.

As such, staff is satisfied that proposed Zoning Bylaw amendment conforms to the policies of the City of Brampton Official Plan.

The Bram West Secondary Plan Area (SPA40c)

The subject property is located within the Bram West Secondary Plan Area (SPA40c). The property is designated ‘Executive Residential’ in the Bram West Secondary Plan Area. Section 3.4.28 (ii) of the Bram West Secondary Plan Area outlines permitted uses for lands designed ‘Executive Residential’ as follows - limited development of the following complementary uses shall also be permitted:

- Private education facilities;
- Libraries;
- Day care centres;
- Health care centres; and
- Public recreation facilities

As such, no Secondary Plan amendment to the Secondary Plan is required to facilitate the proposed development. The proposed development looks to repurpose the existing residential dwelling for a faith-based teaching centre in the form of a private educational facility as a permitted use. No exterior changes to the existing dwelling are proposed and looks to maintain a residential façade, permitting the subject site to seamlessly reintegrate into the existing community.

The proposal generally conforms and is consistent to the policies and objectives of the Bram West Secondary Plan. An Amendment to the Secondary Plan is therefore not required.

Zoning By-Law

The subject property is currently zoned Agricultural (A) as per Bylaw 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

A Zoning By-law Amendment is required to facilitate the proposed development. The Zoning Bylaw amendment proposed to rezone the property to 'Institutional One – Special Section 3802 (I1 – 3802) with site specific provisions. The site-specific provisions permitted uses including a 'Faith based community teaching centre with classroom space and ancillary common areas'. The site-specific performance standards are included to address existing site conditions to reflect reduced minimum interior side yard setback and a prescribed parking rate.

The zoning changes and performance standards will ensure that the site is properly integrated into the surrounding area. City staff worked with the applicant to provide necessary buffers to promote proper design and the efficient use of the subject site.

Technical Studies

The following technical requirements, reports and studies have been satisfied:

Planning Justification Report

The Planning justification report prepared by Meridian Planning dated May 15, 2023 and further revised September 6 2023, was submitted to provide the planning policy context and rationale to support the proposal. The report and appendices concludes that the objectives of the PPS, City of Brampton Official Plan, and the Bram West Secondary Plan are satisfied. The proposal represents good planning in the public interest. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing Report

A Functional Servicing Report dated August 27th, 2024 prepared by Jain Infrastructure Consultants Limited is completed in support of this development application. The purpose of this report is to provide information regarding the existing site conditions, and the proposed sanitary, storm and water systems, as well as the stormwater management infrastructure to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Staff have reviewed the reports and have found them to be generally satisfactory to support the proposed development plans.

Traffic Impact Study

A Transportation Impact Study (TIS) prepared by Trans-Plan Transportation Engineering dated April 2023 is submitted along with a TIS Memo dated Sept 2024 to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. Traffic staff have reviewed the reports and have noted all

comments related to Mississauga Road (Regional Road) will be provided by Region of Peel.

Region of Peel staff have reviewed the TIS found minor revisions to TIS are required and are to be provided as part of Site Plan Application. Region of Peel staff have provided clearance memo noting no objection to proposed Zoning Bylaw amendment being brought forward for City of Brampton Planning and Development Committee for consideration (Appendix 9).



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing Schedule 'A' thereto, the zoning designation of the lands as shown outlined on Schedule 'A' to this by-law:

FROM:	TO:
AGRICULTURAL (A)	INSTITUTIONAL ONE - SECTION 3802 (I1 – 3802)

(2) By adding thereto the following sections:

“3802 The lands zoned I1 – 3802 on Schedule A to this by-law:

3802.1 Shall only be used for the following purposes:

- a. Faith based community teaching centre with classroom space and ancillary common areas;
- b. Day nursery; and
- c. Purposes accessory to other permitted purposes.

3802.2 Shall be subject to the following requirements and restrictions:

1. Minimum Interior Side Yard Width along southerly Lot Line:
2.36 metres.

2. Minimum Parking Requirement: 4 spaces for each classroom or 1 space for each 20 square metres of gross commercial floor area or portion thereof, whichever is greater.”

ENACTED and PASSED this_____ day of_____, 2024.

PATRICK BROWN, MAYOR

PETER FAY, CITY CLERK



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-13

File: OZS-2024-0046

Subject: **Recommendation Report** Application to Amend the Official Plan and Zoning By-Law
(To facilitate the development of a 10-storey residential building consisting of 105 apartment units.)
Glen Schnarr & Associates Inc. / 2424203 Ontario Ltd.
Part 1, Plan of Block 19, Registered Plan 43M-4444
(0 McLaughlin Road)
North of Bovaird Rd. and West of McLaughlin Rd.
Ward: 6

Contact: Mana Zavalat, Manager, Development Services & Design,
 (905) 874-2619, Mana.Zavalat@Brampton.ca

Report number: Planning, Bld & Growth Mgt-2024-918

RECOMMENDATIONS:

1. That the report from Mana Zavalat, Manager, Development Services to the Planning and Development Committee of December 09, 2024, re: **Recommendation Report, Application to amend the Official Plan and the Zoning By-Law**, Glen Schnarr & Associates Inc. – 2424203 Ontario Ltd., City File: OZS-2024-0046, Part 1, Plan of Block 19, under Registered Plan 43M-4444, Ward 6, be received.
2. That the application for an Amendment to the Official Plan and Zoning By-law submitted by Glen Schnarr & Associates Inc., on behalf of 2424203 Ontario Ltd. (File: OZS-2024-0046) be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Planning Statement, conforms with the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Official Plan is generally in accordance with the attached Attachment 12 to this report be adopted;
4. That the amendment to the Zoning By-law, is generally in accordance with the attached Attachment 13 to this report be adopted;

5. That, prior to forwarding the enactment of the Zoning By-law amendment to Council for adoption, a revised Traffic Impact Study (TIS) be submitted and approved at the discretion of the Commissioner of Planning, Building and Growth Management;
6. That, prior to forwarding the enactment of the Zoning By-law amendment to Council for adoption, a revised Functional Servicing Report (FSR) be submitted and approved at the discretion of the Commissioner of Planning, Building, and Growth Management; and
7. That no further notice or public meeting be required for the attached Official Plan Amendment, and Zoning By-law Amendment pursuant to Section 22 (6) and Section 34 (10.4) of the Planning Act, R.S.O., as amended.

OVERVIEW:

- **The applicant submitted an amendment to the Official Plan and Zoning By-law to permit the development of a ten (10) storey apartment building consisting of 105 residential units. The proposal comprises a mix of one-to-three-bedroom units.**
- **The subject property is designated 'Residential' in the City of Brampton Official Plan. The 'Residential' designation permits a full range of residential dwelling types. The subject property is designated 'Community Area' and 'Support Corridor' within Schedule 1A – City Structure of the Brampton Plan. Further, the subject property is designated 'Neighborhoods' within Schedule 2 – Designations of the Brampton Plan. Schedule 2 is currently under appeal. As such, an amendment to the Official Plan will not be required.**
- **The subject property is designated as 'Medium/ Cluster/ High-Density Residential' within the Fletchers Meadow Secondary Plan (SPA 44). This designation permits multi-use residential built form to a maximum of 124 units per net hectare (50 units per acre). An amendment to the Secondary Plan is required to permit the proposed residential density.**
- **The subject property is currently zoned 'Commercial One – Special Section 1045 (C1-1045)' as per Zoning By-law 270-2004, as amended. The Commercial One – Special Section 1045 (C1-1045) zone does not permit the proposed residential development. An amendment to the Zoning By-law is required to facilitate the proposal.**
- **A Statutory Public Meeting for this application was held on September 9th, 2024. Nine members of the public were present to delegate on this item.**

Additionally, eight written submissions from members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 16 emails throughout the review process. Details of the Statutory Public Meeting, including key concerns raised by members of the public, are summarized in Attachment 11 of this report

- Staff has revised the applicant’s proposed Zoning By-law amendment to ensure the proposed building will have an appropriate character for this area and will not create any adverse operational issues. Key revisions include:
 - Imposing a 45-degree angular plane restriction from the south property line to ensure the building remains compatible with the neighboring low-rise residential development.
 - Adding screening for south-facing balconies and rooftop amenities to enhance privacy for neighboring properties.
 - Applying the Zoning By-law’s parking space standards to prevent overflow parking from impacting adjacent areas.
 - Expanding landscaped buffer strips in select areas of the site to improve visual character and integration with the surroundings
- With staff’s recommended revisions, the proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region and Brampton Official Plan.
- The proposal is consistent with the “2022 - 2026 Term of Council Priorities” by supporting “A City of Opportunities” theme. The proposal is consistent with the direction of building complete communities to accommodate growth for people and jobs.

BACKGROUND:

The subject land is legally described as Part 1, Plan of Block 19 under Registered Plan 43M-1444. The site does not currently have a municipal address. This development proposal was originally received on September 17th, 2021, by Glen Schnarr & Associates on behalf of 2424203 Ontario Ltd as File: OZS-2021-0042. The proposed development was for a nine-storey apartment dwelling with 120 residential units. A formal Notice of Complete Application was provided to the applicant on October 27, 2021. The Statutory Public Meeting for this application was held on December 12, 2021, at the Planning and Development Committee Meeting.

Following the public meeting, the proposal was revised to address comments received from staff and members of the public. The applicant resubmitted a complete package for Staff review on July 4, 2024. At that time, due to the significant amount of time that had lapsed since the initial submission, City staff requested that the applicant formally resubmit the application under a new file number to assist in having the community being able to participate in a new statutory public meeting.

Glen Schnarr & Associates Inc., on behalf of 2424203 Ontario Ltd., submitted a new application for the revised application on August 1st, 2024. The application now proposes a 10-storey residential building with 105 residential units and with two levels of underground parking. The application was deemed complete in accordance with the requirements of the *Planning Act*, and a formal Notice of Complete Application was issued on August 1st, 2024. A formal presentation was made by staff for a public meeting held on September 9th, 2024.

CURRENT SITUATION:

An Application to amend the Official Plan and Zoning By-law has been filed by the City to develop an approximately 0.32 hectares (0.79 acres) site to permit a 10-storey residential development (refer to Attachment 1).

Details of the proposal:

- Proposed 10-storey residential building with two levels of underground parking;
- A total of 105 residential units comprised of:
 - 25 - One-bedroom units,
 - 43 - Two-bedroom units,
 - 37 - Three-bedroom units;
- A total of 117 parking spaces (surfaces and underground) including 96 residential units and 21 visitor parking spaces;
- A total of 124 bicycle parking spaces;
- Access and loading spaces provided from McLaughlin Road;
- A proposed landscaped area of 576 sq.m.;
- A Floor Space Index (FSI), of 4.94;
- Total Gross Floor Area of 17,438 sq.m. (187,700 sq. Ft.); and
- A 5-metre-wide Natural Heritage System buffer proposed from the staked top of bank and from the limits of the adjacent significant woodland.

Property Description and Surrounding Land Use (Refer to Attachment 6):

The subject property has the following characteristics:

- Legally described as Part 1, Plan of Block 19, under Registered Plan 43M-4444; located to the north of Bovaird Road and west of McLaughlin Road.
- An irregular shaped lot with a total site area of approximately 0.32 hectares (0.79 acres).
- Frontage of 148 metres (485.5 feet) on McLaughlin Road.
- The site is currently vacant with landscape areas existing trees.
- It is located within a portion of the Natural Heritage System (NHS) associated with the Fletcher's Creek Subwatershed of the Credit River Watershed.

The surrounding land uses are described as follows:

North and

West: Open natural areas attributed to the tributary of Fletcher's Creek as well as a multi-use trail.

East: McLaughlin Road, beyond which are industrial and commercial buildings.

South: Low-density residential dwellings and further south is a commercial plaza.

Refinement of Existing Studies

At the time of this report, City staff have identified that some modest changes to the technical details in the FSR and the TIS are required. Although these studies have not yet been fully approved, City staff are satisfied that the recommendations of this report are appropriate to proceed to Committee and Council, as the revisions will not impact the proposed land use, density, or overall site layout. Staff recommends that proposed amending Zoning By-law not be brought to Council for adoption until the FSR and TIS are approved to the satisfaction of the Commissioner of Planning, Building and Growth Management.

To address traffic concerns, the applicant is being requested to provide a revised TIS with a queuing analysis and a functional design to ensure the proposed development and functional design meet the City of Brampton standards. Staff notes that they will work with the applicant to ensure an appropriate transition within the site to McLaughlin Road to minimize impacts. Prior to site plan approval, staff anticipate that the applicant will need to provide a dedicated McLaughlin Road left-turn lane into the site.

Further, with respect to the servicing, the applicant is also being requested to provide a revised FSR with supporting details to confirm that the proposed development and functional design meet the City of Brampton's requirements.

Cost-Sharing Agreement

This site is subject to cost-sharing agreement obligations. Staff recommends that these obligations be satisfied prior to the issuance of site plan approval. If the matter remains unresolved prior to the enactment of the Zoning By-law Amendment, staff intends to include a Holding ('H') provision in the Zoning By-law to ensure that the obligations are satisfied in the future.

Staff recommended revisions to applicant's proposal:

Building Height, Setback and screening of balconies:

While the proposed building is tiered in height and setback from the single detached dwellings to the south, staff believes that it is appropriate to ensure that the proposed building will be built in a way that ensures that the tiering will not breach a 45 degree angular plane from the south property line. A zoning by-law requirement to this effect will help to ensure that the building does not have an imposing negative presence relative to the existing residential lots.

Staff also recommend widened landscape strips along McLaughlin Street and adjacent to the residential properties to enhance site character and provide additional privacy for neighboring residents. These landscape buffers will soften the transition between the development and surrounding areas, creating a more appealing streetscape while serving as a natural privacy barrier. This requirement will be included in the Zoning By-law amendment.

Further, staff recommend adding screening for south-facing balconies and rooftop amenities to reduce any potential impact on the privacy or perceived privacy of residents in the existing residential lots to the south. This requirement will be incorporated into the Zoning By-law amendment.

Parking:

Since the subject lands are not located near a Major Transit Station Area, it is essential for the development to provide sufficient on-site parking for both residents and visitors. While the current proposal seeks a reduction in the standard parking requirements under the Zoning By-law, staff recommend that the development adhere to the minimum parking standards for McLaughlin Road. In alignment with the Zoning By-law's requirements, the site must provide a minimum of 1.0 resident parking space per unit and 0.2 visitor parking spaces per unit to ensure adequate parking capacity.

Application to Amend the Zoning By-law:

The subject property is zoned 'Commercial One – Special Section 1045 (C1-1045)' as per Zoning by By-law 270-2004, as amended. The Commercial One – Special Section 1045 (C1-1045) zone does not permit the proposed residential development.

Therefore, an amendment to the Zoning By-law is required to facilitate the proposed residential development.

The proposed Zoning By-law Amendment would re-zone the lands to 'Residential Apartment A – Special Section 3081 (R4A – 3081)' and 'Floodplain (F)' to facilitate the proposed residential development. The draft Zoning By-law is attached as Attachment 13.

Application to Amend the Secondary Plan:

The subject lands are designated as 'Medium/Cluster/High-Density Residential' in the Fletchers Meadow Secondary Plan (SP44). This Official Plan Amendment seeks to amend policies of SP44 to facilitate the development of a mid-rise residential apartment building, maintaining the 'Medium/Cluster/High Density Residential' designation and increasing residential density.

This amendment aims to increase the allowable residential density to support a mid-rise residential development on the lands shown as Attachment 2.

Staff recommends an amendment to the Fletchers Meadow Secondary Plan (SPA44) to increase the permitted density as follows:

- **Section 3.1.6 Residential Policy:** The lands designated "Medium/Cluster High Density Residential," located on the west side of McLaughlin Road, south of Lornel Gate Drive, and north of Marycroft Court, are permitted to develop with a density of up to 410 units per net hectare (165 units per net residential acre).

Summary of Recommendations

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

The proposal, which is recommended to incorporate revisions by staff as noted above to include a 45 degree angular plane requirement, screening of south facing balconies, and full parking supply as required by the Zoning By-law, represents good planning, is consistent with the Provincial Planning Statement and conforms to the City of Brampton-see associated details in Attachment 8- Detailed Planning Analysis.

Planning Analysis Summary:

The proposed Amendment to the Official Plan and Zoning By-law Amendment are consistent with the Provincial Planning Statement and are in conformity with the City Official Plan. The application also has regard for matters of provincial interest under Section 2 of the Planning Act.

The proposed development represents orderly growth in a suitable location, promoting intensification along McLaughlin Road, which is designated a Support Corridor. It optimizes the use of existing services and transit along McLaughlin Road and Bovaird Road. The proposed apartment units align with the intent of all levels of the planning policy framework to increase housing supply and contribute Brampton's vision of creating complete communities.

The proposed development is in the public interest. The dimension and irregular shape of the lot is suitable for the purposes of the proposed residential apartment building. The existing and proposed utilities and municipal services are adequate to support this development. Studies submitted by the applicant have been reviewed by the City and relevant public agencies, confirming the development's appropriateness from a technical perspective.

Additional information with respect to individual policies is provided in Attachment 8 (Detailed Planning Analysis).

Matters of Provincial Interest:

Planning Act, (2024):

The application has been reviewed for compliance and regard for matters of Provincial interest as set out in Section 2 of the Planning Act R.S.O 1990. The proposed Official Plan Amendment and Zoning By-law Amendment represent orderly development in a desired location that is suitable for urban growth and development.

In accordance with section 2 of the Planning Act, the application has regard to, among other matters of Provincial interest such as:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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;*
- (p) The appropriate location of growth and development;*
- (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 recommendations are consistent with the above-noted matters by adding housing stock and directing intensification and redevelopment in a compact form. These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below.

Provincial Planning Statement, 2024 (PPS):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The proposed residential development aligns with the PPS, 2024 by helping to achieve complete communities. It is compatible with surrounding lands and efficiently uses existing infrastructure available on the site.

The PPS, 2024 will fundamentally change how growth planning occurs throughout Ontario by simplifying and re-aligning existing policies to achieve the province’s goal to build at least 1.5 million homes by 2031. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Planning Statement.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan and associated Secondary Plan are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation, and environment. The Official Plan intends to give clear direction as to how physical development and land use decisions should plan to meet current and future needs of residents.

The subject lands are designated as ‘*Residential*’ on Schedule A – General Land Use Designations of the Official Plan. Section 4.2 of the Official Plan includes policies providing direction on the development of lands designated Residential. Under Section 4.2.1.1, the Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Upon review, staff is satisfied that the proposal meets the requirements of Section 4.2.1.1 to justify the proposed development provides adequate connectivity to existing facilities and city services, utilizes adjacent environmental features, and appropriately integrates within the existing community. Thus, residential uses are permitted as well as complementary uses subject to specific Secondary Plan policies or designations.

Staff are satisfied that the proposed development is consistent with the City of Brampton Official Plan.

Brampton Plan, 2023:

On June 6th, 2024, Brampton Plan came into effect except for those policies and sections under appeal. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the City to become a vibrant, urban city of over 1 million people by 2051.

The subject lands for the proposed Zoning By-Law Amendment are designated ‘Community Area’ and ‘Support Corridor’ within Schedule 1A – City Structure of the Brampton Plan.

‘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.

McLaughlin Road is designated as a ‘Support Corridor’ in the Brampton Plan, intended to promote a compact, urban form while providing appropriate transitions to adjacent, lower-scale residential areas. Support Corridors encourage infill opportunities and promote “missing middle” housing typologies to create a smooth transition between low-rise and higher-density developments.

The lands are further designated as ‘Neighborhoods’ within Schedule 2 – Designations of the Brampton Plan. In ‘Neighborhood’ areas, a low-rise building typology is permitted. However, the low-rise plus typology, allowing for up to four stories, is allowed within 400-800 meters of a Support Corridor.

It is important to note that Schedule 2 of the recently approved Brampton Plan is currently under appeal. An Official Plan Amendment is not required as the proposed development will adhere to the requirements of the secondary plan to accommodate the increased density through mid-rise development on the subject lands.

If the schedules noted above were not under appeal, an amendment to the Official Plan would have been necessary.

Fletchers Meadow Secondary Plan Area 44:

The subject property is designated as ‘Medium/Cluster/High-Density Residential’ in the Fletchers Creek Village Secondary Plan (SPA 44).

The ‘Medium/Cluster/High-Density Residential’ designation allows for a maximum density of 124 units per hectare (50 units per acre). An amendment to the Secondary Plan will be required to increase the density from 124 units per hectare (50 units per acre) to 410 units

per net hectare (165 units per acre), which contributes towards the required density target for this area as per the City of Brampton's Official Plan.

The increase in density as stated above is supportable from a land use planning perspective, given that:

- The proposed new plan better aligns with the provincial policies related to creating complete communities and efficient use of resources.
- Unique environmental features / amenities are not negatively impacted by this development proposal and are integrated into the development plans; and,
- The existing and planned road, servicing, parks, and institutional facilities can accommodate the additional density increase.

Staff is satisfied that the proposed development conforms to the general intent of the Official Plan.

City of Brampton Zoning By-law 270-2004:

The subject property is zoned '*Commercial One – Special Section 1045 (C1-1045)*' in the City of Brampton Zoning By-law 270- 2004, as amended. This zone permits retail establishments, service shops, and other permitted uses. As such, a Zoning By-law Amendment is required to permit the proposed 10-storey residential apartment building for 105 units.

The Zoning By-law amendment proposes to rezone the property to a new site-specific '*Residential Apartment – Special Section 3801 (R4A-3801)*' and '*Floodplain (F)*' zone.

The proposed Zoning By-law amendment includes site-specific zoning provisions, including but not limited to uses permitted on site, minimum interior and rear yard depth, minimum landscape requirements, maximum building height, maximum lot coverage and FSI, and parking calculations for the site (Please refer to Attachment 13).

The detailed planning analysis (Attachment 8) includes a detailed overview of the Zoning By-law Amendment.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands, in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. A copy of all department / agency comments are attached as Attachment 10 to this report. Notice signs were placed on the subject lands to advise members of the public that the application had been filed with the City. This report along with the complete application requirements, including studies have been posted to the City's website.

A Statutory Public Meeting for this application was held on September 9th, 2024. At the September 9th, 2024, Planning and Development Committee meeting, there were nine

members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from eight members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 16 emails throughout the review process.

Details of the Statutory Public Meeting are included in Attachment 11 of this report. A high level overview of the comments received, and staff responses are outlined below:

Issue Raised at Public Meeting	Response
Community members preferred to retain the current commercial zoning of the site.	<ul style="list-style-type: none"> The proposed residential zoning is considered appropriate based on the criteria in the Planning Act and applicable City, Regional, and Provincial land use policies. The site's location, size, and shape pose constraints that would challenge the viability of commercial uses. Transitioning to residential zoning aligns with the City's housing objectives and will contribute to meeting the target of 113,000 new units by 2031, providing needed housing options in the area
<i>Built form and compatibility with the surrounding executive residential community.</i>	<ul style="list-style-type: none"> The subject lands front onto McLaughlin Road and are adjacent to industrial and employment areas. To the south are single-detached dwellings, which align with the proposed residential use of the development. Although the project includes a 10-storey building, it is proposed with upscale architectural designs, as detailed in the submitted Urban Design Brief, to complement the existing neighborhood. The proposed development supports provincial policies that promote the creation of complete communities and the expansion of housing supply. Before site plan approval, the development must satisfy the 45-degree angular plane requirement to minimize any impact on adjacent properties. Staff will work closely with the applicant to ensure that appropriate yard setbacks are provided. This will allow for additional buffering through vegetation or tree planting, further enhancing compatibility with the surrounding community
<i>Increase in Car Theft</i>	<ul style="list-style-type: none"> Planning staff cannot comment on potential future crime rates. The application is being reviewed based on the criteria set out in the <i>Planning Act</i> and relevant City, Regional, and Provincial land use policies.

<i>Traffic Congestion and Speeding on McLaughlin Road</i>	<ul style="list-style-type: none"> Prior to site plan approval, Traffic staff will work with the applicant to review the proposed access to ensure a safe transition from the site to McLaughlin Road that will not have a major impact on the surrounding community.
<i>Left Turn on McLaughlin Road</i>	<ul style="list-style-type: none"> Staff require the applicant to provide a dedicated left-turn lane on McLaughlin Road into the site before site plan approval. A revised TIS, including a queuing analysis and functional design drawings of McLaughlin Road, is necessary. Staff will also ensure that the ramp leading to the underground garage meets City of Brampton standards prior to any site plan approvals.
<i>Parking Deficiency</i>	<ul style="list-style-type: none"> The applicant is required to adhere the City of Brampton minimum parking standards of 1.0 space per residential unit and 0.2 space per visitor per unit.
<i>Privacy Concerns</i>	<ul style="list-style-type: none"> The proposed mid-rise residential building maintains a 7.5-meter setback from the southern property line along Marycroft Court. The design includes a stepped building profile to reduce visual impact and achieve an appropriate height-to-width ratio, helping to maintain privacy for neighboring properties. Requirements will be included to have south facing balconies screened from view.
Questions about the availability and proximity of transit services.	<ul style="list-style-type: none"> The subject lands are close to transit services at the corner of Marycroft Road and McLaughlin Road. McLaughlin Road is a support corridor providing local transit routes envisioned to operate throughout neighborhood and employment areas. The site is a short walk to transit stops and connections to the Rapid Transit Network on Bovaird Road, which offers priority bus or Zum transit services.
<i>Noise Concerns</i>	<p>Staff will ensure that the proposed development will satisfy the Provinces D6 noise guidelines. It is not expected that any functions from the proposed development will result in noises that would surpass the Provincial guidelines. A future site plan application process will help ensure that any anticipated noises that could be a nuisance to adjacent residential development is mitigated through fencing, locations of functions.</p>
<i>Stormwater and drainage concerns</i>	<ul style="list-style-type: none"> Through the site plan process, the applicant will work with Staff, the Region of Peel, and the Conservation Authority to provide supporting documentation and calculations depicting adequate

	capacity for the additional stormwater flows without adversely affecting adjacent properties.
<i>School Capacity</i>	<ul style="list-style-type: none"> All school boards (Conseil Scolaire Viamonde, Peel District School Board and Dufferin Peel Catholic District School Board) were circulated on the application and have provided their thorough comments. <p>Each school board conducts regular planning and forecasting to determine the need for new or expanded educational facilities. They collaborate with governmental bodies for necessary funding when expansion is required. No concerns were noted by the school boards.</p>
<i>Loss of trees and biodiversity</i>	<ul style="list-style-type: none"> The subject lands abut a Natural Heritage System feature. Staff and the Conservation Authority have reviewed the Environmental Buffer issues and are agreeable to a 5m NHS buffer with 0m structural setback. The remaining site will be undisturbed. The applicant has submitted a Tree Inventory and Conservation Plan. A total of 28 trees were identified on and within six metres of the subject property. Of the 28 trees documented, the removal of 11 trees will be required to accommodate the proposed development. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.
<i>Property values / Premium Lots</i>	<ul style="list-style-type: none"> Planning staff cannot comment on the future property valuation. This application is being reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning.
<i>Community Park</i>	<ul style="list-style-type: none"> The Fletcher's Creek Secondary Plan identifies a series of parks to serve the area. The subject site is not designated for a park.
<i>Potential impact on existing infrastructure and emergency services.</i>	<ul style="list-style-type: none"> Additional discussions and technical studies may be required during the Site Plan and Building Permit stages to address any service constraints.

<i>Concerns about utilities and the placement of an electric transformer.</i>	<ul style="list-style-type: none"> Staff have noted that the proposed utilities at the corner of McLaughlin Road and Marycroft Court will require thorough review during the site plan stage.
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CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications directly associated with this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

Term of Council Priorities:

The application is consistent with the “A City of Opportunities” theme. It supports the building of complete communities to accommodate growth for people and jobs. The development of this site will be an efficient use of land and resources, optimize existing infrastructure, and will provide a transit-supportive, pedestrian-friendly development.

Living the Mosaic – 2040 Vision

This proposal is consistent with the vision that Brampton will be a mosaic of complete neighborhoods. This report has been prepared in full consideration of the overall vision that the people of Brampton will ‘Live the Mosaic’.

The proposed development supports Brampton 2040 vision for a mosaic of characterful and complete neighbourhoods. The application optimizes the use of the site (where the site is currently empty) along McLaughlin Road. The proposal provides a diverse mix of apartment residential units (1-to-3-bedroom units). These units can accommodate needs of different household sizes and incomes and will help to update and revitalize the existing neighbourhood.

CONCLUSION:

Staff is satisfied that the proposed development, with the revisions that are recommended by staff, represent good planning, because it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and the Peel Region Official Plan, and is in keeping with the general principles of the Brampton Official Plan.

This report recommends that Council enact the Official Plan and Zoning By-law Amendment attached hereto as Attachment 12 and 13, once it is determined by the

Commissioner of Planning, Building and Growth Management that the Traffic Impact Study and the Functional Servicing Report are to the satisfaction of the City. In this regard, the following criteria have been met:

- The proposed development takes advantage of an underutilized site to provide housing options to accommodate changing demographic needs,
- the proposed zoning by-law and official plan amendment are consistent with the aforementioned policies,
- as confirmed through the circulation of the applications, all financial and technical requirements have been addressed.

In summary, the applications are appropriate for the orderly development of the lands and represent good planning.

Authored by:

Reviewed by:

Mana Zavalat, MCIP, RPP
Manager, Development Services

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

Approved by:

Steve Ganesh MCIP RPP
Commissioner
Planning, Building and Growth
Management Services Department

Marlon Kallideen
Chief Administrative Officer
City of Brampton

Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 5 – Zoning By-law Designations
- Attachment 6 – Aerial & Existing Land Use
- Attachment 7 – Architectural Rendering
- Attachment 8 – Detailed Planning Analysis
- Attachment 9 – Sustainability Score Summary

- Attachment 10 – Result of Application Circulation Received
- Attachment 11 – Results of Public Meeting
- Attachment 12 – Draft Official Plan Amendment
- Attachment 12a – Draft Official Plan Amendment to Schedule “A”
- Attachment 13 – Draft Zoning By-law Amendment
- Attachment 13a – Draft Zoning Plan Amendment to Schedule “A”



LEGEND:



MAIN FLOOR

OUTLINE (BUILDING ABOVE)



Subject Lands



Parcel Fabric



BRAMPTON
Flower City



PLANNING, BUILDING AND GROWTH MANAGEMENT

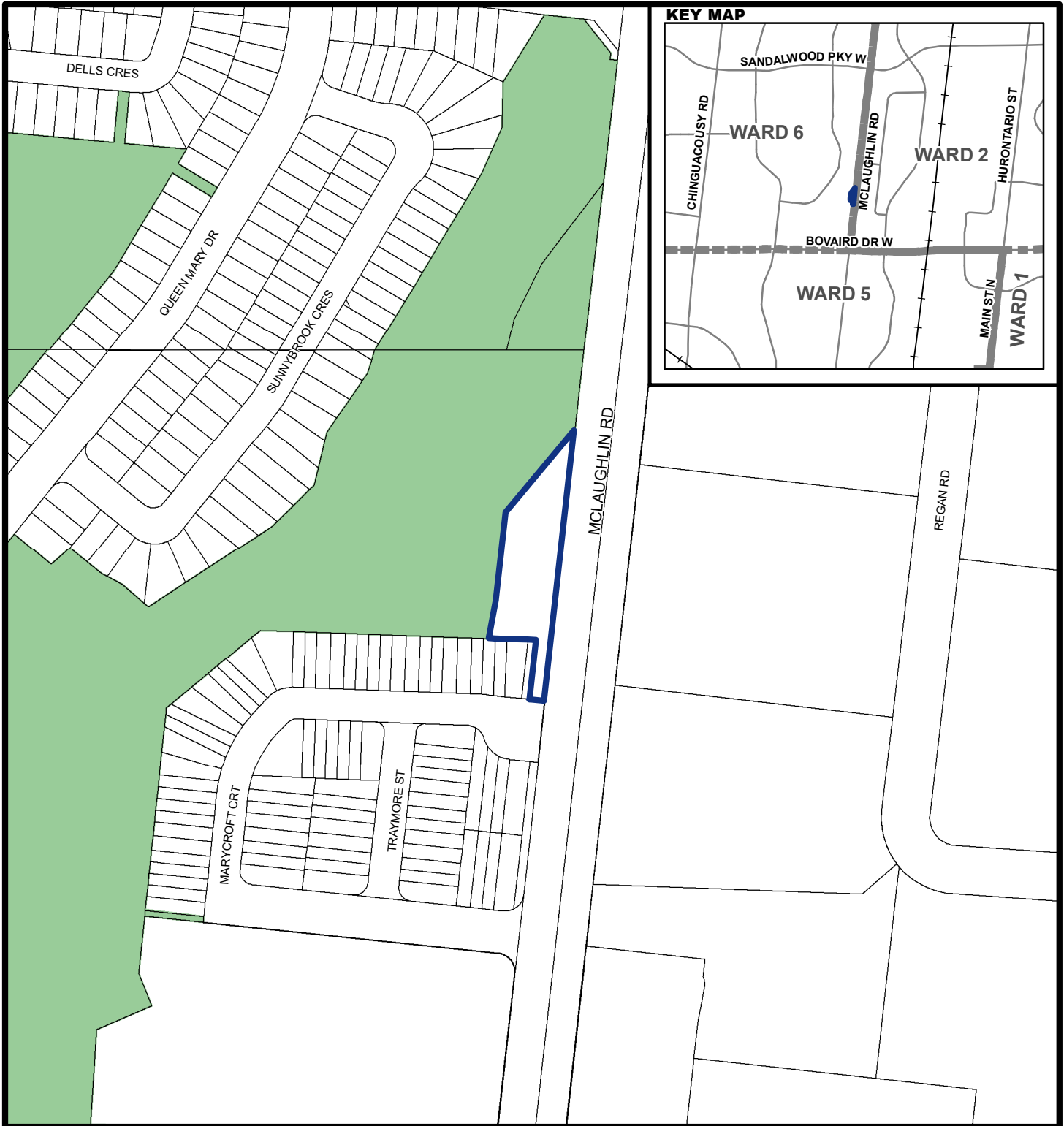


Author: N Ramusca
Date: 2024/11/18

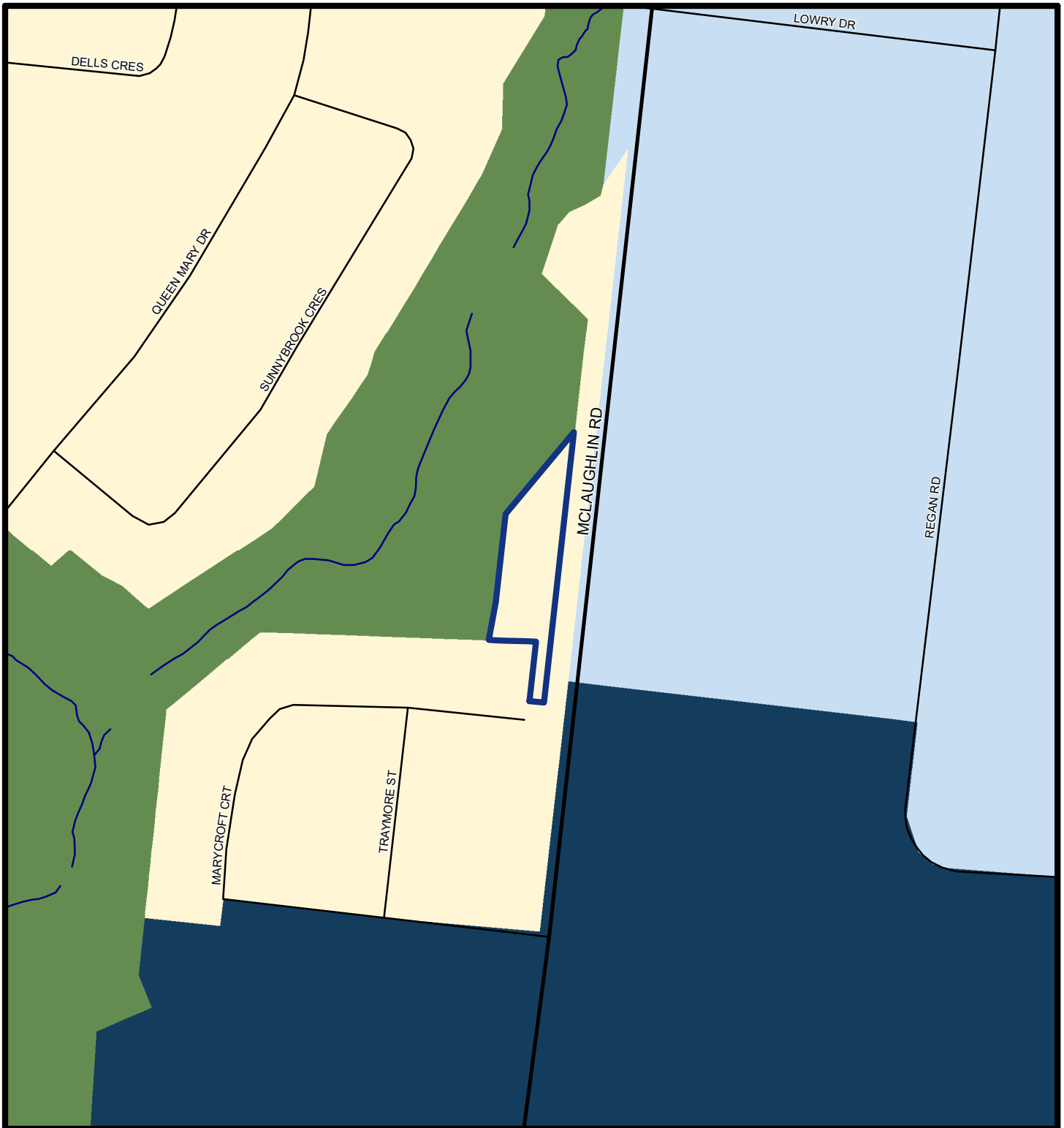
APPENDIX 1 Concept Plan

Property Owner: 2424203 Ontario Ltd
Applicant: Glen Schnarr & Associates Inc.

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CIP FILE: 025-2024-0046



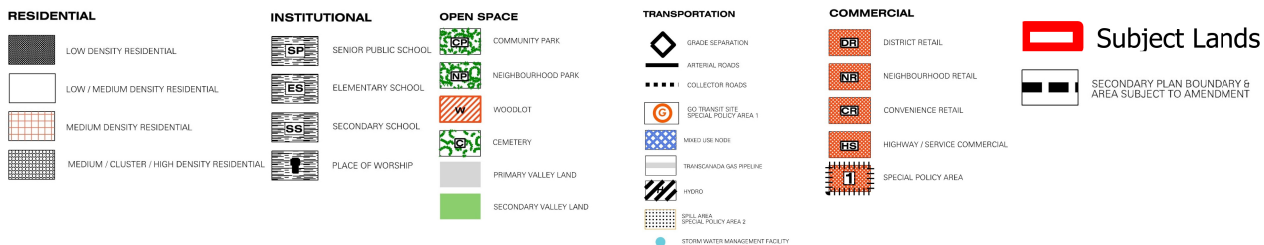
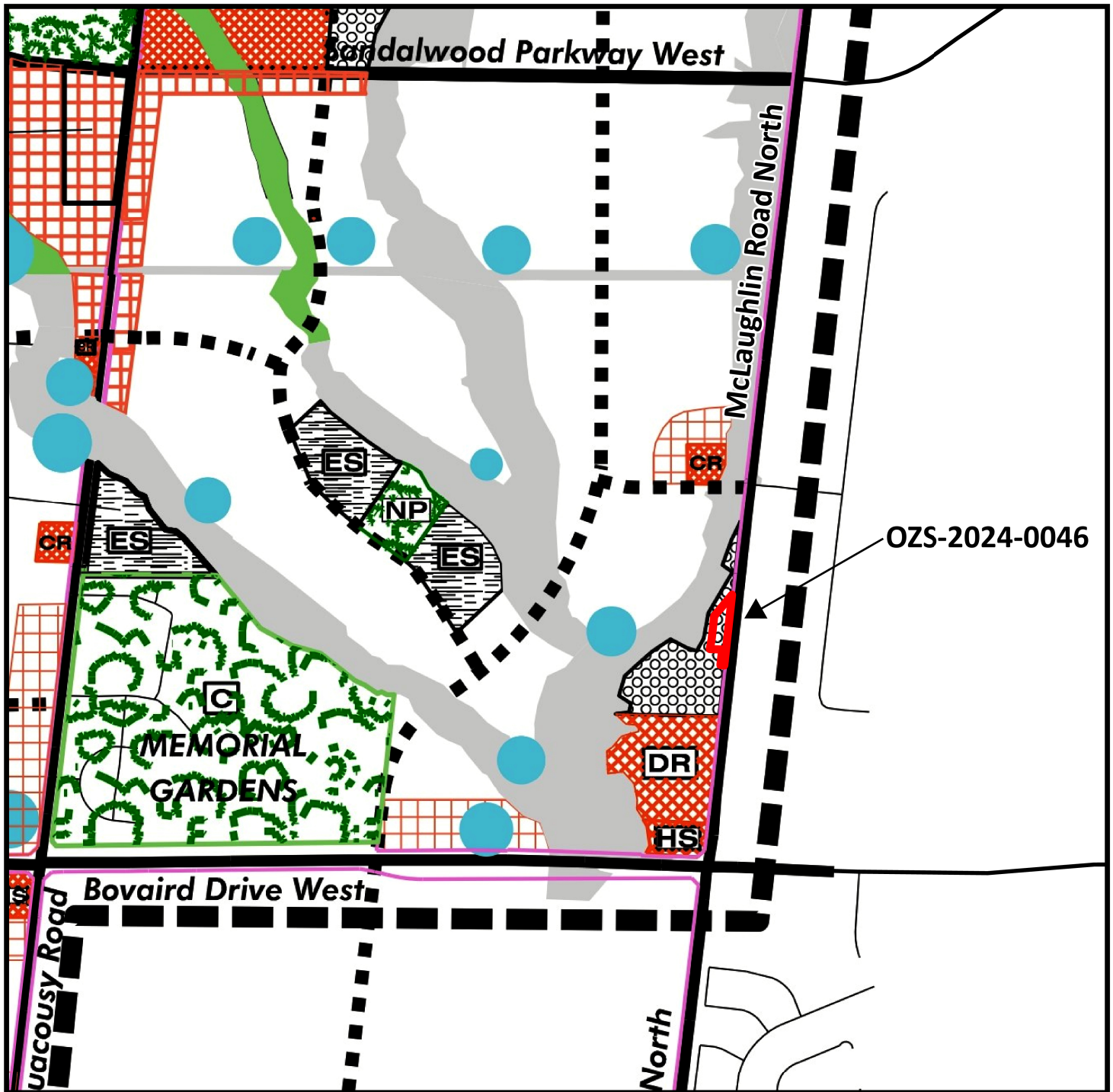
- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE



EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  SUBJECT LAND |  INDUSTRIAL |  RESIDENTIAL |
|  BUSINESS CORRIDOR |  OPENSOURCE | |





APPENDIX 4 Secondary Plan

Property Owner: 2424203 Ontario Ltd
Applicant: Glen Schnarr & Associates Inc.



RESIDENTIAL
 FLOODPLAIN
 Subject Lands
 COMMERCIAL
 INDUSTRIAL



PLANNING, BUILDING AND GROWTH MANAGEMENT

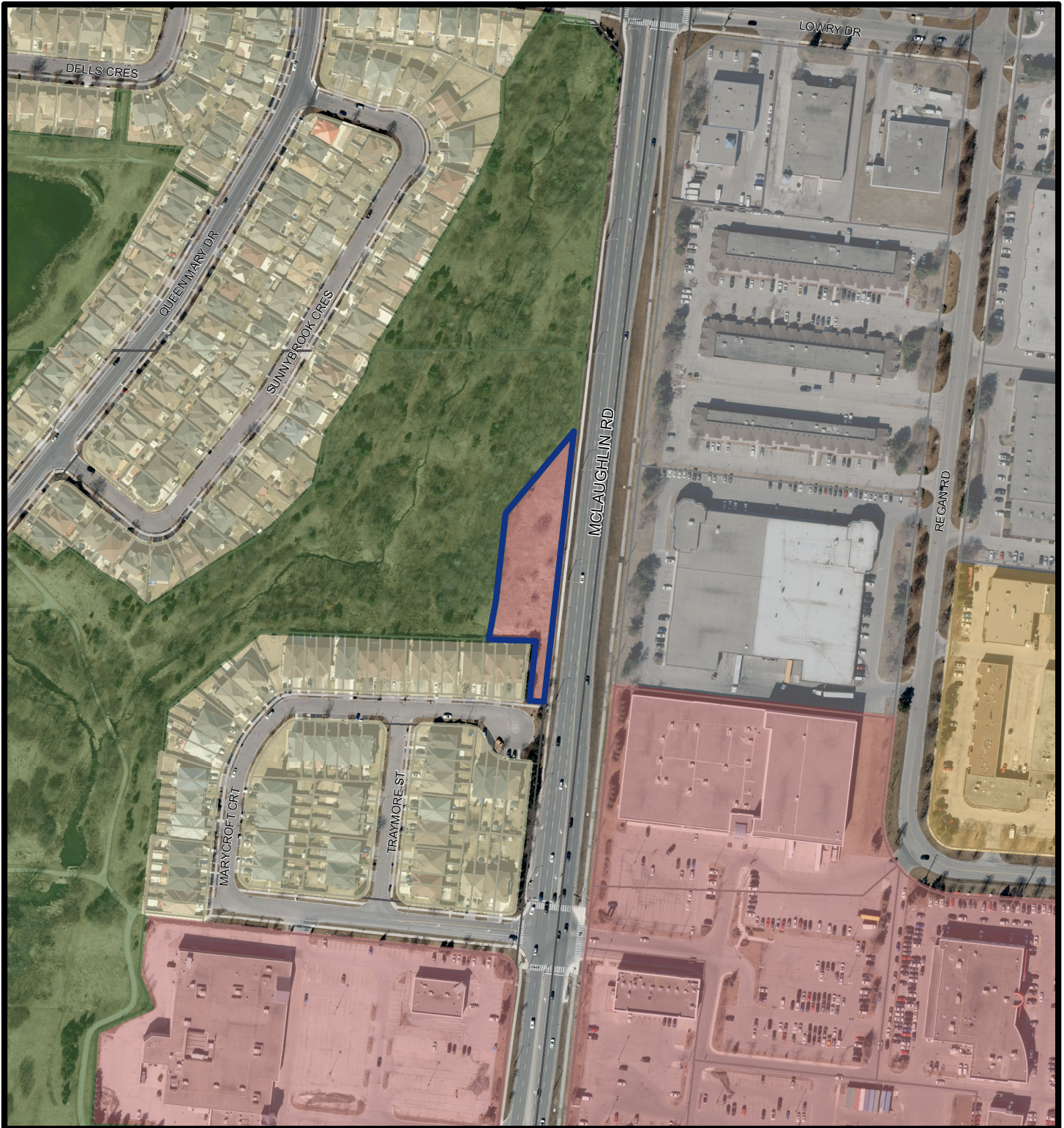
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Author: CAntoine
Date: 2024/11/04

APPENDIX 5 ZONING MAP










Applicant 2424203 Ontario
Owner: Glen Schnarr & Associates Inc

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CIP FILE: OZS-2024-0046



AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				



APPENDIX 6

AERIAL & EXISTING LAND USE

Property Owner: 2424203 Ontario Ltd

Applicant: Glen Schnarr & Associates Inc.

APPENDIX 7 - Architectural Rendering



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**Detailed Planning Analysis
City File Number: OZS-2024-0046**

Overview

The Planning Act, Provincial Planning Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, Brampton Plan and the Fletcher's Meadow Secondary Plan (Area 44) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Matters of Provincial Interest

Planning Act:

The application has been reviewed for compliance and regard for matters of Provincial interest as set out in Section 2 of the *Planning Act R.S.O 1990*. The proposed Official Plan and Zoning By-law Amendment represent orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- a) the protection of ecological systems, including natural areas, features and functions;*

The subject lands back onto a Natural Heritage System (NHS) feature. As such, through conversations Staff and the Conservation Authority are agreeable to have a 5 m NHS buffer block, which will be gratuitously conveyed to the City in the future.

Furthermore, the applicant must address and consider the following Environmental Planning requirements during the Site Plan stage:

- No encroachment, temporary or permanent, is permitted within the 5-meter buffer area.
- The Environmental Impact Study (EIS) shall demonstrate an overall net ecological benefit, including valley restoration planting and invasive species management.
- Buffer blocks will be gratuitously conveyed to the City of Brampton, and plantings and enhancements for all natural heritage features and buffer areas will be completed, all to the satisfaction of the City.

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.*

The proposal makes efficient use of existing transportation and sewage systems. In addition, the proposed residential development is within 400 m walking distance of transit stops on McLaughlin Road and Bovaird Road.

h) The orderly development of safe and healthy communities.

The proposal facilitates the orderly development of safe and healthy communities by making efficient use of the land. The proposed 10-storey development provides pedestrian and bicycle access to McLaughlin Road. At McLaughlin Road, future residents will have access to existing transit connections within walking distance.

A Traffic Impact Study (January 2024) submitted in support of this application was reviewed by Traffic Planning Staff. Prior to site plan approval, Staff require the applicant to provide a dedicated McLaughlin Road left-turn lane into the site. A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings are required in this regard. This will allow for development that is safe for pedestrians, bicyclists and car.

j) The adequate provision of a full range of housing, including affordable housing.

The proposed development comprises of 105 residential apartment units. This will add to the variety of housing types in the area and the demand for housing in Brampton. A variety of unit sizes are also offered: 25 are 1-bedroom units, 43 are 2-bedroom units and 37 are 3-bedroom units.

p) The appropriate location of growth and development.

The proposed development is an appropriate location of growth and development as the proposed built form makes efficient use of the land, as well as existing infrastructure.

A Functional Servicing Report has been prepared for the site and water, storm water and sanitary sewer connections are available. Any outstanding FSR requirements will be addressed through a subsequent site plan application.

q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and

The proposal is oriented to pedestrians and cycling connections through the provision of walkways internally within the site that will connect residents to McLaughlin Road.

The subject property fronts on McLaughlin Road, which is minor arterial road designated a “support corridor”. (Schedule 3B: Transit Network) in the Brampton Plan. McLaughlin Road has existing sidewalks on both sides of the road. There are multiple bus stops on McLaughlin Road and are located within 400 metres of the subject property. The subject lands are within 400 metres of commercial, retail, employment, and institutional uses on Bovaird Road and McLaughlin Road.

- r) *The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development will utilize existing municipal services and will contribute to the achievement of a complete community through intensification of a vacant parcel of land.

The proposed design of the building addresses elements of the Sustainability Community Development Guidelines which encourages the design of the site and the structure to be more sustainable. The proposed development uses high quality architectural elements. Hence, the promotion of a positive built form has been achieved.

The recommendations are consistent with the above-noted matters by adding to Brampton's housing stock through direct intensification and redevelopment of the subject lands in a compact form. These sections of the Planning Act are guiding principles included in the Provincial Planning Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below.

Provincial Planning Statement (PPS), 2024:

The *Provincial Planning Statement* sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The current Provincial Planning Statement (PPS) came into effect as of October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The policies in the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns. As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

2.1 Planning for People and Homes

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.*

The proposed development represents an efficient use of the site which will sustain the financial well-being of the Province and municipalities over the long term. The proposed development adds to the existing mix of housing options by introducing apartment units in the neighborhood to accommodate the changing needs of the demographics.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

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 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;

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

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

The proposed development includes 105 residential apartment units of one, two and three bedrooms that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

2.3.1 General Policies for Settlement Areas

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. 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.*

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.

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

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.

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.

The subject lands are located within a Settlement Area and further will contribute to the existing housing stock. The proposed residential component will contribute to an appropriate mix of housing types in an area which is largely dominated by single-detached housing. The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

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

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

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;*

The proposed infill development for a mid-rise residential development will be supported by existing infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

The subject lands are within a built-up area. 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. This will attribute to Brampton's vision of encouraging infill growth to create a complete community. The proposed development is in close proximity to existing retail, commercial, industrial and institutional uses.

3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

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.*

2. Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed development is consistent with the goals and intent of Brampton's Housing Strategy and proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

3.2 Transportation Systems

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

McLaughlin Road is designated as a 'Support Corridor' in Schedule 1A – City Structure of Brampton Plan. Support Corridors provide connectivity throughout the Brampton Strategic growth areas.

The proposal is consistent with these requirements by proposing an appropriate residential density that makes efficient use of the location where sufficient transit is available to support the proposal. Bicycle amenities (parking and storage) are proposed with the development, and it is anticipated that this will encourage the use of bicycles in the commute of future residents of the proposed development.

An appropriate range and mix of housing options and densities is achieved by the proposal through the provision of apartment and townhouse units within the proposed development. There is also a range of bedroom sizes available. The proposed housing options contribute to the mix of housing options which is subject to detached dwelling types.

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

City of Brampton Official Plan

The City of Brampton's Official Plan contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper-level planning policies of the PPS, Growth Plan and Regional Plan. The property is designated as 'Residential' on Schedule A of the Official Plan.

The subject lands are designated as *Communities* and *Support Corridor* in *Schedule 1 – City Concept* and *Residential* within *Schedule A – General Land Use Designation* of the Official Plan.

The *Communities* designations are the basic living units of the City that the residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

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

- d) *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 mixed use residential and commercial/employment uses;*

Section 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

The City's sustainable planning framework is built on:

- *An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;*
- *Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle.*

3.2.2.1 - By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

The proposed development proposes an additional 105 units contributing to the built-up area requirement of 26,500 units. The proposed density for this development is approximately 410 units per net residential hectare (165 units/ acre), which contributes towards the required density target for this area. This satisfies 3.2.2.1 of the Official Plan.

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Primary Intensification Corridor. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area including outside of intensification corridors only. The proposed density for this development is approximately 410 units per net residential hectare (165 units/ acre), which contributes towards the required density target for this area. An amendment to the Official Plan is required. However, an official plan does not need to be amended at this time as the increased density will be requested through an amendment to the secondary plan, (as discussed below).

3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.

3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- (v) There is sufficient existing or planned infrastructure to accommodate the development;
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

The proposed development is consistent with the general vision of the Secondary Plan. The subject lands are designated 'Medium/Cluster/ High Density Residential'. The development contributes to a new housing type in the neighborhood. The subject lands are in close proximity to single detached dwellings. The apartment dwellings will introduce a housing type that will cater to the changing demographics and the rising need for housing in the neighborhood. The proposed location is near commercial, institutional and employment uses that will form part of Brampton's vision for a complete community.

The subject lands have sufficient access to existing infrastructure and transit uses. As McLaughlin Road is designated a support corridor and is in close proximity to higher order transit, it will allow residents access to multi-travel paths.

Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent residential subdivision to the south by using landscape setbacks and stepping of the building to screen the privacy of the residential homes to the south. In addition, the 5m setback buffer from the Natural Heritage System block is appropriate and through the Zoning By-law, the subject property will not encroach into the buffer zone.

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.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0, and that residential and non-residential development outside of these areas shall generally be limited to 4 storeys in height. The development is proposing a density of approximately 410 units per net hectare (165 units per acre) and a proposed Floor Space Index of 4.94. Although the proposal seeks to permit a higher FSI than what is currently permitted by Policy 3.2.8.6 this is due to the site constraints and Natural Heritage System buffer. The proposal also seeks to permit a height of 10 storeys which is generally not permitted through Policy 3.2.8.6. Policy 3.2.8.5 speaks to permitting an increased density and height as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, access to an arterial road, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density and height is justified.

An amendment to the Official Plan is required to facilitate the proposed development. However, this will be reviewed through the secondary plan. An amendment to the Secondary Plan is required to facilitate the proposed development, (Please refer to Appendix 12).

Section 4.1.1 General Residential Policies:

4.2.1.1 - The Residential designations shown on Schedule 'A' permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below.

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> • Low Density 	<ul style="list-style-type: none"> • 30 units/ net hectare • 12 Units / net acre 	<ul style="list-style-type: none"> • Single detached homes
<ul style="list-style-type: none"> • Medium Density 	<ul style="list-style-type: none"> • 50 units/ net hectare • 20 units/ net acre 	<ul style="list-style-type: none"> • Single detached homes • Semi-detached homes • Townhouses
<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments

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.

4.2.1.4 – The City shall, for new secondary plan areas or portions therefor as identified on “Schedule ‘G’”, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre).

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.

The residential component of the proposal is categorized under the “High Density” density category of the New Housing Mix and Density Categories of Section 4.2.1.2. of the Brampton Official Plan. Despite the high-density residential permissions, the scale and mass of the building will respect and enhance the existing area and not adversely affect the immediate neighborhood.

The proposed development is an appropriate form of infill development related to the intensification policies outlined in the Brampton Official Plan. The proposed infill development puts to use existing infrastructure and supports the efficient use of land. Additional residential policies relevant to the proposal are:

4.2.1.16 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted;

4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high-density residential sites relative to the following criteria:

- (i) Compliance with the policies of the relevant Secondary Plan;*
- (ii) The ability of the road network and local transit to properly service the proposed density increase;*
- (iii) No detrimental physical impacts on adjacent properties including privacy and shadowing; and,*
- (iv) The ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, and functional and physical considerations.*

The residential portion of the proposal is to be permitted through an Official Plan Amendment to the Fletchers Meadow Secondary Plan Area. The Official Plan Amendment will prescribe the maximum height of the residential development which has been supported by the technical studies and reports as prepared by the consulting team in support of the Official Plan and Zoning By-law Amendment applications.

The proposal remains in compliance with the secondary plan area policies as it maintains the service commercial permissions as originally intended for the subject site. Further, it is in conformity with the City of Brampton Official Plan as it promotes the efficient use of underutilized lands whilst still maintaining the intended use of the subject lands as set forth by the City of Brampton.

The proposal is not anticipated to have any significant negative impacts on adjacent uses as depicted in the Shadow Study as prepared by Arup Datta Architects Ltd. The building is stepped at the rear so to provide for appropriate sight lines catering to the privacy of the existing low density residential located immediately to the south of the property.

The proposal will consider the existing neighbourhood with specific regard to massing and scale, along with the integration of similar building materials so to ensure a fluid transition. The stepped building feature is intended to be sensitive to the existing neighbourhood fabric. The existing apartments located immediately to the south of the subject site will provide for an appropriate transition in built form that is sensitive to the area.

The subject property is situated within the Fletchers Meadow Secondary Plan Area (SPA 44). In light of the existing Medium/Cluster/ High Density Residential designation in SPA44, an Amendment to the Official Plan will be required. The development proposal was subject to a high standard of urban design and has undergone significant urban design considerations in order to support and achieve a physical environment that is attractive, safe, functionally efficient and sensitive to the City's evolving character. The outstanding staff concerns are technical in nature and will be vetted through a subsequent site plan application submission.

Therefore, Planning Staff recommends acceptance of the proposed development application. The proposed development will need to adhere to a 45-degree angular design to mitigate shadow and wind concerns for the adjacent properties. The building and site design treatments are well proposed to ensure the built form will integrate harmoniously into the existing neighbourhood context and pattern. The subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan.

Based on the above, an amendment to the Official Plan is not required as the proposed development conforms with the general intent and vision of the City of Brampton Official Plan.

Brampton Plan, (2023):

On June 6th, 2024, Brampton Plan came into effect except for those policies and sections under appeal. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject property is designated 'Community Area' and 'Support Corridor' within Schedule 1A – City Structure of the Brampton Plan. Furthermore, the subject property is designate 'Neighborhoods' within Schedule 2 – Designations of the Brampton Plan.

'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.

McLaughlin Road is designated as a 'Support Corridor'. Local Bus Service refers to Brampton Transit corridors, which operates routes that serve generally short to medium distance trips, including along Support Corridors. As per Building Typology, Support Corridors allows for up to low-rise plus.

In addition, the lands are designated 'Neighborhoods' within Schedule 2 – Designations of the Brampton Plan. The 'Neighborhood' allows for a low-rise building typology. However, if the subject lands are within a Support Corridor, the low-rise plus typology is allowed within 400-800 metres of the Support Corridor. The low-rise plus typology allows for a height range of up to and including 4 stories in height.

Please note that Schedule 2 of the recently approved Brampton Plan is under appeal, an amendment to the Official Plan is not required at this time as the proposed development will need to meet the requirements of the secondary plan to allow for the increased density through a mid-rise development on subject lands.

Fletcher's Meadow Secondary Plan

The subject lands are designated as 'Medium/Cluster/High Density Residential' in the Fletcher's Meadow Secondary Plan (SPA 44). The proposal has been evaluated against the Secondary Plan policies to ensure that it conforms to the Plan. The Secondary Plan policies that are applicable to the application include but are not limited to:

3.1.5 - In areas designated Medium/Cluster/High Density Residential on Schedule 'SP44(a)', residential uses within the High Density Residential category defined in Part I, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.6.

3.1.6 The net density for Medium/Cluster/High Density Residential designations shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to

density yields, will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

3.1.7 Any proposals for Medium/Cluster/High Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

3.1.2 Notwithstanding the housing policies for the various residential designations on Schedule 'SP44(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

The subject lands are designated 'Medium/Cluster/High-Density Residential' in the Fletchers Meadow Secondary Plan (SP44). The purpose of the amendment to the secondary plan is to amend Schedule SPA 44 to increase the density from 124 units per hectare (50 units per acre) to 410 units per net hectare (165 units per acre). The increase in density will contribute to Brampton's housing supply and create a complete community by increasing the variety of housing types in the area.

A subsequent site plan application will be required in support of the proposed development. Through the site plan application, Staff will work with the applicant to ensure that the proposed architectural design provides an acceptable transition and physical integration with low density development to the south. The proposed development is required to meet the 45 degree angular plane, minimize shadowing and overlook of lower density residential forms.

The amendment will support the redevelopment of the subject properties into a more vibrant, community. As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood. The development makes efficient use of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 12.

City of Brampton Zoning By-law:

The City of Brampton's Zoning By-law zones the subject property Commercial One—Special Section 1045 which permits, the following uses (but not limited to): Office, excluding a medical or dental office or the office of a drugless practitioner; Day Nursery; Dry Cleaning and Laundry Distribution Station; Personal Service Shop; Library; and/or purpose accessory to other permitted purposes.

A Zoning By-law Amendment is required to permit the residential component of the proposed development.

Proposed Zoning By-law Amendment

The applicant has applied for a Zoning By-law Amendment to permit the proposed residential development. The property is currently zoned 'Commercial One – Special Section 1045 (C1-1045)', which permits a variety of Commercial uses mentioned above.

The property is proposed to be rezoned to 'Residential Apartment A – Special Exception 3081 (R4A – 3081)' and 'Floodplain (F)'. The proposed zoning designation permits a range of residential uses permitted within the R4A zone. The proposed By-law includes development standards such as building setbacks from the street, open space, angular planes, and parking requirements, etc. to ensure the appropriate built form for the area and compatibility with adjacent land uses. It should be noted that if the proposal is approved, the applicant will be required to go through the Site Plan Approval process for a review of the detailed design of the building.

The Floodplain (F) zone is for the 5m setback buffer from the existing NHS zone that has been agreed by City Staff and the Conservation Authority through a site visit staking.

Given the above staff is recommending approval of the Zoning By-law Amendment, generally in accordance with the Appendix 13.

Technical Requirements

The following technical requirements have been satisfied.

Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan dated November 30, 2022, is prepared by Kuntz Forestry Consulting Inc. which identifies an inventory of 28 trees on and within six metres of the subject property. Of the 28 trees documented, the removal of 11 trees will be required to accommodate the proposed development.

Staff is working with the consultant to determine which trees are to be preserved. Subsequently, pursuant to the City of Brampton's Tree Preservation Bylaw (317-2012), the client will submit a permit application to remove trees on site. All tree protection measures will follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail. The report provided recommendations and tree protection measures for all other trees to be preserved prior to construction. Prior to site plan approval, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Tree Inventory and Preservation Plan and have found it satisfactory.

Archaeological Assessment (Stage 1 & 2)

Staff have reviewed the Stage 1 and 2 Archaeological Assessment prepared by This Land Archaeology Inc. dated November 19, 2020, submitted to support the application. The report identifies that a Stage 1 background study of the subject property was conducted and was indicated that there was an elevated potential for the recovery of archeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment (dated November 14th, 2021), consisted of a standard test pit survey at five-metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Functional Servicing Report and Preliminary Storm Water Management Report

A Functional Servicing Report and Preliminary Stormwater Management Report, dated January 2024 was prepared by Crozier Consulting Engineers in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the subject lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed development and meet the engineering requirements of the City of Brampton. The applicant is currently working with Staff at the City of Brampton, Conservation Authority and the Region of Peel to ensure that the site can achieve the grading, site servicing, and storm servicing and storm water management requirements for the site based on the finding of this report.

Through on-going discussions with staff, Staff will continue to review the details of the proposed development through a future detailed design submission (e.g., site plan application). Following the detailed design process, a CVC permit will be required prior to any development proposed in the Regulated Area.

Phase I and Phase II Environmental Site Assessment

The Phase I Environmental Site Assessment (Phase I ESA) dated November 2020 was prepared by Landtek Limited in support of the proposed Planning Act applications. The purpose of the Phase I ESA is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands.

In order to formally file for a Record of Site Condition and as per the findings of the Phase I ESA, a Phase II ESA was undertaken for the subject property. The Phase II ESA report

indicated the subject property meets the applicable standards for the proposed use, therefore no further investigation activities are warranted.

However, since the time had lapsed between the submissions, an updated Phase I ESA was prepared on February 16, 2024. Staff have reviewed the report and have no further concerns. A Record of Site Condition is required prior to the City accepting any land conveyances in conjunction with Site Plan Approval (if applicable).

Meander Belt Width Assessment and Redside Dace Habitat Delineation

A Meander Belt Width Assessment and Redside Dace Habitat Delineation Report (dated June 17, 2024) was prepared by Geo Morphix Ltd. in support of the proposed Planning Act applications. A tributary of Fletcher's Creek, which generally flows in a southerly direction, locally travels along the west side of the property, and this presents a potential limit to development. Field observations verified a channel that is currently stable, with low sinuosity. The watercourse is situated within a wide valley, which means the channel can naturally migrate within its valley setting. As such, TRCA's (2004) meander belt width protocol was employed. The assessment was based on a measurement of the largest meander amplitude noted immediately upstream of the study site. This resulted in a meander belt width of 25.2 m. This approach provides adequate protection from future changes. An additional 30 m buffer was applied to the meander belt width, which represents the regulated limit of development associated with the Recovery Strategy for Redside Dace (2010).

Geotechnical Report

Geotechnical Report (dated April 30, 2021) was prepared by Landtek Limited in support of the proposed Planning Act applications. The purpose of the Geotechnical Report is to determine the subsurface soil and ground water conditions for foundation design and construction and provide design recommendations. The anticipated construction conditions pertaining to building foundation, floor slabs, lateral reach pressures, pavement structures, and subsurface drainage and utilities. The report also assesses the characteristics of the soils to be excavated and their suitability for reuse on site. Staff have reviewed the report and found it satisfactory.

Scoped Environmental Impact Study

A Scoped Environmental Impact Study (EIS), dated June 2024 was prepared by GEI Consultants. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance of the Terms of Reference approved by the City and CVC.

The purpose of this report is to review existing natural heritage background information, policies, and legislation applicable to the Subject Lands in its regional context; provide a

field review of the natural heritage features on and immediately adjacent to the Subject Lands through the completion of various ecological surveys and inventories; an evaluation of the sensitivity of the natural heritage features and their functions on the Subject Lands; a description of the proposed undertaking and development proposal; identification and discussion of the potential impacts that could occur to the natural heritage features as a result of the proposed development; and provide recommendations for mitigation to avoid or minimize impacts.

Overall, no habitat for the species were identified and no individuals of those species were observed during site investigations. Little habitat opportunity exists for Species at Risk due to the disturbed and developed nature of the areas surrounding the Subject Lands.

Environmental Planning staff found the study satisfactory and will work on implementation through the site plan approval process.

Planning Justification Report

The Planning Justification Report prepared by Glen Schnarr & Associates Inc. (July 2021) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan, the Fletcher's Meadow Secondary Plan (Area 44) are satisfied, and that the development represents good planning.

Transportation Impact Study

A Transportation Impact Study (TIS) was submitted by Paradigm Transportation Solutions Limited (dated January 2024) to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines the trip generation, access requirements, and Study Area Road network impact of the proposed development at 0 McLaughlin Road.

The proposed development will include 105 residential units. The site's proposed parking supply consists of 117 spaces. Occupant parking is proposed at a rate of 0.91 spaces per unit (96 spaces), and visitor parking at a rate of 0.20 spaces per unit (21 spaces). The subject lands are not within a Major Transit Station Area; thus, a parking relief is not appropriate at this time. As part of Draft Zoning By-Law, the site is required to provide a minimum 1.0 residential parking stalls per residential unit and the site is required to provide a minimum 0.2 visitor parking stalls per residential unit.

Prior to site plan approval, Traffic Staff will work with the applicant to review the proposed access to ensure that there is a safe transition within the site to McLaughlin Road that will not have a major impact on the surrounding community.

A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings will be required to ensure that there is a safe transition within the site to McLaughlin Road that will not negatively impact the surrounding community.

The applicant is currently preparing a submission to address Staff comments. The remaining work to finalize the report will be completed prior to the adoption of the zoning by-law and site plan stage.

Urban Design Brief

An Urban Design Brief prepared by Arup Datta Architect Ltd. (dated January 2024) has been submitted in support of the proposed development.

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. As well as part of these applications an Urban Design Brief was submitted. The detailed design of the development will be further addressed through the Site Plan Approval application.

The Urban Design Brief also includes a Sun Shadow Study which was performed on 2-hour intervals between 9:30am to 5:30pm on the dates of March 21, June 21, September 21 and December 21. The sun shadow study shows no negative impact to the overall neighborhood. There are no shadow casts on the residential neighborhood to the southeast and southwest of the subject site.

Through Site Plan approval, the application will adhere to meet the 45-degree angular plane as per the Transit Supportive Mid-Rise Design Guidelines. In addition, Staff will work with the applicant to ensure that the proposed building does not negatively impact the low-density residential subdivision; and has appropriate addresses privacy screening and safety concerns.

Sustainability Score and Summary

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. In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. The development application received a sustainability score of 38 points, which achieves the City's Bronze threshold, (please refer to Appendix 8 for a snapshot of the Sustainability Score).

A letter of commitment will need to be provided in support of aspirational credits that will be achieved at the site plan stage.

Waste Management Design Report.

A Waste Management Design Report prepared by R. J. Burnside & Associates Limited, dated June 2024, has been submitted for staff review. The proposed residential building is to be located at 0 McLaughlin Road in the Region of Peel and is compliant to the Peel Region Waste Collection Design Manual. The collection area has met all the requirements of the region regarding approach and overhead clearance. Staff have reviewed the report and find the proposed management design acceptable.

Planning & Development

Sustainability Assessment Tool

[Browser Capability Information](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Browser-compatibility.aspx)

General Information

User Name:*

Vanessa Develter

Company Name:*

Glen Schnarr & Associates Inc.

Project Name:*

0 McLaughlin Road

City File Number:*

PRE-2020-0028

Type of Development Site:*

Intensification

Plan Type:*

Site Plan

Type of Development Properties:

Ground Related Residential:

No

Multi-Unit Buildings (4 stories or greater):

Yes

Commercial / Industrial / Institutional:

No



Email Address:*

@

vanessad@gsai.ca

Confirm Email Address:*

@

vanessad@gsai.ca

Last Modified:

Jun 14, 2021

Sustainability Score

18 of 20 Mandatory Metrics Are Satisfied

28 of 76 Minimum Targets Are Satisfied

20 of 92 Aspirational Targets Are Satisfied

Application

Overall 38 of 156

24%

Energy 5 of 48

10%

Water 4 of 29

13%

Walkability 24 of 46

52%

Natural Systems 2 of 9

22%

Community

Overall 48 of 168

28%

Energy 5 of 48

10%

Water 4 of 29

13%

Walkability 34 of 58

58%

Natural Systems 2 of 9

22%

FINAL SUSTAINABILITY SCORE 38



Bronze

Reminder: Please complete all four sections and make sure to press "Save" at the end of each.

Built Environment

[Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Built-Environment.aspx)

Compact Development: Floor Space Index

Have the Municipal Official Plan Floor Space Index (FSI) or Floor Area Ratio requirements been satisfied?

Yes



[Mandatory](#)

Land use Diversity Mix: Proximity to Basic Amenities

Please Populate Both Cases

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (2 Points Each) (This minimum metric must be satisfied to earn aspirational points)

[Up to 6 points \(M\)](#)

Grocery Store/Farmers' Market/Place to purchase fresh produce

No



Community/Recreation Centre

No



Pharmacy

Yes



Library

No



Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (2 Points Each)

[Up to 6 points \(A\)](#)

Grocery Store/Farmers' Market/Place to purchase fresh produce

<select>



Community/Recreation Centre

<select>



Pharmacy

Yes



Library

<select>



Land use Diversity Mix: Proximity to Lifestyle Amenities

*Please Populate Both Cases***Case 1 - Mandatory Requirement**

Have all Municipal Official Plan requirements been satisfied?

Yes

[Mandatory](#)**Case 1 - Minimum Target**

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (1 Point Each) (This minimum metric must be satisfied to earn aspirational points)

[Up to 3 points \(M\)](#)

General Retail

Yes



Convenience Store

Yes



Theatre

No



Coffee Store

Yes



Hair Salon

Yes



Bank

Yes



Place of Worship

Yes



Daycare

Yes



Restaurant/Pub

Yes



Other (Please Specify)

Yes



Urgent Care Centre

Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (1 Point Each)

[Up to 3 points \(A\)](#)

General Retail

Yes



Convenience Store

Yes



Theatre

<select>



Coffee Store

Yes



Hair Salon

Yes



Bank



Place of Worship



Daycare



Restaurant / Pub



Other (Please Specify)



Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

Are there any trees on site?



Qualifier

Has a Tree Evaluation Report (Arborist report) been prepared that identifies and evaluates where on-site healthy trees will be protected or removed, and has compensation for removal of healthy tableland trees been proposed in accordance with the City's requirements?



Mandatory

Where healthy tableland trees are proposed for removal, has enhanced compensation is provided based on basal area?



2 Points (M)

Have 75% or more of the healthy mature trees greater than 20 cm DBH been preserved in-situ on site?



3 points (A)

Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality

Have all Municipal Planting Standards been satisfied as they pertain to soils?

Yes



Mandatory

All pits, trenches and/or planting beds have a topsoil layer greater than 60 cm with gradual change of soil quality (texture, porosity) and organic matter content that varies from 2% to 7% in the top 30 cm of soil by dry weight and a pH of 6.8 to 8.0. There is a minimum soil area of 30 m² at proper planting depth of unobstructed growing medium per tree.

<select>



2 Points (M)

Green Building

Are there more than five non-residential buildings in your development application?

No



Qualifier

Have all Municipal buildings over 500 m² been designed to LEED Silver or equivalent?

NA



Mandatory

How many buildings are enrolled in a third party Green Standards? (2 Points if One or More)

0

2 Points (M)

Please Select: Applicable Certification Standards

<select>



<select>



<select>



Site Accessibility - Universal Design

Have 10% of multi-residential units been designed to provide a barrier-free path of travel from the suite entrance door to the doorway of at least one bedroom at the same level, and at least one bathroom in accordance with OBC.

Yes



Mandatory

What percentage of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent) (1 point for 20% and 2 points for 30%)?

20%



2 Points (M and A)

Site Accessibility - Number of Universally Accessible Points of Entry to Buildings and Sites

Are 100% of Primary Entrances Universally Accessible?

Yes



Mandatory

Are 100% of Emergency Exits Universally Accessible?

Yes



1 Point (M)


Are 100% of All Entrances and Exits Universally Accessible?

Yes



1 Point (A)

Housing Unit Mix - Design for Life Cycle Housing - Site Plan

Input the percentage of housing types that fall under the following categories. 

Up to 7 Points (M)

Ownership

Affordable / Low Income

Market

Attached

Detached

Townhomes

Mid / Hi-Rise

100

Accommodations

Live Work

Multi-Generational Living

74.2

Mixed-Use

Adult/Senior Care Housing

25.8

Long-Term Care

Landscape and Street Tree Planting/Preservation - % Tree Canopy Within Proximity to Building/Pedestrian Infrastructure

Have all Municipal Tree Planting Requirements been satisfied?

Yes

Mandatory

What percentage of sidewalks will have shade provided by trees within 10 years of development? If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees). All trees should be selected from the applicable Municipal tree list.

<select>



Up to 4 Points (M and A)

Parking - Bicycle Parking - Multi-Family Buildings

Have Municipal Standards been satisfied?

Yes



Mandatory

Have a minimum of 0.6 biking stalls per unit been provided? Additionally, has a minimum of 5% of the bike parking been provided at grade?

Yes



1 Point (M)

Have a minimum of 0.8 biking stalls per unit been provided? Additionally, has a minimum of 10% of the bike parking been provided at grade?

<select>



1 Point (A)

Parking - Off-Street Parking

Has all new off-street parking been located beside or behind a building?

Yes



1 Point (M)

Is less than 20% of the total developmental area dedicated to new off-street surface parking facilities?

No



1 Point (A)

Has 85% or more of the surface parking been consolidated to be structured parking?

No



5 Points (A)

Parking - Surface Parking

Has a strategy been developed to minimize surface parking for permanent employees and residents?

Yes



1 Point (M)

Pedestrian Connections - Traffic Calming

Are new residential only roads being created within your development application?

No



Qualifier

Are new non-residential roads being created within your development application?

No



Qualifier

Pedestrian Connections - Proximity to School

Are 50% of dwelling units within 800 m walking distance of public/private elementary, Montessori, and middle schools? *(Must satisfy this minimum target to earn aspirational points)*

Yes



2 Points (M)

Are 50% of dwellings units within 1600 m of public/private high schools? (Must satisfy this minimum target to earn aspirational points)

Yes



1 Point (M)

Are 75% of dwelling units within 400 m walking distance of public/private elementary, Montessori, and middle schools?

No



2 Points (A)

Are 75% of dwellings units within 1000 m of public/private high schools?

Yes



1 Point (A)

Cultural Heritage Resources - Cultural Heritage Conservation

Have the following policies been adhered to? Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada". Municipal Register of Cultural Heritage Resources and/or Municipal Heritage Inventory.

Yes

Mandatory

Have all properties included in the Municipal Heritage Registers (listed and designated) been evaluated?

NA

2 Points (M)

Have all of the cultural heritage resources that qualify for designation under the Ontario Heritage Act been retained and protected?

<select>

Are 100% of cultural heritage resources identified in the Municipal Heritage Registers (listed and designated) and their associated landscapes and ancillary structures conserved in-situ in accordance with "The Standards and Guidelines for the Conservation of Historic Places in Canada"?

<select>

2 Points (A)

Mobility [?] [Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Mobility.aspx)

Site Permeability - Connectivity

Have buildings on the site been connected to off-site pedestrian paths, surface transit stops, parking areas (car and bike), existing trails or pathways, or other destinations (e.g. schools)?

Yes

Mandatory

Are outdoor waiting areas (located on the site) providing protection from weather?

<select>

Mandatory

Where a transit stop is located within walking distance of the project site boundary, does the building main entrance have a direct pedestrian linkage to that transit stop?

Yes



Mandatory

(all the above three mandatory questions must be answered "yes" or "NA" to receive a Mandatory point in your Sustainability Score)

Have amenities and street furniture (benches, additional bike parking, landscaping) been provided along connections on the site and between the site and adjacent destinations?

Yes



2 Points (A)

Transit Supportive - Distance to Public Transit - Site Plans

Is the site within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops? Alternatively, is the site within 400 m walking distance to 1 or more bus stops with frequent service? *(This Minimum Target must be met in order to earn Aspirational Points)*

Yes



3 Points (M)

Is the site within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops? Alternatively, is the site within 200 m walking distance to 1 or more bus stops with frequent service?

Yes



3 points (A)

Active Transportation - Proximity to Cycle Network

Does the development plan include any anticipated or existing trails or cycling networks?

No



Qualifier


Walkability - Promote Walkable Streets

Are all sidewalks in accordance with applicable Municipal Standards? Sidewalks must be at least 1.5 m in width.

Yes



Mandatory

What percentage of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards? 

100%



Up to 4 points (M and A)

Have pedestrian amenities been provided to further encourage walkable streets?

Yes



2 points (A)

Please list pedestrian amenities provided:

- ☐ Wind Breaks
- ☐ Seating
- ☐ Pedestrian Oriented Lighting
- ☐ Wide Sidewalks (Urban Areas)
- ☐ Shading
- Other (Please Specify)

Natural Environment and Parks

[Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Natural-Environment.aspx)

Natural Heritage - Connection to Natural Heritage

Is a natural heritage system included within, or adjacent to, the development boundary?

Yes



Qualifier

What percentage of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads)?

25%



Up to 4 points (M and A)

Parks - Park Accessibility

Does the development plan include any parks?

No



Qualifier

Stormwater - Stormwater Management Quality and Quantity

Have quantity or flood control been provided in accordance with applicable Municipal and conservation authority requirements?

Yes



Mandatory

What is the most intense rainwater event that the site can retain runoff from (in mm)? 

5 mm



Mandatory and Up to 6 points (M and A)

Will 80% of the Total Suspended Solids (TSS) be removed from all runoff leaving the site on an annual loading basis? Additionally, have all ponds been designed with Enhanced Level of Protection (Level 1)?

Yes



Mandatory

Will 81%-90% of Total Suspended Solids from all runoff leaving site be removed during a 10 mm rainfall event? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

No



1 Point (M)

Will 91-100% of Total Suspended Solids from all runoff leaving site be removed during a 15 mm rainfall event?

<select>



4 points (A)

Stormwater - Rainwater Re-Use

Have residential (multi-family only), commercial, and institutional buildings been designed for rainwater re-use readiness? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

Yes



1 Point (M)

Is rainwater collected on site and used for low-grade functions?

Yes



3 points (A)

Stormwater - Stormwater Architecture/Features

Have stormwater amenities which provide functional and aesthetic benefits to the site been included in the development plan?

No



2 Points (M)

Urban Agriculture - Dedicate Land For Local Food Production - Site Plan

Has 80 ft². of garden space been provided per development unit?

No



2 Points (M)

Has 15% of roof space been dedicated to local food production?

No



2 points (A)

Infrastructure and Buildings

 [Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Infrastructure.aspx)

Energy Conservation - Solar Readiness

Have 100% of all new buildings been designed for solar readiness?

<select>



1 Point (M)

What percentage of the building's annual energy consumption is offset from on-site renewable energy generation? (1 Point for 1% and 1 Point for each additional 2%)

Up to 7 points (A)


Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

Have all building been designed in accordance with the Ontario Building Code?

Yes



Mandatory

Relative to an MNECB compliant reference building, what is the expected energy savings of the proposed building design? 

Up to 11 points (M and A)

Will all commercial, institutional and multi residential buildings over three storeys be commissioned?

3 points (A)

Will building electricity sub-meters be required for all office tenants and residential suites?

3 points (A)

Energy Conservation - Energy Management


Has an energy management strategy been developed for the development?

2 Points (M)

In an Intensification Area, where district energy is deemed viable by the Municipality, has a district energy feasibility study been conducted?

3 points (A)

Potable Water - Reduce Potable Water Used for Irrigation

What percentage has potable water for irrigation been reduced as compared to a mid-summer baseline? 

Up to 6 points (M and A)

Potable Water - Water Conserving Fixtures


Have the applicable Municipal Standards been satisfied?

Mandatory

Input applicable flow rates for water consuming fixtures:

Toilets:(6LPF Baseline)

LPF

Private Faucets:(8.3LPM Baseline)	<input type="text" value="8.3"/>	LPM
Showerheads:(9.5LPM Baseline)	<input type="text" value="8.3"/>	LPM
Public Faucets:(1.9LPM Baseline)	<input type="text"/>	LPM
Urinals:(3.8LPF Baseline)	<input type="text"/>	LPF
Current Percentage Reduction: 	<input type="text" value="5"/>	%

Up to 6 Point (M and A)

Lighting - Parking Garage Lighting

Has a minimum illumination of 50 lux been implemented in all parking garages?

Yes



Mandatory

Have occupancy sensors been installed on two-thirds of lighting fixtures, while always maintaining a minimum level of illumination of 10 lux?

Yes



1 Point (M)

Lighting - Reduce Light Pollution

Have all applicable Municipal Standards been satisfied?

Yes



Mandatory

Confirm that uplighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

Yes



1 Point (M)

Have lighting controls been implemented to reduce light spillage from buildings by 50% from 11 pm to 5 am?

Yes



1 point (A)

Will all architectural lighting be shut off between 11 pm and 5 am?

Yes



Lighting - Energy Conserving Lighting

Have all applicable Municipal Standards been satisfied?

Yes



Mandatory

Have LEDs and/or photocells been used on all lighting fixtures exposed to the exterior?
(Includes street lights, park lights, and pedestrian ways)

Yes



2 Point (M)

Bird Friendly Design

Have Bird Friendly Design strategies been applied to 85% of the exterior glazing located within the first 12 m of the building above-grade (including interior courtyards)?

<select>




2 Points (M)

Do visual markers on the glass have spacings equal to or less than 10 cm x 10 cm?

<select>



For green roofs with adjacent glass surfaces, has the glass been treated with Bird Friendly Design strategies on the 12m above the green roof surface? 

<select>



Materials and Solid Waste Management - Solid Waste

Have the applicable Municipal Standards been satisfied?

Yes



Mandatory

For Multi-Family, Commercial, Retail and Institutional buildings, are storage and collection areas for recycling and organic waste within or attached to the building? Alternatively, deep collection recycling and organic waste storage facilities are provided.

Yes



1 Point (M)


Is a three-chute system provided on each floor for all multi-family developments?

<select>



1 Point (A)


Materials and Solid Waste Management - Material Re-used and Recycled Content

What percentage of reused content in building materials and/or landscaping materials (hardscaping such as paving or walkways) has been used? 

<select>



Up to 2 points (M and A)

What percentage of recycled content in building materials and/or landscaping materials (hardscaping such as paving or walkways) has been used? 

<select>



Up to 2 points (M and A)


Materials and Solid Waste Management - Recycled/Reclaimed Materials

Have all applicable Municipal Standards been satisfied?

<select>



Mandatory


What percentage of recycled/reclaimed materials will be used for new infrastructure including roadways, parking lots, sidewalks, unit paving, etc. 

<select>



Up to 2 points (M and A)

Heat Island - Reduce Heat Island Effect From the Built Form - Non Roof

What percentage of the site's hardscape uses Municipally approved heat island reduction techniques? 

<select>



Up to 3 points (M and A)

Heat Island - Reduce Heat Island Effect From the Built Form - Roof

What percentage of the roof has been designed with a "cool" roof surface?

<select>



Up to 8 points (M and A)

What percentage of the roof is vegetated with a green roof?

0%



RESULTS OF CIRCULATION RECEIVED

October 15, 2021

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Xinyue Li

Re: Application for Zoning by-Law Amendment – 0 McLaughlin Rd. COB File: OZS-2021-0042

Dear Xinyue:

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20-26 weeks.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing plant in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for

the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

Archived: 2024/11/04 2:03:11 PM

From: [planification](#)

Sent: Thu, 11 Nov 2021 20:24:49 +0000ARC

To: [Li, Xinyue \(Jenny\)](#)

Subject: [EXTERNAL]RE: [EXTERNE] - Follow up RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

The Conseil scolaire Viamonde has no comments.

De : Li, Xinyue (Jenny) <Xinyue.Li@brampton.ca>

Envoyé : 2 novembre 2021 10:28

À : 'planninginfo@peelregion.ca' <planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Meldrum, Megan <megan.meldrum@peelregion.ca>; nicole.hanson@peelsb.com; suzanne.blakeman@peelsb.com; planification <planification@csviamonde.ca>; Hughes, Trisha <trisha.hughes@cvc.ca>; christopher.fearon@canadapost.ca

Objet : [EXTERNE] - Follow up RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

Good Morning,

I hope your week is going well. Follow up on the above noted application as comments were due yesterday. The original circulation email is below.

I would appreciate to receive any comments you have at your earliest convenience.

Thank you.

Jenny

Xinyue (Jenny) Li

Planner I, Development Services

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

O: 905.874.2141

E: xinyue.li@brampton.ca



The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: 2021/10/05 4:47 PM

To: planninginfo@peelregion.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino (alex.martino@peelregion.ca)' <alex.martino@peelregion.ca>; Megan.Meldrum@peelregion.ca; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; nicole.hanson@peelsb.com; suzanne.blakeman@peelsb.com; planification <planification@csviamonde.ca>; Trisha Hughes (trisha.hughes@cvc.ca) <trisha.hughes@cvc.ca>; christopher.fearon@canadapost.ca; gtaw.newarea@rci.rogers.com; Henry Gamboa <henry.gamboa@electrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@electrautilities.com>; DaveA.Robinson@electrautilities.com; Municipal Planning <municipalplanning@enbridge.com>; circulations@wsp.com

Cc: Li, Xinyue (Jenny) <Xinyue.Li@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>

Subject: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments**.

An application for the **0 McLaughlin Road - West side of McLaughlin Road, North of Bovaird** with an assigned file number of **OZS-2021-0042** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Jenny Li by November 1, 2021**

If you have any concerns please contact the assigned planner, Xinyue (Jenny) Li at Xinyue.Li@brampton.ca

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great evening!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development



Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

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AVIS IMPORTANT: Les renseignements contenus ou joints à ce courriel sont pour l'usage exclusif du destinataire ou de l'institution à qui ce courriel s'adresse et peuvent contenir des renseignements privilégiés, confidentiels et exempts de divulgation conformément à la Loi sur l'accès à l'information municipale et la protection de la vie privée. Dans l'éventualité que le récepteur du présent courriel n'est pas le destinataire concerné ou la personne autorisée à acheminer le message au destinataire concerné, vous êtes, par la présente, avisé(e), que toute divulgation, diffusion, distribution ou reproduction de la présente communication est strictement interdite. Si vous recevez ce message par erreur, veuillez immédiatement en informer l'expéditeur ou l'expéditrice par courriel et détruire celui-ci ainsi que toutes les pièces jointes qu'il comporte. Merci de votre collaboration.

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Archived: 2024/11/04 2:03:16 PM
From: [Hughes, Trisha](#)
Sent: Fri, 30 Aug 2024 18:19:05 +0000ARC
To: [Jagtiani, Nitika](#)
Subject: [EXTERNAL]OZS-2024-0046 - 0 McLaughlin Road - CVC Comments
Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hi Nitika,

CVC staff have now had an opportunity to review the submission for the Official Plan Amendment and Zoning By-law Amendment application for the property on McLaughlin Road at Part Lot 11, Concession 2 WHS (0 McLaughlin Road). This included the Comment Response table (GSAI, June 10, 2024), Functional Servicing & Preliminary Stormwater Management Report (Crozier, January 2024), Meander Belt Width Assessment and Redside Dace Habitat Delineation (GEO Morphix, June 17, 2024), Scoped Environmental Impact Study (GEI Consultants, June 2024), civil engineering drawings (Crozier, last revised January 26, 2024), and landscape drawings (NAK Design Strategies, last revised January 29, 2024). Based on our review, we offer the following comments:

1. The proposed infiltration facility is acceptable as best effort to address CVC water balance requirement. However, as mentioned in our previous comment, retention of the first 5 mm of precipitation is required to address CVC’s erosion control requirement, where 1.8 mm infiltration is provided (4 m³ infiltration volume provided for 0.22 ha impervious area). Please update the FSR accordingly. Infiltration, filtration and stormwater re-use systems are acceptable LID measures to satisfy the CVC erosion control requirement. Note that for water re-use systems, it must be demonstrated that enough usage is available within the site.

The following comments can be addressed at the future detailed design stage:

2. The proposed Landscape Plan shows a TRCA upland seedmix, which is acceptable, but does not show the use of a cover crop. Please add a cover crop at the detailed design stage.
 3. It is not clear if the proposed tree guard shown in the planting detail is biodegradable. Comment can be addressed at detailed design.
 4. The ESC Plan shows the placement of ESC fencing along the 5m setback line while no grading changes are proposed within the setback. However, it is unclear how during earthworks and development of the site no grading will occur within the 5m setback with the proximity to the building and the underground garage. This should be clarified during the detailed design stage, including showing the details of all works to facilitate the development of the site (e.g., phasing, staging/storage areas, etc.) and ensure that ESC’s are placed along the limit of development. Further ESC comments will be provided through the detailed design process.

With the next submission, the applicant should provide a response to our above comments. Additional comments may be provided upon review of the response and the revised FSR.

Should you have any questions on the above, please let us know.

Kind regards,

Trisha Hughes | RPP | she/her/hers
 Acting Senior Planner, Planning and Development Services | Credit Valley Conservation
 905-670-1615 ext. 3250 | M: 437-855-4056
trisha.hughes@cvc.ca | cvc.ca

Our working hours may be different. Please do not feel obligated to reply outside of your scheduled working hours. Let’s work together to help foster healthy work-life boundaries.



[View our privacy statement](#)

October 14, 2021

Jenny Li
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Li:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
Glen Schnarr & Associates/Arup Datta Architect Ltd. – 2424203 Ontario Ltd.
1 McLaughlin Road
West side of McLaughlin Rd, north of Bovaird Dr W
File: OZS 2021-0042
City of Brampton – Ward 6

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of a 9-storey building with 120 residential units which are anticipated to yield:

- 2 Junior Kindergarten to Grade 8 Students; and
- 2 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Angela Merici	469	582	0
Secondary School	St. Edmund Campion	1824	1542	16

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

Archived: 2024/11/04 2:03:19 PM
From: [Trdoslavic, Shawntelle](#)
Sent: Mon, 1 Nov 2021 13:20:43 +0000Authentication
To: [Li, Xinyue \(Jenny\)](#)
Cc: [BramPlanOnline_Automated](#)
Subject: FW: EXTERNAL RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021
Sensitivity: Normal

Good Morning Jenny,

Please see below email from Enbridge in regards to the above noted file.

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2021/10/29 3:23 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

—
ENBRIDGE
TEL: 416-495-5386 | MunicipalPlanning@Enbridge.com
500 Consumers Road, North York, Ontario M2J 1P8

enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Tuesday, October 5, 2021 4:47 PM
To: planninginfo@peelregion.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino (alex.martino@peelregion.ca)' <alex.martino@peelregion.ca>; Megan.Meldrum@peelregion.ca; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpdcsb.org>; Koops, Krystina <krystina.koops@dpdcsb.org>; nicole.hanson@peelsb.com; suzanne.blakeman@peelsb.com; planification <planification@csviamonde.ca>; Trisha Hughes (trisha.hughes@cvc.ca) <trisha.hughes@cvc.ca>; christopher.fearon@canadapost.ca; gtaw.newarea@rci.rogers.com; Henry Gamboa <henry.gamboa@electrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@electrautilities.com>; DaveA.Robinson@electrautilities.com; Municipal Planning <MunicipalPlanning@enbridge.com>; circulations@wsp.com
Cc: Li, Xinyue (Jenny) <Xinyue.Li@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>
Subject: [External] [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments**.

An application for the **0 McLaughlin Road - West side of McLaughlin Road, North of Bovaird** with an assigned file number of **OZS-2021-0042** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Jenny Li by November 1, 2021**
If you have any concerns please contact the assigned planner, Xinyue (Jenny) Li at Xinyue.Li@brampton.ca

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexqEefpM>

Thanks and have a great evening!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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Please review the City of Brampton e-mail disclaimer statement at: http://secure-web.cisco.com/1H6Ypfc_4u0-IVZV_ZKxrgtJFwTAKfIW6goqpdQy9nOrLCO4KJ-ysmk6MsMZCee7TL5S37RqRZI_yT1N55Fx47aKdH_FRAJGm1TTiYGeCV5lykNaKYqzvyvji9MjWN4TAsRAXOem6oUWH6lzC0qgTj43YqkaOTOF69se7xiLNdwApluSWpMoQihBAGY2zRxS-cjtijoeRWBK10h2ue9UAkotwhH2f-duogwN_WalsMe5e4i8Qj4s0YxdJNzpFF0RtB7iIHg0THh3rzmy5CeSbbJ7NkUGeYQnv57rhx_vOeg6tyNL_CSWWDvgCpTbDbAKu/http%3A%2F%2Fwww.brampton.ca%2FEN%2FOnline-Services%2FPages%2FPrivacy-Statement.aspx

November 2nd, 2021

Xinyue Li
Planner I - Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Li:

**RE: Application to Amend the Official Plan and Zoning By-law
OZS-2021-0042
Glen Schnarr & Associates / Arup Datta Architect Ltd. – 2424203 Ontario Ltd.
0 McLaughlin Road, Part 1 Plan of Block 19, Plan 43M-1444
West side of McLaughlin Road, North of Bovaird
Fletcher's Meadow Community
City of Brampton (Ward 6)**

The Peel District School Board has reviewed the above-noted application (120 apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
13	5	3

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Edenbrook Hill P.S. (Kindergarten to Grade 5)	677	789	0
Cheyne Middle P.S. (Grade 6 to Grade 8)	730	877	0
Fletcher's Meadow S.S. (Grade 9 to Grade 12)	1,819	1,488	12

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.”
 - b) “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board.”
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board’s Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planning Officer - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2021-0042 comment.doc

Archived: 2024/11/04 2:03:22 PM
From: [Trdoslavic, Shawntelle](#)
Sent: Wed, 13 Oct 2021 12:21:59 +0000
To: [Li, Xinyue \(Jenny\)](#)
Cc: [BramPlanOnline_Automated](#)
Subject: FW: (EXTERNAL) RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021_ Zoning By Law
Sensitivity: Normal

Good Morning Jenny,

Please see below email from Rogers in regards to the above noted file.

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2021/10/12 5:41 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Cc: GTAW New Area <gtaw.newarea@rci.rogers.com>
Subject: [EXTERNAL] RE: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021_ Zoning By Law

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hi,
Rogers Communications Canada Inc. has no objection.

Thanks and regards,

Sonali Maji
Project Coordinator
Rogers Communications
8200 Dixie Road, Brampton, ON L6T 0C1
m 416-669-2852 e sonali.maji@rci.rogers.com

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: October 5, 2021 4:47 PM
To: planninginfo@peelregion.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino' (alex.martino@peelregion.ca) <alex.martino@peelregion.ca>; Megan.Meldrum@peelregion.ca; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; nicole.hanson@peelsb.com; suzanne.blakeman@peelsb.com; planification <planification@csviamonde.ca>; Trisha Hughes (trisha.hughes@cvc.ca) <trisha.hughes@cvc.ca>; christopher.fearon@canadapost.ca; GTAW New Area <gtaw.newarea@rci.rogers.com>; Henry Gamboa <henry.gamboa@electrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@electrautilities.com>; DaveA.Robinson@electrautilities.com; Municipal Planning <municipalplanning@enbridge.com>; circulations@wsp.com
Cc: Li, Xinyue (Jenny) <Xinyue.Li@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>
Subject: [OZS-2021-0042] Notice of Application and Request for Comments : DUE NOV 1/2021

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments**.

An application for the **0 McLaughlin Road - West side of McLaughlin Road, North of Bovaird** with an assigned file number of **OZS-2021-0042** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Jenny Li by November 1, 2021**

If you have any concerns please contact the assigned planner, Xinyue (Jenny) Li at Xinyue.Li@brampton.ca

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great evening!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development
City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
shawntelle.trdoslavic@brampton.ca

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Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

October 28, 2024

Nitika Jagtiani
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
nitika.jagtiani@brampton.ca

**RE: Peel Region Clearance for Rezoning
0 McLaughlin Road
2424203 Ontario Ltd.
City of Brampton
Region File: OZ-21-042B
City File: OZS-2021-0042**

Dear Ms. Jagtiani,

Region of Peel staff have reviewed the above-noted rezoning application, receiving submissions on October 5, 2021, June 28, 2023, and July 4, 2024. The application is in support of a proposal to permit the development of a 10-storey residential building, with 105 residential apartment units, and 117 parking spaces.

Regional functional servicing report review fees were received for this application on October 25, 2024. Technical requirements have been satisfied, and additional technical requirements per Regional correspondence dated October 17, 2024, may be addressed **prior to Site Plan Approval**. The Region of Peel has no objection to clearance for the proposed Zoning By-law Amendment being brought forward for City of Brampton Planning and Development Committee consideration.

If you have any questions or concerns, please contact me (marzuq.shamsi@peelregion.ca/ 905.791.7800 x3361) at your earliest convenience.

Thank you,



Marzuq Shamsi, BURPI

Junior Planner, Planning and Development Services, Region of Peel

CC:

John Hardcastle, MCIP, RPP, Manager, Planning & Development Services, Region of Peel

Sebastian Alzamora, MCIP, RPP, Planner, Glen Schnarr & Associates Inc.

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – September 9, 2024
City File Number – OZS-2024-0046

Members Present:

- Regional Councillor M. Palleschi - Wards 2 and 6
- Deputy Mayor H. Singh - Wards 9 and 10
- Regional Councillor R. Santos - Wards 1 and 5
- Regional Councillor P. Vicente - Wards 1 and 5
- Regional Councillor N. Kaur Brar - Wards 2 and 6
- Regional Councillor D. Keenan - Wards 3 and 4
- Regional Councillor M. Medeiros - Wards 3 and 4
- Regional Councillor P. Fortini - Wards 7 and 8
- City Councillor R. Power - Wards 7 and 8

Staff Present:

- Steve Ganesh, Commissioner, Planning Building and Growth Management
- Allan Parsons, Director, Development Services
- Henrik Zbogar, Director, Integrated City Planning
- Angelo Ambrico, Manager, Development Services
- Michelle Gervais, Advisor, Special Projects
- Chinoye Sunny, Planner, Development Services
- Jan Salaya, Planner, Development Services
- Harsh Padhya, Planner, Development Services
- Nitika Jagtiani, Planner, Development Services
- Charles Ng, Planner, Development Services
- Samantha DeLaPena, Planner, Development Services
- Genevieve Scharback, City Clerk
- Charlotte Gravlev, Deputy City Clerk
- Gagandeep Jaswal, Acting Legislative Coordinator

Staff Report:

Nitika Jagtiani, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

A Statutory Public Meeting for this application was held on September 9th, 2024. There were nine members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from eight members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 16 emails throughout the review process.

At public meeting area residents provided their views, suggestions, concerns and posed questions including compatibility with the character of the surrounding neighbourhood, privacy concerns, traffic congestion and road safety concerns, inadequate parking, noise concerns, environmental concerns and strain on existing infrastructure, including emergency services.

Zoning

The subject lands are zoned 'Commercial One – Special Section 1045' (C1-1045). Members expressed their concerns to keep the current zone as is to allow for commercial uses on site.

Response: An application for an Amendment to the Official Plan and Zoning By-law has been submitted for a proposed development of a 10-storey residential building with 105 residential units. The application is reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning and have no further concerns.

Built Form and Compatibility with the surrounding executive residential community

Members raised concerns that the proposed development is not compatible to the existing neighborhood.

Response: Planning Staff have reviewed the application and the submitted Planning Justification Report and is of the professional opinion that the proposed development is satisfactory based on the applicable provincial, regional and local policies. This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification on McLaughlin Road.

The subject lands front onto McLaughlin Road and is adjacent to industrial/employment uses. To the south are single detached dwellings, which conform to the proposed use on site. While the proposed development is for a 10-storey building on site, the development will include upscale architectural treatments, as demonstrated through the submitted Urban Design Brief that will complement the existing neighbourhood. The proposed development for residential apartment units better aligns with provincial policies relating to creating complete communities and increasing housing supply.

Prior to site plan approval, the proposed development is required to satisfy the 45-degree angular plane. Providing a sensitive transition to the abutting low-density residential neighbourhood and mitigating shadowing and privacy by the proposed development. Staff will work with the applicant to ensure that the proposed development have considerable rear yard setbacks which creates and opportunity for additional buffering through vegetation or tree planting which will be further refined through the forthcoming Site Plan application.

Increase in Car Theft

Members of the public expressed concerns that the proposed development will increase car theft in the neighbourhood.

Response: Planning staff cannot comment on the future car theft in the neighborhood. This application is reviewed on the merits of criteria set out in the “Planning Act” and City, Regional and Provincial policies regarding land use planning.

Traffic Congestion and Speeding on McLaughlin Road

Members of the public expressed concerns that the proposed development will introduce more traffic into the immediate area, which may subsequently result in traffic congestion and decrease in overall vehicular and pedestrian safety.

Response: Prior to site plan approval, Traffic Staff will work with the applicant to review the proposed access to ensure that there is a safe transition within the site to McLaughlin Road that will not have a major impact on the surrounding community.

Left turn on McLaughlin Road

Members had raised concerns with regards to increased traffic on McLaughlin Road through the proposed development. Members are concerned that taking a left turn on McLaughlin Road may be a safety hazard and may create concerns for the pedestrian.

Response: Prior to site plan approval, Staff require the applicant to provide a dedicated McLaughlin Road left-turn lane into the site. A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings are required in this regard.

Staff will work with the applicant to ensure that the ramp leading to the underground garage satisfies the City of Brampton standards prior to any site plan approvals.

Parking Deficiency

Members of the public expressed concern that there is an existing parking deficiency in the neighborhood. There is currently parking spillover on Marycroft Court because of insufficient parking at the adjacent commercial plaza.

Response: The amendment to the Zoning By-law requires the proposed development to meet the City of Brampton parking standards: The development is required to adhere to the City of Brampton minimum parking standards of 1.0 residential parking stalls per residential unit and a minimum 0.2 visitor parking stalls per residential unit.

Privacy Concern

Members of the public expressed privacy and overlook concerns with the proposed development, as the proposed mid-rise building are adjacent to existing low-rise residential buildings to the south (across from Queen Street West).

Response: The proposed development proposes a development of a 10-storey mid-rise building. The proposed mid-rise apartment building maintains a six-metre setback from the southerly property line along Marycroft Court, and has the massing of the upper storeys above the sixth storey be stepped back with an additional 2.5 metres. The proposed design has a stepped building profile to ease up visual context and achieve appropriate height-to-width ratio.

Through Site Plan stage, Planning and Design staff will work with the applicant to ensure adverse overlook impact is limited from the proposed mid-rise building given the separation distance, and that an appropriate level of privacy will be maintained.

Transit

Members have raised concern that there are insufficient transit services near the subject lands.

Response: The subject lands are in close proximity to transit services at the corner of Marycroft Court and McLaughlin Road. McLaughlin Road is a support corridor which provides minimum transit routes to operate throughout Neighborhood and Employment Areas. The subject site is a short walk to stops, local transit, and connection to the Rapid Transit Network on Bovaird Road, which has Priority Bus or Zum Transit services.

Noise Concerns

Members are concerned an increase in noise as a result of the proposed development. There are noise concerns due to its proximity to the main road, the commercial plaza and construction as a result of the development.

Response: A Noise Feasibility Study has been requested by the applicant at the Site plan stage to ensure that the proposed development will have minimal impact on the existing neighborhood.

Stormwater and drainage concerns

Members expressed concern with the proposed stormwater and drainage on site.

Response: Through the site plan process, the applicant will work with Staff, the Region of Peel, and the Conservation Authority to provide supporting documentation and calculations depicting adequate capacity for the additional flows without adversely affecting connected properties.

Loss of Trees and Biodiversity

Members have raised concerns regarding loss of mature trees and biodiversity on site to facilitate the development.

Response: The applicant has submitted a Tree Inventory and Conservation Plan. A total of 28 trees were identified on and within six metres of the subject property. Of the 28 trees documented, the removal of 11 trees will be required to accommodate the proposed

development.

Prior to the issuance of building permits, the Owner will be required to fulfill their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development. Open Space staff have evaluated the Tree Inventory and Preservation Plans and have found it satisfactory.

In addition, the subject lands abut existing NHS lands (the adjacent Thackeray Valley). The Owner shall erect hoarding along the property boundary where it abuts existing NHS lands, and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Property Values / Premium lots:

Members are concerned that the nature of the proposed development would impact property values. Due to the close proximity of the proposed development to the existing residential subdivision, concerns were raised about the impact on property values. In addition, some members currently residing on Marycroft Court have paid premium lot prices for their lots backing onto the open space NHS feature when they purchased the lands.

Response: Planning staff cannot comment on the future potential valuation of land. This application is reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning.

School Capacity

Members of the public expressed concerns about overcrowding of schools without plans being in place for the construction of new schools to accommodate new residents.

Response: All school boards (Conseil Scolaire Viamonde, Peel District School Board and Dufferin Peel Catholic District School Board) were circulated on the application.

The Conseil Scolaire Viamonde had no comments regarding the Official Plan and Zoning By-law Amendment application.

The development application was circulated to the Peel District School Board and the Dufferin-Peel Catholic District School Board. Planning staff received no objections from the aforementioned school boards. The individual school board conducts regular planning and forecasting studies to estimate the required capacities on their educational facilities to determine whether new or expansion of schools and other permanent or temporary facilities are required, or alternatively, there is a surplus of existing facilities. Once the individual school board has determined the need to build or expand educational facilities, they typically partner with other levels of governments for the funding required for their construction and operation.

It is common practice for both school boards across the city to bus students to nearby schools where there is capacity limitations at the local schools. Therefore, the need to bus

students from the proposed development is not a unique situation to this development only.

Strain on Existing Infrastructure – including emergency services

Members have raised concerns that the police and fire services are insufficient. The proposed development will add further strain on the existing infrastructure.

Response: Further discussion and technical studies may be required to discuss service constraints at the Site Plan and Building Permit stage.

Community Park

Members are concerned that there is no park proposed for the existing for existing residents.

Response: The Fletcher's Creek Secondary Plan identifies a series of parks to serve the area. The subject site is not designated for a park.

Utilities / Electric Transformer

Members are concerned that the electric transformer and the stormwater management is in close proximity to adjacent lands (110 Marcroft Court).

Response: Staff have commented that the proposed utilities at the corner of McLaughlin Road and Marycroft Court will need to be thoroughly reviewed through the site plan stage.

AMENDMENT TO THE OFFICIAL PLAN



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

Attachment 12 – Draft Official Plan Amendment .docx

To the Official Plan of the City of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, RS.O. 1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number OP 2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to form. 2023/MM/DD

Approved as to content. 2023/MM/DD

Patrick Brown, Mayor

Peter Fay, City Clerk

(OZS-2024-0046)

AMENDMENT NUMBER OP 2006-_____

To the Official Plan of the
City of Brampton Planning Area

1.0 Purpose:

The purpose of this amendment is to amend policies of SP44 from Fletchers Meadow Secondary Plan (SPA44) to permit the development of a mid-rise residential apartment building.

This Official Plan Amendment is intended to maintain the 'Medium/Cluster/High Density Residential' designation and include permissions for an increase in residential density on lands shown on Schedule 'A' to this amendment.

2.0 Location:

The lands subject to this amendment are comprised of a parcel totaling 0.32 hectares (0.79 acres) in area, located on the westside of McLaughlin Road, south of Lornel Gate Drive and north of Marycroft Court. The lands have a frontage of approximately 148 metres (485.5 feet) on McLaughlin road. The lands are legally described as Part 1, Plan of Block 19 of Registered Plan 43M-1444. The lands subject to this amendment are specifically indicated on Schedule A to the Fletcher Meadow Secondary Plan as attached.

3.0 Amendments and Polices Relative Thereto:

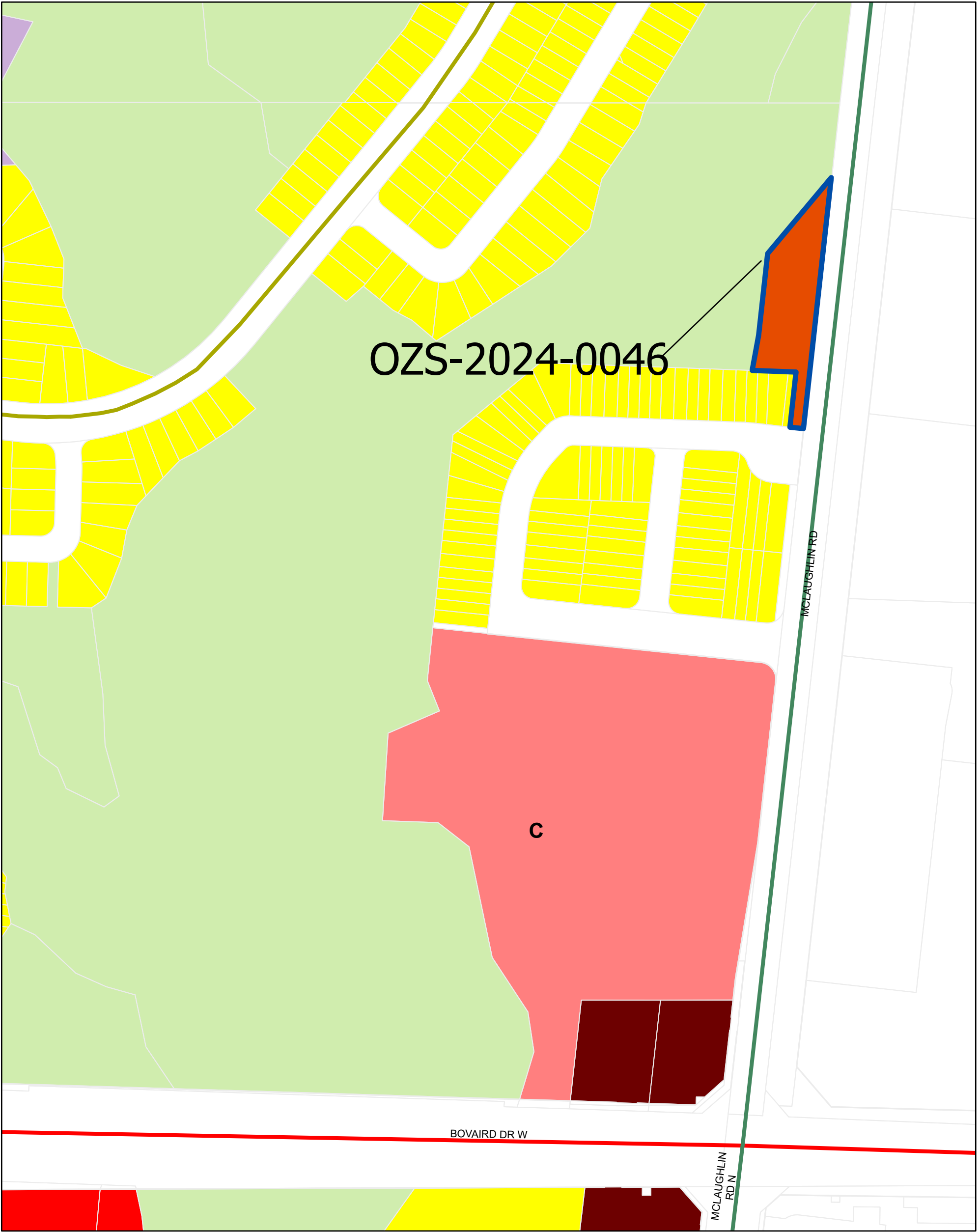
3.1 The portions of the document known as the 1993 Official Plan of the City of Brampton Planning Area, which remain in force as the relate to the Fletchers Meadow Secondary Plan, are hereby further amended:

B. By adding to Section 3.1.6 Residential Policy: Fletchers Meadow Secondary Plan (Area 44a) Chapter 44 thereof, the following text:

i) for the purpose of this Subsection, the lands designated "Medium / Cluster High Density Residential", located on the west of McLaughlin Road and south of Lornel Gate Drive and north of Marycroft Court. are permitted to develop with a density up to 410 units per net hectare (165 units per net residential acre).

Approved as to Content:

Allan Parsons, MCIP, RPP
Director, Development Services and Design



COMMERCIAL

- CONVENIENCE RETAIL
- DISTRICT RETAIL
- HIGHWAY AND SERVICE COMMERCIAL
- HIGHWAY COMMERCIAL
- MIXED EMPLOYMENT COMMERCIAL
- NEIGHBOURHOOD RETAIL
- SERVICE COMMERCIAL

EMPLOYMENT

- GENERAL EMPLOYMENT 1
- GENERAL EMPLOYMENT 2
- PRESTIGE INDUSTRIAL
- Subject Lands

INSTITUTIONAL

- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- SECONDARY SCHOOL
- INSTITUTIONAL
- PLACE OF WORSHIP

RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- LOW DENSITY 1 RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM / HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

OPEN SPACE

- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY
- PRIVATE COMMERCIAL RECREATION

UTILITY

- UTILITY

ROADS

- COLLECTOR ROAD
- MINOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- PROVINCIAL HIGHWAY
- RAILWAY



Date: 2024/11/05

Schedule 'A' - TO OFFICIAL PLAN
OP2006#

SPA-44

AMENDMENT TO THE ZONING BY-LAW



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To Attachment 13 – Draft Zoning By-law Amendment.docx

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, as amended, hereby ENACTS as follows:

By-law 270-2004, as amended, is hereby further amended:

- 1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Commercial One – Section 1045 (C1-1045)	Residential Apartment A - Section 3801 (R4A-3801); and Floodplain (F)

- 2) By adding thereto the following section:

“3801 The lands designated R4A – Section 3801 on Schedule A to this By-law:

3801.1 Shall only be used for the purposes permitted in an R4A Zone;

1. All purposes permitted within the R4A zone.
2. Only in conjunction with an apartment dwelling building, a daycare facility may be permitted.
3. Purposes accessory to other permitted purposes.

3801.2 Shall be subject to the following requirements and restrictions:

- 1) For the purpose of this by-law, McLaughlin Road shall be deemed to be the front lot line.
- 2) The yard setbacks are measured from the property line to the nearest main wall of any building or structure above grade.
- 3) Minimum setback to the lot line abutting McLaughlin Road: 3.0 metres

- 4) Minimum setback to the lot line abutting Marycroft Court: 7.5 metres
- 5) Minimum setback to lands zoned Residential: 7.50 metres
- 6) Minimum setback to lands zoned Floodplain: 0.0 metres
- 7) An underground parking structure may be setback 0 metres to any lot line.
- 8) Balcony and entrance canopy may encroach a maximum 1.5 metres into the required front yard setback.
- 9) Notwithstanding Sections 3801.2 (3), (4) and (5), a hydro transformer may be setback a minimum 1.50 m to any lot line.
- 10)Maximum Lot Coverage: 65%
- 11)Minimum Landscaped Open Space:
 - i. 20% of the lot area;
 - ii. A 1.5 meters wide landscaped open space strip along the lot line abutting McLaughlin Road;
 - iii. A 3.0 meters wide landscaped open space strip along the lot lines abutting lands zoned residential;
- 12)Maximum Floor Space Index: 5.0
- 13)A solid privacy screen having a minimum height of 1.8m shall be provided along any portion of a balcony or a rooftop amenity area located along the south facing walls of the building running perpendicular to the lot line abutting McLaughlin Road
- 14) Minimum Parking Requirements:
 - i. 1.0 residential parking space per residential unit;
 - ii. 0.2 visitor parking spaces per residential unit.
- 15)Maximum Building Height:
 - i. 12 Storey, and
 - ii. All portions of a building must be located within the height limits set by a line that extends upwards at a 45-degree angle from a height of 10.5 metres above the residential setback from the rear lot lines located to the south of the subject property.”

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to
form.

20__/_month/_day

[insert name]

Patrick Brown, Mayor

Approved as to
content.

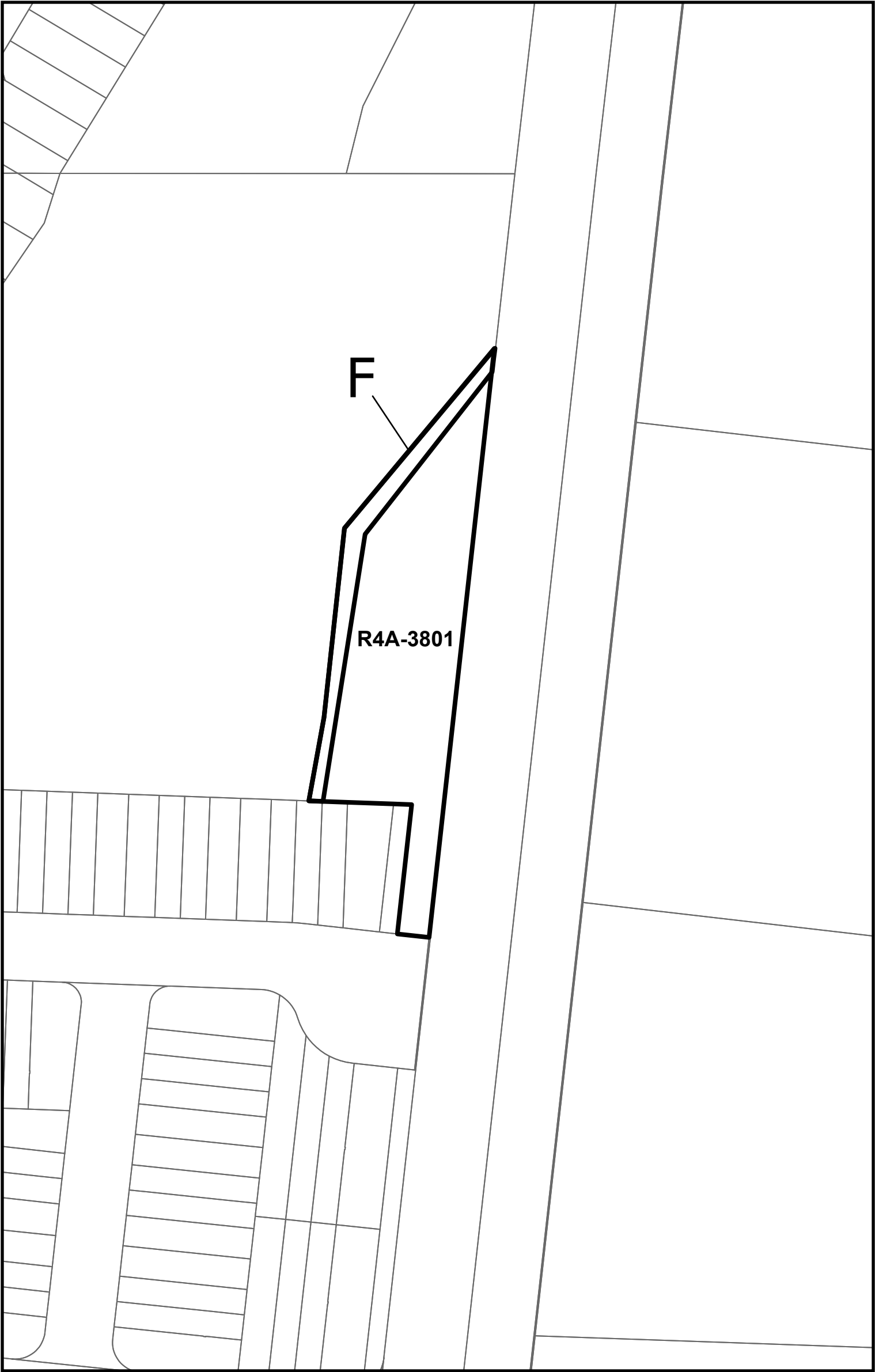
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Peter Fay, City Clerk

(OZS-2024-0046)

DRAFT



brampton.ca
PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2024-0046
Date: 2024/10/30

Drawn by: CAntoine



LOT 11, CONCESSION 2 W.H.S

BY-LAW Page 545 of 781

SCHEDULE A



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-18

File: OZS-2024-0049

Subject: **RECOMMENDATION REPORT** Application to Amend the Zoning By-law
(to facilitate changes in built form (previously approved under OZS-2021-0050) to permit a mix of freehold townhouses and apartments)
Glen Schnarr and Associates. – Castlemore Country Properties & 47-1 Country Properties Limited.
5076 Old Castlemore Road
Ward: 10

Contact: Arjun Singh, Planner, Development Services & Design
 Angelo Ambrico, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2024-941

RECOMMENDATIONS:

1. That the report from Arjun Singh, Development Planner, Development Services to the Planning and Development Committee of December 9, 2024, re: **Recommendation Report**, Application to Amend the Zoning By-Law, **Glen Schnarr and Associates. – Castlemore Country Properties & 47-1 Country Properties Limited.**, 5076 Old Castlemore Road, Ward 10, be received;
2. That the application for an Amendment to the Zoning By-law submitted by Glen Schnarr and Associates., on behalf of Castlemore Country Properties & 47-1 Country Properties Limited. (File: OZS-2024-0049) be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Zoning By-law, generally in accordance with the attached Attachment 10 to this report be adopted; and,
4. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 (10.4) of the Planning Act, R.S.O., as amended.

OVERVIEW:

- The applicant submitted an amendment to the Zoning By-Law and for a Draft Plan of Subdivision to facilitate changes in built form (previously approved under OZS-2021-0050) to permit a mix of freehold townhouses and apartments.
- The property is designated '*Residential*', '*Special Study Area*', and '*Open Space*' on Schedule A General Land Use Designations of the Brampton Official Plan. The lands are designated as 'Medium Density Residential', 'Special Policy Area 9', 'Special Policy Area 11', 'Service Commercial', 'Existing Wetland and Buffer', and 'Heritage Resource' in the Highway 427 Industrial Secondary Plan (SP47). An Amendment to the Official Plan and Secondary Plan is not required to facilitate the proposal.
- The property is within the Highway 427 Industrial Secondary Plan Block Plan for Sub Area 47-1. Staff have reviewed the Zoning By-law Amendment, and it is generally consistent with the approved Block Plan for the area.
- The property is zoned *with site-specific residential classifications permitting a range of residential unit types in various locations on these lands, as well as Open Space (OS), and Floodplain (F)*. An amendment to the Zoning By-Law is required to permit the adjustments that are now proposed. The draft Zoning By-Law is attached as Attachment 10.
- A Statutory Public Meeting for this application was held on November 4th, 2024. No members of the public was present to delegate on this item. Additionally, one letter of written correspondence was received by members of the public. Details of the Statutory Public meeting are included in Attachment 8 of this report.
- The proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity the Region and Brampton Official Plan.
- The proposal is consistent with the Strategic Focus Area - Growing Urban Centres & Neighbourhoods. The proposal will facilitate an economy that thrives with communities that are strong and connected

BACKGROUND:

Previous File: OZS-2021-0050

Glen Schnarr & Associates Inc. originally submitted an application in January 2022 for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to permit the development of lands located at the northeast corner of Castlemore Road

and Clarkway Drive under City File OZS-2021-0050. The proposal had originally proposed the following:

- 86 freehold townhouse dwellings;
- Approximately 324 condominium townhouse dwellings;
- Approximately 896 apartment dwellings;
- Valleyland and associated Buffer Block (0.48 ha. / 1.19 ac.);
- Two Stormwater Management Pond Blocks (1.54 ha. / 3.81 ac.); and,
- Public roads and laneways

A supportive Recommendation Report was provided to the Planning and Development Committee on November 20, 2023 and was approved by the Committee and a subsequent Notice of Adoption was issued with no appeals received.

Current File: OZS-2024-0049

Glen Schnarr and Associates, on behalf of Castlemore Country Properties & 47-1 Country Properties Limited submitted a new application to amend the Zoning By-law on August 8th, 2024. The purpose of the application was to amend the zoning to allow mainly for administrative changes to permit predominantly freehold townhouses, whereas previously condominium townhouses were envisioned. This change required an amendment to the previously approved zoning by-law. The application was deemed complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application was issued on August 14th, 2024.

A Statutory Public Meeting for this application was held on November 4th, 2024. No members of the public were present to delegate on this item. Additionally, one written submission was received by members of the public. Details of the Statutory Public meeting are included in Attachment 8 of this report.

This application is one of twenty active applications submitted for Block Plan Areas 47-1 and 47-2. Collectively, these block plans are expected to accommodate 10,401 residential units with an expected population of approximately 35,987 people. The block plans are also anticipated to accommodate approximately 3,516 jobs based on the commercial designations proposed within the block plan area. Secondary Plan Area 47 will be a complete community which includes a variety of housing typologies, a range of employment areas, parkland and trails and future improvements to necessary infrastructure including roads, watermain, sanitary sewers and stormwater management ponds.

CURRENT SITUATION:

Proposal (Please refer to Attachment 1):

A proposal to amend the Zoning By-law has been filed with the City to develop the subject property located on the east side of Clarkway Drive, north of Castlemore Road.

The proposal seeks to amend the Zoning By-law, which was previously approved through file: OZS-2021-0050. The new proposal consists of a mix of freehold townhouses and future apartment blocks. A total of 1,333 residential units in the form of 235 townhouse units, 66 back-to-back townhouse units, and 1032 apartment units. Reserve blocks are also proposed within the Draft Plan of Subdivision to permit the development of the adjacent lands remaining consistent with the Block Plan for the area.

Details of the proposal are as follows (please refer to Attachment 1):

- Introduction of Public Street network replacing Private Roads
- Increase in 'freehold' townhouse units from 81 to 235 units (formerly condominium units)
- Introduction of 66 back-to-back townhouse units
- A new parkette block approximately 0.16 h.a. in size

- Total Unit Breakdown: 1,333 units
 - 235 Townhouse Units
 - 66 Back-to-Back Townhouse Units
 - 1032 apartment units

Property Description and Surrounding Land Use (Please refer to Attachment 6):

The lands have the following characteristics:

- The application is a combination of six properties. There are City Right of-Ways that are part of this application that will require a transfer of ownership;
- A total site area of approximately 13.39 hectares (33.09 acres);
- A total frontage of approximately 300 metres (984 feet) along Castlemore Road and 261 metres (856 feet) along Clarkway Drive;
- is currently vacant;
- access to the site is currently maintained off Clarkway Drive and Old Castlemore Road

The surrounding land uses are described as follows:

North: Agricultural and vacant lands, beyond which are lands subject to active development applications for residential subdivisions.

South: Old Castlemore Road, Fines Avenue, and Castlemore Road, beyond which are Low-Rise Residential lands.

East: Natural Heritage System, beyond which are lands subject to an active Site Plan application for Employment and Commercial uses.

West: Clarkway Drive, beyond which are Agricultural and Vacant lands subject to active development applications for mixed use developments

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed Zoning By-law Amendment. This report further recommends that Council approve the Zoning By-law amendment generally in accordance with the attached Attachment 10.

The proposed development represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Region of Peel Official Plan, and the City of Brampton Official Plan – see associated details in Attachment 8 – Detailed Planning Analysis.

Application to Amend the Zoning By-law:

The subject property is zoned:

- Residential Townhouse E - 5.5 - Section 3712 (R3E-5.5 -3712);
- Residential Townhouse C - Section 3713 (R3C-3713);
- Residential Apartment A - Section 3714 (R4A-3714);
- Residential Apartment A (H) - Section 3753 (R4A(H)-3753);
- Residential Townhouse C (H) - Section 3752 (R3C(H)-3752);
- Residential Townhouse E (H) - 5.5 - Section 3754 (R3E-5.5(H)-3754);
- Open Space (OS);
- Floodplain (F)

Permitted uses within the residential zones include townhouse dwellings, and apartment dwellings. Permitted uses in the Open Space and Floodplain zones include conservation areas, flood and erosion control, and recreational facilities. A zoning by-law amendment is required to facilitate changes in the development scheme.

The proposed Zoning By-law Amendment will rezone the subject lands from the above noted site-specific residential zones to Residential Street Townhouse B and Residential Apartment A with new Special Sections. The special sections will include performance standards to regulate building height, building setbacks, garage widths, encroachments, and other items as attached in Attachment 10 to this report.

Requirements for Amendments to Draft Plan of Subdivision (approved under File: OZS-2021-0050)

As part of the revisions to the subject application, an amendment to the Draft Plan of subdivision application (File: OZS-2021-0050/21T-21021B) will be required to

accommodate the built form changes along with any required updates to Schedule A - Conditions of Draft Approval.

Surplus Land Declaration for Fines Avenue Right-of-Way

The Fines Avenue right-of-way is anticipated to be declared surplus upon the construction of a new public street (shown as Street A on the Draft Plan of Subdivision) and storm water management pond. Staff are currently recommending using a Holding (H) provision in the Zoning By-law to ensure the orderly phasing of development so that the conveyance and construction of the new public street and storm water management pond can occur, so that portions of Fines Avenue can be 'stopped up and closed', and declared surplus. A concept plan (attached as Attachment 1B) has been submitted depicting the ultimate development concept plan should the applicant be successful in acquiring the surplus right-of-ways at fair market value. In the event that the lands are not acquired by the applicant, an alternative concept plan (attached as Attachment 1) has been submitted demonstrating an alternative development configuration. Both sets of plans are supported by the Development Services and Design staff. Portions of the future development will be facilitated through site plan applications

Planning Analysis Summary:

The proposed Zoning By-law amendment is consistent with the Provincial Policy Statement and conforms to the City and Region's Official Plan. The application also has regard for matters of provincial interest under Section 2 of the Planning Act.

The proposed Zoning By-law Amendment will rezone the subject lands from site-specific residential zones to Residential Street Townhouse B and Residential Apartment A with new Special Sections. The proposed Zoning By-law meets the intent of both municipal and provincial planning policies. The proposed Zoning By-Law Amendment will result in the redevelopment of an underutilized site and contribute to the creation of new housing supply, which will further assist in helping Brampton achieve its housing pledge of creating 113,000 new housing units by 2031.

Additional information with respect to individual policies is provided in Attachment 8 (Detailed Planning Analysis).

Matters of Provincial Interest:

Planning Act, (2020):

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a

designated greenfield area in accordance with S. 2 (p) of the Planning Act. As a future amendment to the Draft Plan Conditions will be required, a notice will be issued to the appropriate parties as required by Section 51 (45) of the Planning Act.

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

Provincial Policy Statement (PPS), (2024):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The proposed development supports livable, healthy communities, and the policies in S. 2.1.6 of the Provincial Policy Statement by supporting residential land uses and a variety of dwelling types at appropriate densities to implement the policies of the Highway 427 Industrial Secondary Plan. The proposal is in proximity to a diverse range of land uses within the Block Plan 47-1 area, including recreational trails, park, and open space facilities, planned future commercial uses, services, and other uses to meet long-term needs in accordance with S. 2.2.1 of the PPS. The proposed development avoids environmental concern by placing a 10-meter buffer from the limits of the natural heritage system, and through careful consideration for mitigation measures through the previously completed scoped Environmental Impact Study submitted on the subject lands in accordance with S. 4.1.1 (c).

Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan provides guidance and policies for the future of the City. The lands are designated ‘Residential’, ‘Open Space’, ‘Special Study Area’, and ‘Open Space’ on Schedule A – General Land Use Designations of the City of Brampton Official Plan.

The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks, schools and other associated uses. The ‘Open Space’ designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system. The proposal conforms to the ‘Residential’ and ‘Open Space’ designations of the Official Plan. The proposal includes townhouse, back-to-back townhouse, and apartment units which accommodates a mix of housing types and a variety of built form in the City. Additionally, a parkette, SWM ponds, natural heritage system block, and buffer block are included in the plan.

Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

Brampton Plan (2023):

On November 1st, 2023, City Council adopted the City of Brampton's new Official Plan titled "Brampton Plan". Brampton Plan has been approved by the Region of Peel and at the time of writing this report is serving its statutory appeal period.

The subject site is designated as Neighbourhoods and Natural Heritage System, on Schedule 2 – Designations in Brampton Plan.

Under Section 2.2.9.30 Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and conservation of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. The proposal provides appropriate buffers and appropriate zoning designation for the lands west which are an existing Natural Heritage Feature. Lands located within the Neighbourhoods designation include mainly residential communities with other locally-serving community services and amenities. Under Section 2.2.7.3 planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. The subject development provided a comprehensive approach to development as it seeks to implement the approved Block Plan for the area. Interconnected streets and pedestrian routes are defined, transit is provided both in the current form and future planned routes, along with services and facilities (school and park blocks) to support residents.

Staff is satisfied that the proposal conforms to Brampton Plan.

Highway 427 Industrial Secondary Plan (Area 47):

The lands are designated as 'Medium Density Residential', 'Special Policy Area 9', 'Special Policy Area 11', 'Service Commercial', 'Existing Wetland and Buffer', and 'Heritage Resource'.

The residential designations permit apartments, back-to-back townhouses, and stacked townhouses. Special Policy Area 11 applies to lands designated 'Medium Density Residential' which may permit a maximum density of 130 units per net residential hectares (51 units per net residential acre), and a maximum height of 12 stories. The proposed development will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designations.

Staff is satisfied that the proposed development conforms to the Secondary Plan.

Block Plan 47-1:

The property is designated as 'Medium Density Residential', 'Wetland Restoration', 'SWM Pond', 'Valleyland', 'Special Policy Area 9', 'Heritage Resource', 'Existing Wetland and Buffer', 'Service Commercial', in the Highway 427 Industrial 47-1, 47-2 Block Plan.

The proposed development is generally in accordance with the Block Plan, an amendment to the Block Plan is not required. Staff is satisfied that the proposed development conforms to the Block Plan.

City of Brampton Zoning By-law 270-2004

The property is zoned:

- Residential Townhouse E - 5.5 - Section 3712 (R3E-5.5 -3712);
- Residential Townhouse C - Section 3713 (R3C-3713);
- Residential Apartment A - Section 3714 (R4A-3714);
- Residential Apartment A (H) - Section 3753 (R4A(H)-3753);
- Residential Townhouse C (H) - Section 3752 (R3C(H)-3752);
- Residential Townhouse E (H) - 5.5 - Section 3754 (R3E-5.5(H)-3754);
- Open Space (OS);
- Floodplain (F)

by By-law 270-2004, as amended. This zone allows the development of a variety of residential dwelling types including townhouses and apartments.

An amendment to the Zoning By-law is required to rezone the lands to facilitate changes in the built form. The proposed Zoning By-law includes development standards including permitted uses, building setbacks, minimum lot widths, maximum building heights, minimum garage dimensions, among other items.

The detailed planning analysis (Attachment 8) includes a detailed overview of the Zoning By-law Amendment. The development standards are included in the proposed Zoning By-law Amendment as shown in Attachment 10 – Draft Zoning By-law Amendment.

Staff is satisfied with the proposed Zoning provisions for the development of the lands.

Community Engagement

The application was circulated to City Departments, commenting agencies, and property owners within 240 metres of the subject lands in August 2024, in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. A copy of

all department / agency comments are attached as Attachment 9 to this report. Notice signs were placed on the subject lands to advise members of the public that the application had been filed with the City.

A Statutory Public Meeting for this application was held on November 4th, 2024. There was no members of the public in attendance to speak to this item at the statutory public meeting. One letter of written correspondence was received from members of the public.

Details of the Statutory Public Meeting are included in Attachment 8 of this report.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the adoption of the recommendations in this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

STRATEGIC FOCUS AREA:

The application is consistent with the Strategic Focus Area - Growing Urban Centres & Neighbourhoods. This development proposal will facilitate the development of underutilized lands and will assist in growing of Brampton's economy by helping to create complete communities that are strong and connected.

Living the Mosaic – 2040 Vision

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

CONCLUSION:

Staff is satisfied that the proposed Zoning By-law amendment represent good planning, because it is consistent with the Provincial Policy Statement, conforms to the Peel Region Official Plan, and is in keeping with the general principles of the Brampton Official Plan.

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Attachment 10 respectively as the following criteria have been met:

- the proposed development takes advantage of an underutilized site to provide a development that is aligned with the applicable policies

- the proposed development precludes development on lands within the City's open space network;
- as confirmed through the circulation of the applications, all financial and technical requirements have been addressed.

In summary, the applications are appropriate for the orderly development of the lands and represent good planning.

Authored by:

Reviewed by:

Arjun Singh,
Development Planner,
Development Services & Design

Allan Parsons, MCIP, RPP
Director,
Development Services & Design

Approved by:

Approved by:

Steve Ganesh MCIP RPP
Commissioner
Planning, Building and Growth
Management Services Department

Marlon Kallideen
Chief Administrative Officer
City of Brampton

Attachments:

- Attachment 1 – Draft Plan of Subdivision
- Attachment 1B – Concept Plan including Surplus ROW
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 4A – Block Plan Designations
- Attachment 4B – Active Applications in Block Plan 47-1 and 47-2
- Attachment 5 – Zoning By-law Designations
- Attachment 6 – Aerial & Existing Land Use
- Attachment 7 – Heritage Resources
- Attachment 8 – Detailed Planning Analysis
- Attachment 9 – Results of Public Meeting
- Attachment 10 – Draft Zoning By-law Amendment
- Attachment 11 – Results of Application Circulation

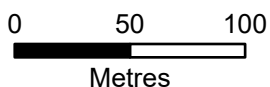


- Parcel Fabric
- Subject Lands



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



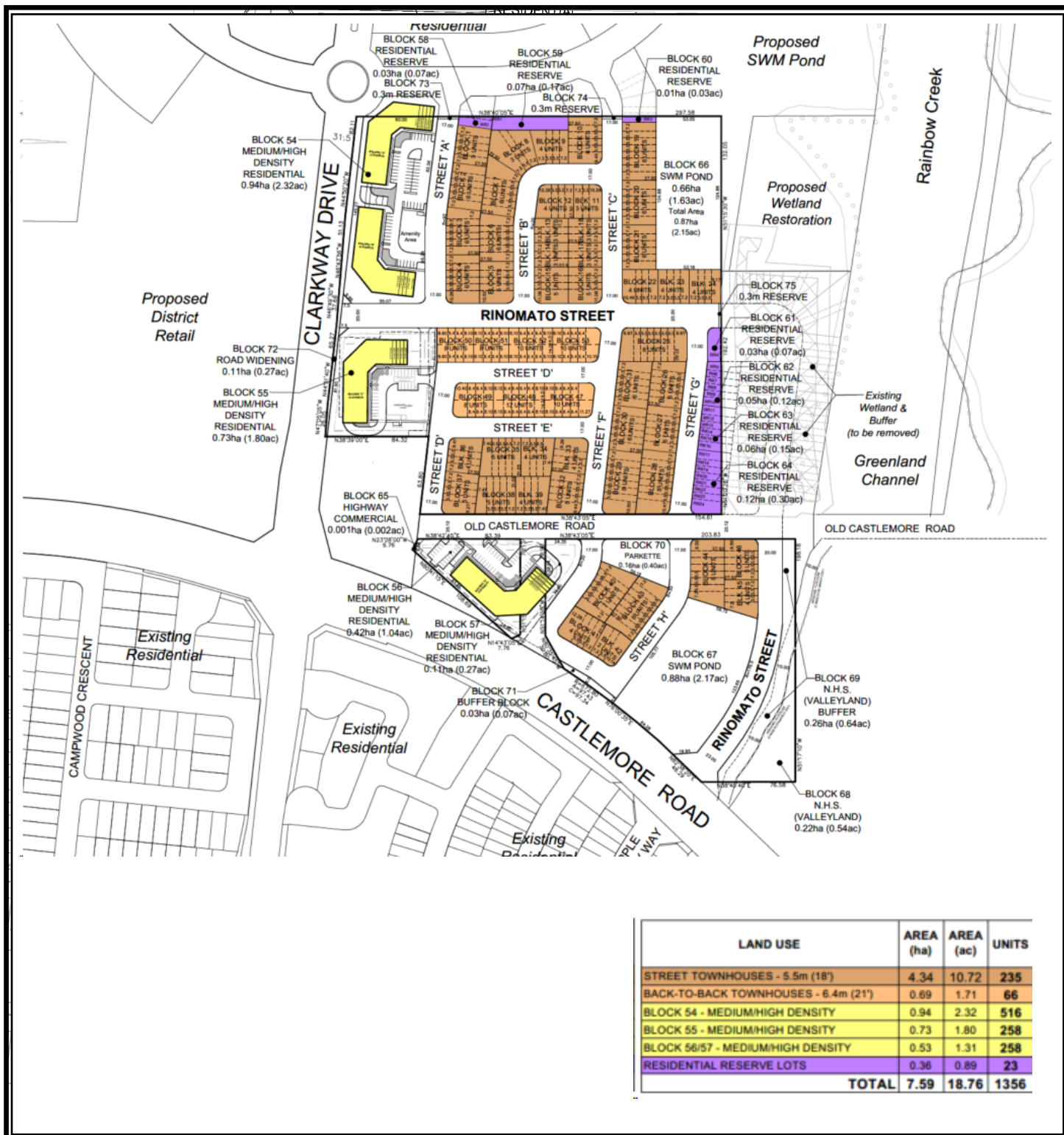
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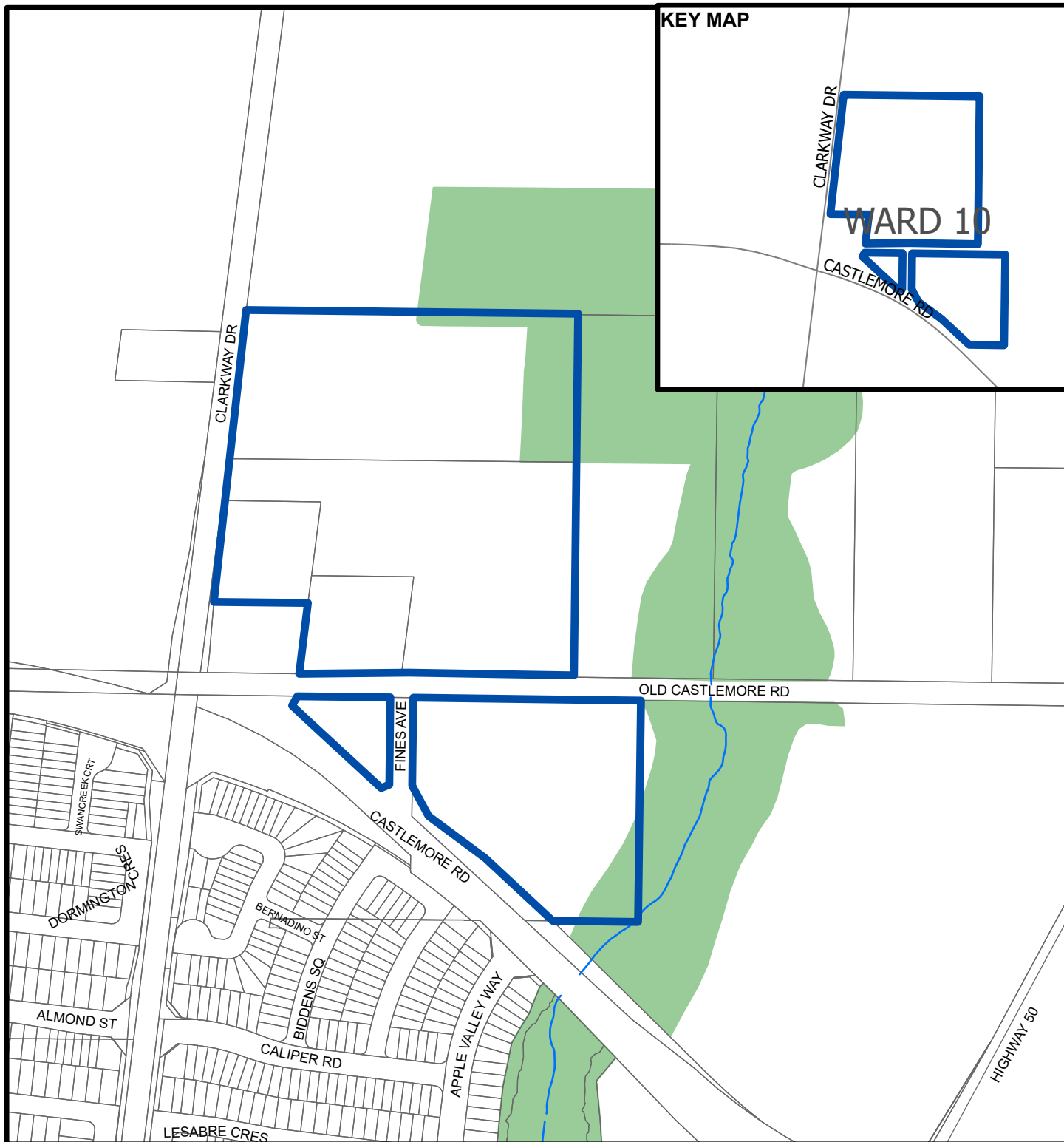


APPENDIX 1 CONCEPT PLAN

Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited

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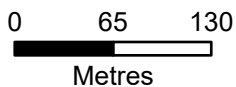


- Parcel Fabric
- Park
- Major Watercourse
- Subject Lands



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



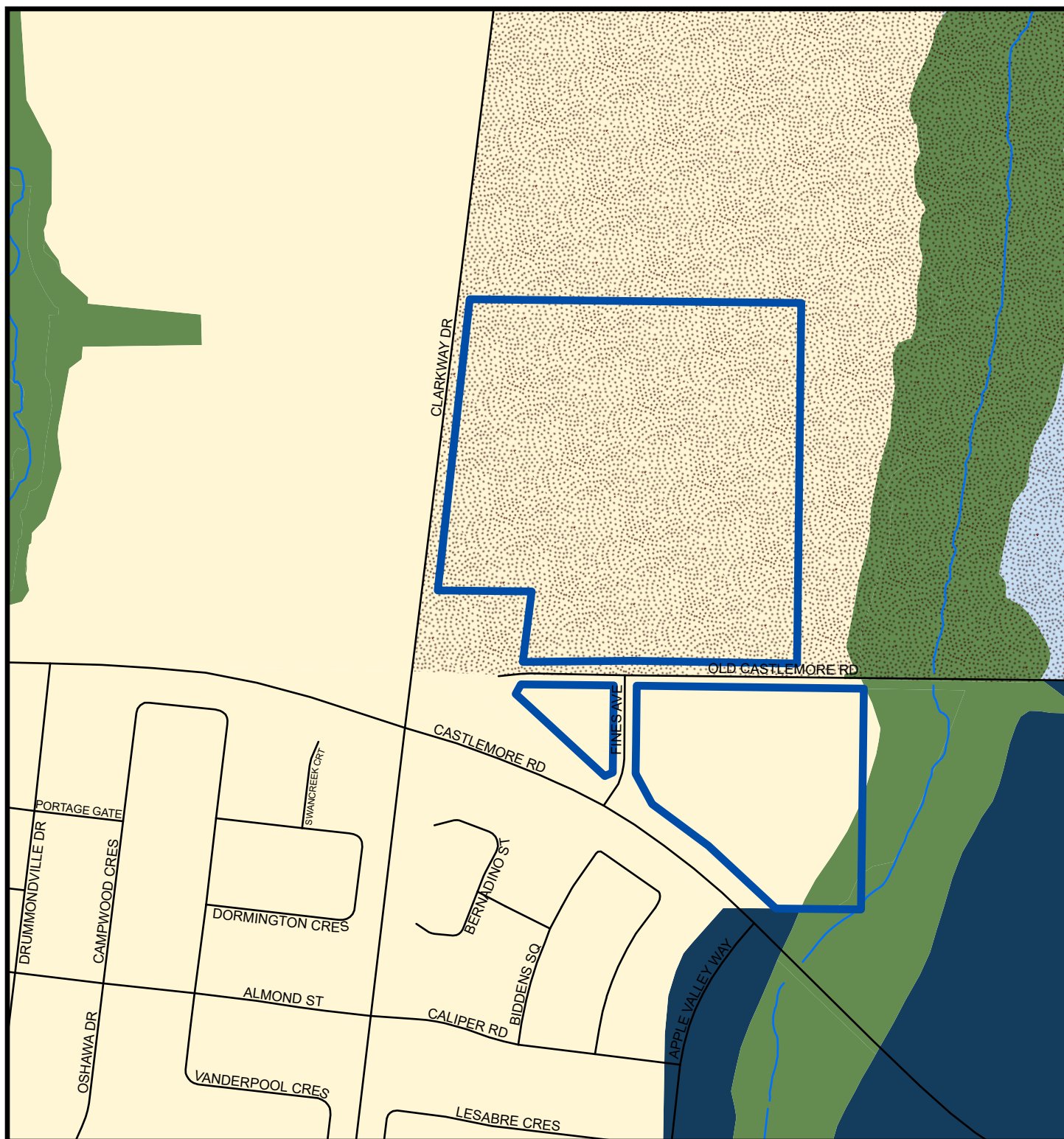
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**APPENDIX 2
LOCATION MAP**

**Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited**

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CIP FILE: OZS-2024-0049



EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

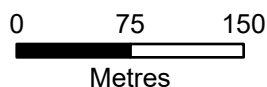
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| MAJOR WATERCOURSES | INDUSTRIAL | Subject Lands |
| SPECIAL STUDY AREA | OPENSOURCE, UTILITY/OPENSOURCE | |
| BUSINESS CORRIDOR | RESIDENTIAL | |



BRAMPTON
Flower City



PLANNING, BUILDING AND GROWTH MANAGEMENT

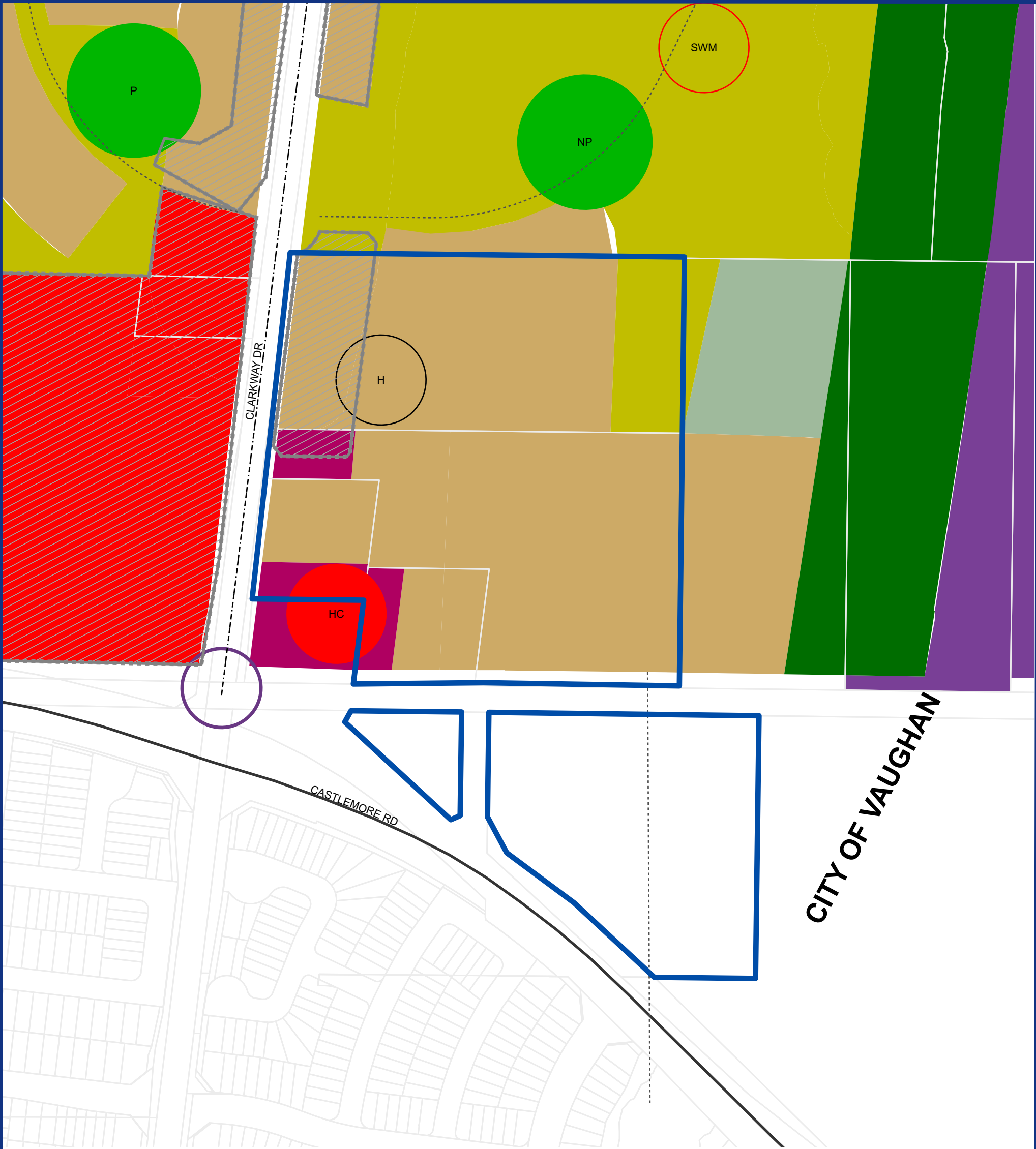


Author: CAntoine
Date: 2024/10/01

APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited

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CIP FILE: OZS-2024-0049



RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- EXECUTIVE RESIDENTIAL

EMPLOYMENT

- OFFICE NODE
- PRESTIGE INDUSTRIAL
- LOGISTIC/WAREHOUSE/TRANSPORTATION
- MIXED COMMERCIAL / INDUSTRIAL
- BUSINESS PARK

COMMERCIAL

- DISTRICT RETAIL
- HIGHWAY COMMERCIAL
- NEIGHBOURHOOD RETAIL
- SERVICE COMMERCIAL
- CONVENIENCE RETAIL

ROAD NETWORK

- MAJOR ARTERIAL ROAD
- ROAD ACCESS (POTENTIAL/CONCEPTUAL)
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- MAJOR COLLECTOR ROAD

NATURAL HERITAGE SYSTEM

- SIGNIFICANT WOODLANDS
- WETLAND RESTORATION AREA
- VALLEYLAND

RECREATION OPEN SPACE

- COMMUNITY PARK
- PARKETTE
- NEIGHBOURHOOD PARK

INSTITUTIONAL

- PUBLIC SECONDARY SCHOOL
- FIRE STATION
- CATHOLIC ELEMENTARY SCHOOL
- PLACE OF WORSHIP
- ELEMENTARY SCHOOL

Subject Lands

UTILITIES AND INFRASTRUCTURE

- TRANS CANADA PIPELINE
- Corridor Protection Area
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- HERITAGE RESOURCE
- SWM FACILITY
- SPECIAL POLICY AREA
- CEMETERY
- SP-47 BOUNDARY
- SCOPED APPEALED LANDS



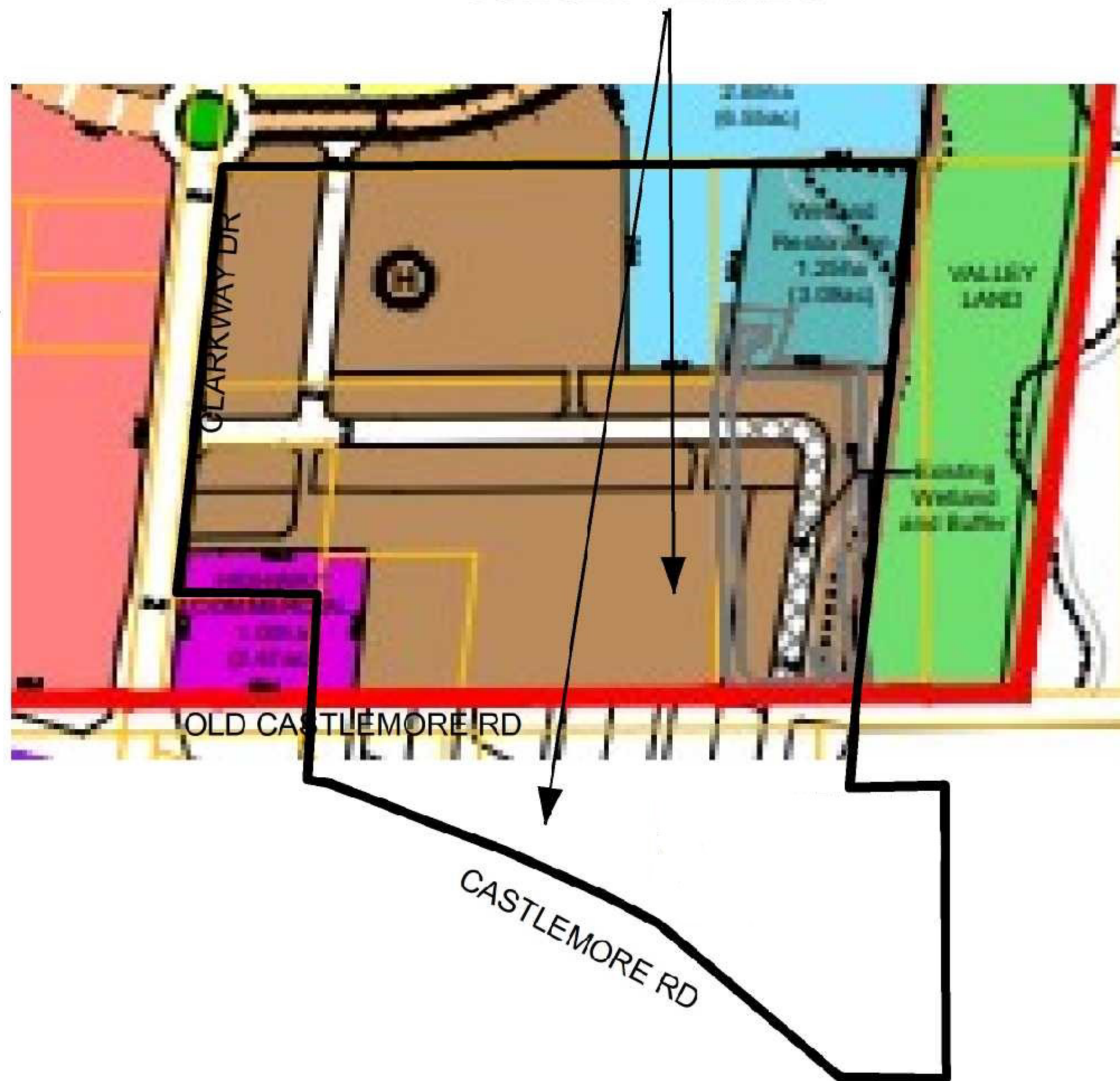
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Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited
























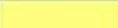


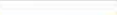



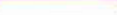








SUBJECT LANDS

EXTRACT FROM
BLOCK PLAN 47-1
FROM THE DOCUMENT
KNOWN AS THE
HIGHWAY 427 INDUSTRIAL
BLOCK PLAN



EXTRACT FROM BLOCK PLAN 47-1 OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL BLOCK PLAN

Legend

 Executive Residential	 Service Commercial	 Regional Floodline	 Northwest GTA Corridor Study Identification Area	 Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)
 Low Density Residential	 Elementary / Secondary Schools	 Top of Bank (as per Site walks)	 Cross Valley Connection	 Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)
 Low/Medium Density Residential	 Place of Worship	 Proposed Limit of Development (10.0m offset from constraint)	 Existing Region of Peel 3.0m Multi-Use Path in Boulevard	 Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)
 Medium Density Residential	 Community Park	 Existing Wetland and Buffer	 Proposed 3.0m Asphalt Multi-Use Path (MUP)	NOTES: -All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage. -SWM Pond configuration and Active Transportation infrastructure are conceptual only.
 High Density Residential	 Park	 Cultural Heritage Resources	 City of Brampton Citywide Pathway Network	
 District Retail	 Vista Block	 Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)	 Bike Lane (on Road)	
 Convenience Retail	 Valley Land	 Proposed 24.0 - 24.5m Collector	 Trail within NHS Valley Land (low constraint)	
 Neighbourhood Retail	 SWM Ponds	 Proposed 23.0m Collector	 Trail within SWM Facility or Public Park	
 Highway Commercial	 Wetland Restoration Area	 Proposed 21.5m Collector	 Conceptual Trail on tableland	

NOTES:
 -All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.
 -SWM Pond configuration and Active Transportation infrastructure are conceptual only.



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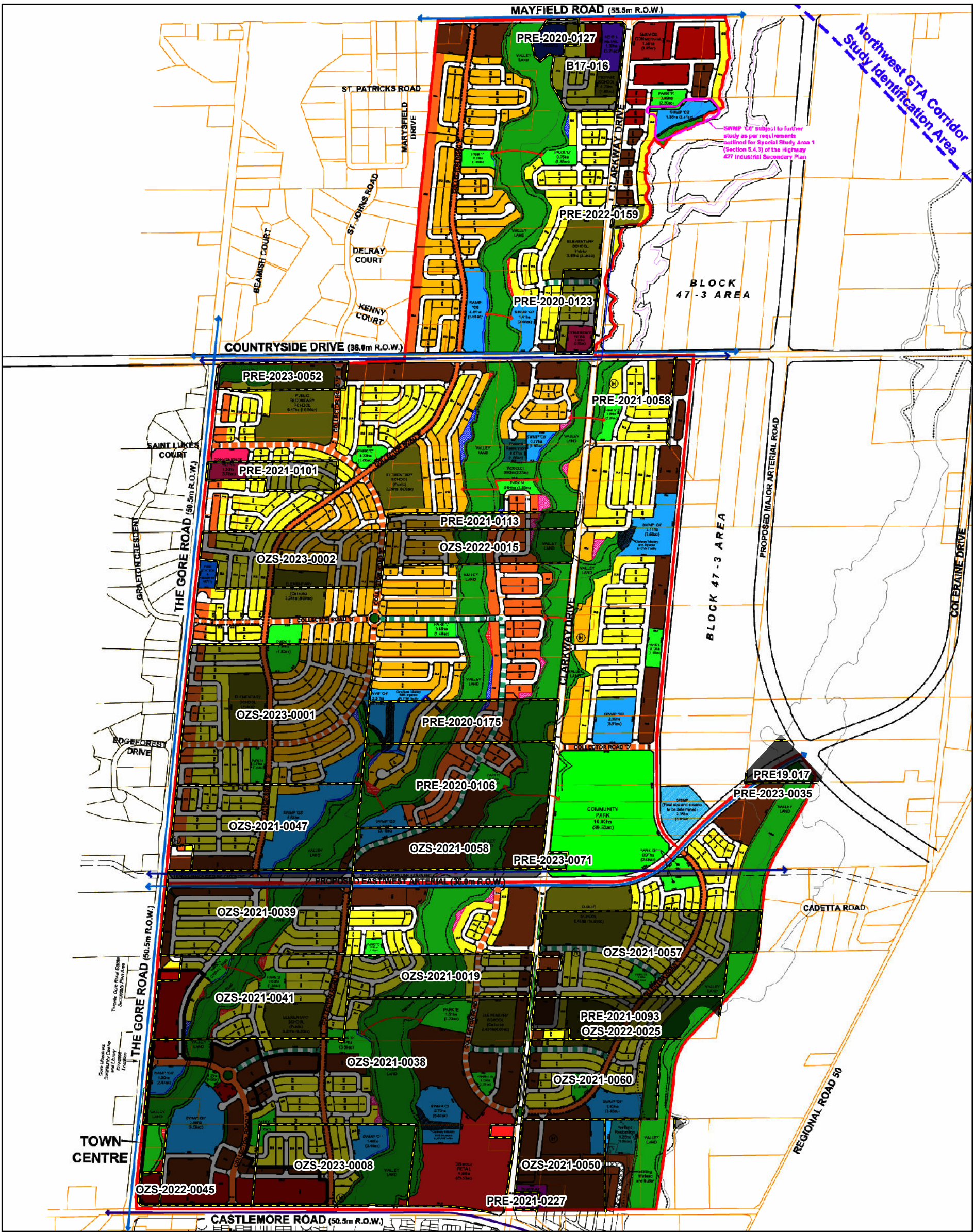
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac

Date: 2022/01/13

**ATTACHMENT 4A
BLOCK PLAN DESIGNATIONS
Glen Schnarr & Associates
47-1 Country Properties LTD &
Properties LTD.**

City File: OZS-2024-0049



EXTRACT FROM SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

Existing Region of Peel 3.0m Multi-Use Path in Boulevard

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)


Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)

Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:

-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.


-SWM Pond configuration and Active Transportation infrastructure are conceptual only.



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PLANNING, BUILDING AND GROWTH MANAGEMENT

APPENDIX 4B - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

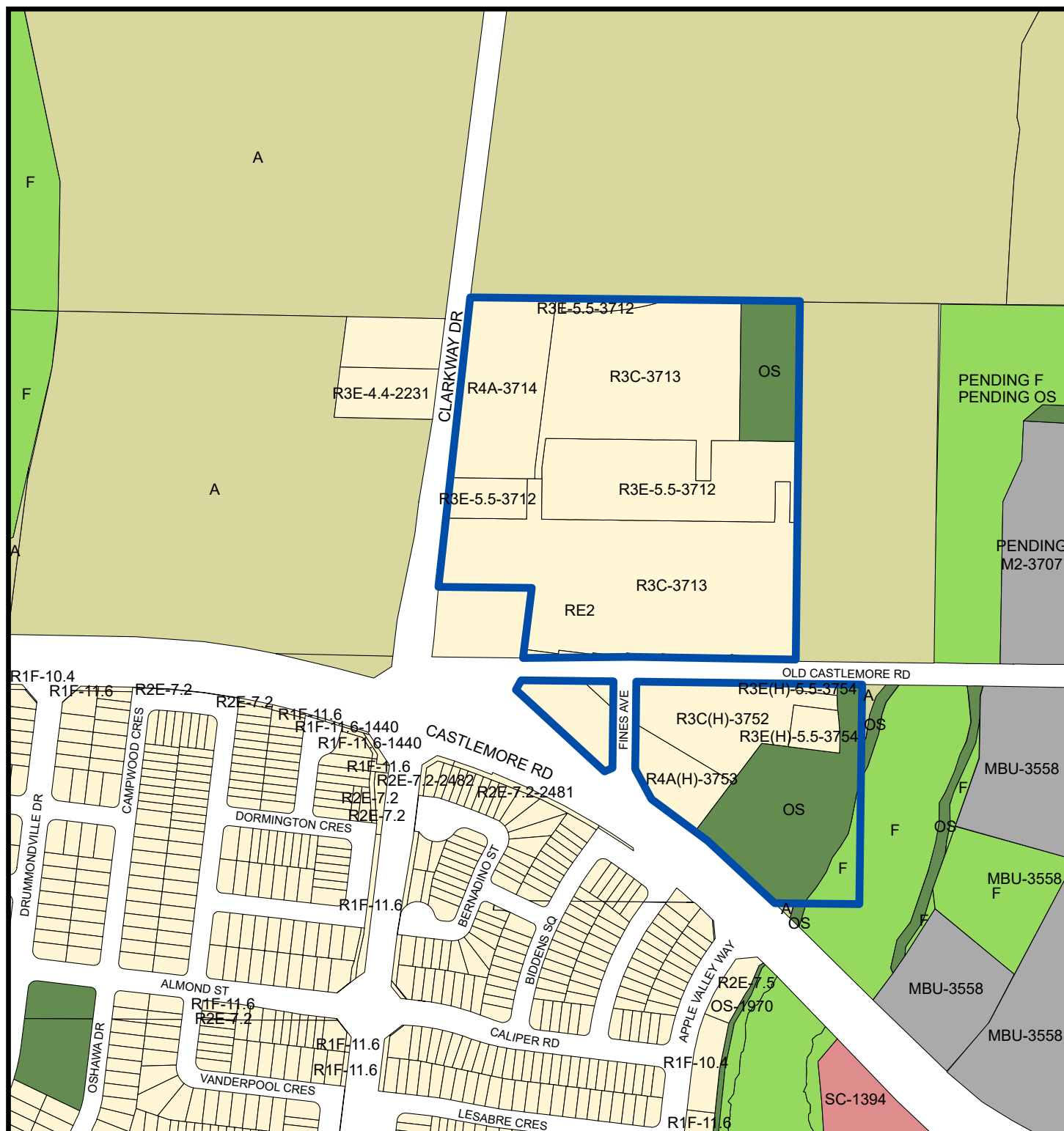
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


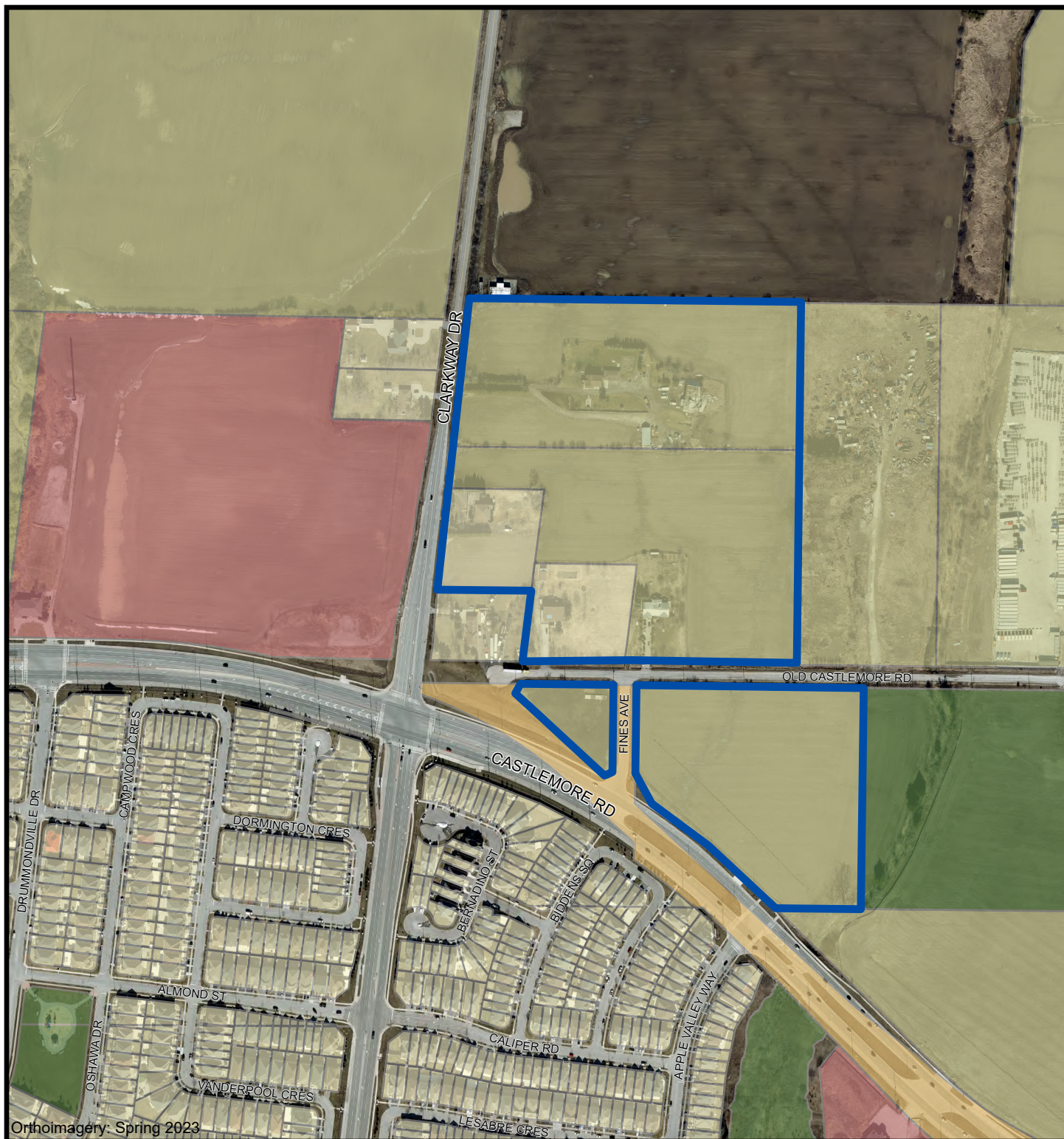
Date: 2023/11/14
Author: ADeBoer

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- RESIDENTIAL
  FLOODPLAIN
  OPEN SPACE
 COMMERCIAL
  AGRICULTURAL
  Subject Lands



Orthoimagery: Spring 2023

- | | | |
|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|  Agricultural |  Open Space |  Subject Lands |
|  Commercial |  Residential | |
|  Institutional |  City Limit | |



BRAMPTON
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PLANNING, BUILDING AND GROWTH MANAGEMENT

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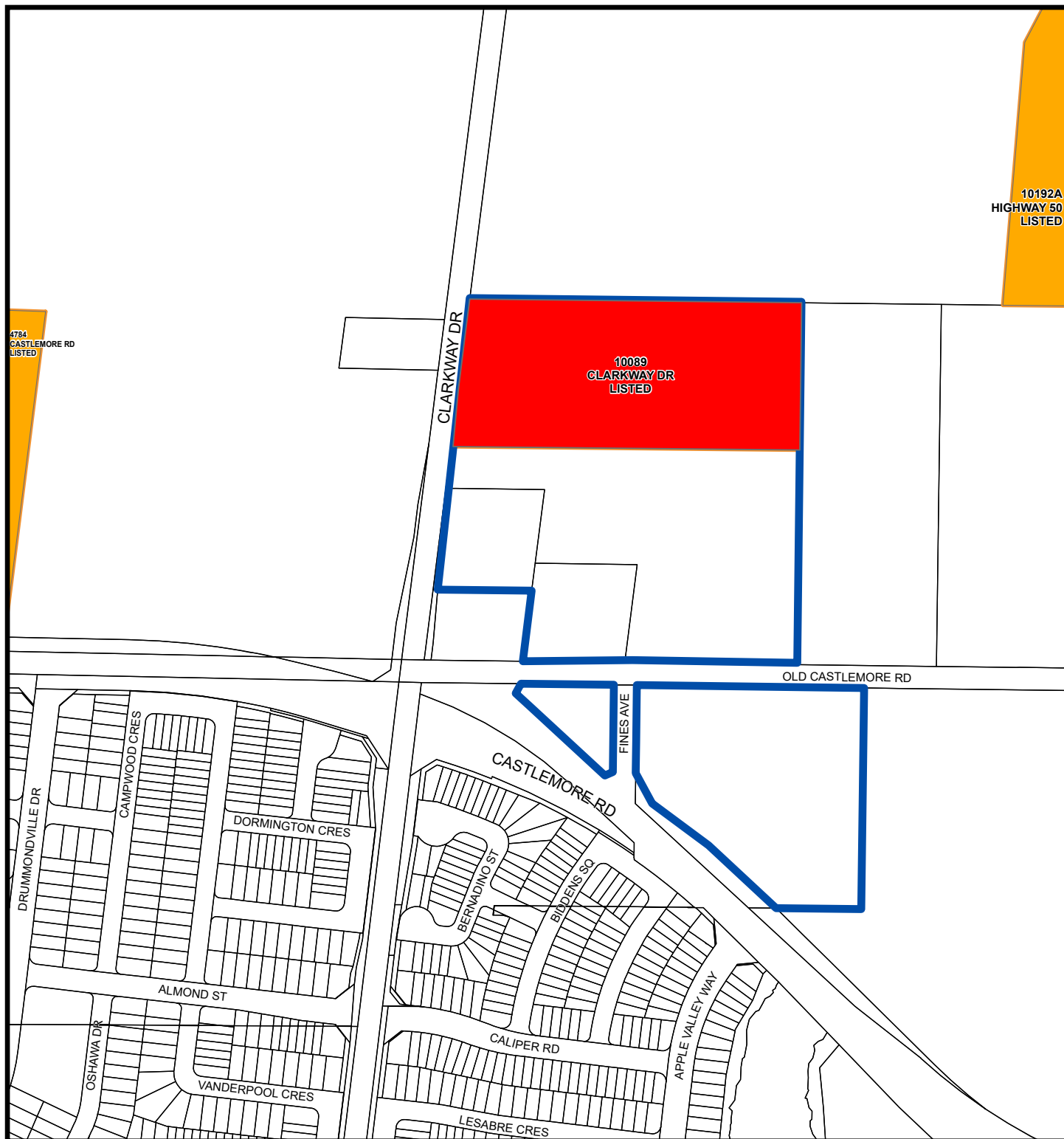
Author: CAntoine
Date: 2024/10/01



APPENDIX 6 AERIAL & EXISTING LAND USE

Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited

Page 65 of 78
CIP File: 073-2024-0049



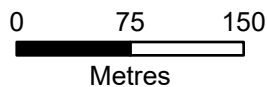
- HERITAGE PORPERTIES OUTSIDE 50M
- HERITAGE PORPERTIES WITHIN 50M
- Subject Lands
- PARCEL FABRIC



BRAMPTON
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PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2024/10/01

APPENDIX 7 HERITAGE PROPERTIES

Applicant: Glen Schnarr and Associates
Owner: Castlemore Country Properties
& 47-1 Country Properties Limited

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CIP FILE: 025-2024-0049

Planning Analysis

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 Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable 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 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.*

Analysis: Planning Act R.S.O 1990

The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (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 (PPS) 2024:

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The PPS policies that are applicable to this application include:

- 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, longterm 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.*
- 2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
- 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;*
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

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*

2.2.1.3 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

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

4.1.1 Natural features and areas shall be protected for the long term.

4.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Analysis: Provincial Policy Statement

The proposed development supports livable, healthy communities, and the policies in S. 2.1.6 of the Provincial Policy Statement by supporting residential land uses and a variety of dwelling types at appropriate densities to implement the policies of the Highway 427 Industrial Secondary Plan. The proposal is in proximity to a diverse range of land uses within the Block Plan 47-1 area, including recreational trails, park, and open space facilities, planned future commercial uses, services, and other uses to meet long-term needs in accordance with S. 2.2.1 of the PPS. The proposed development avoids environmental concern by placing a 10-meter buffer from the limits of the natural heritage system, and through careful consideration for mitigation measures through the previously

completed scoped Environmental Impact Study submitted on the subject lands in accordance with S. 4.1.1 (c).

The proposed development is located in a settlement area in accordance with S. 2.3.1.1 of the PPS, and the proposed development implements residential densities in accordance with planned targets outlined in the City of Brampton Official Plan and Highway 427 Industrial Secondary Plan, thus promoting efficient land use densities in accordance with S. 2.3.1.2.

The proposed development supports the long-term protection of the natural heritage system by placing the 10-metre valleyland buffer and valleyland feature in a “Floodplain – F” zone which precludes development, and through conveyance of the features to the City for long-term protection, in support of S. 4.1.2 of the Provincial Policy Statement.

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

Region of Peel 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 ‘Designated Greenfield 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

5.4.10 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.

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

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

5.4.19 Greenfield Density

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

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

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Mississauga: 87 residents and jobs combined per hectare;*
- City of Brampton: 71 residents and jobs combined per hectare; and,*
- Town of Caledon: 67.5 residents and jobs combined per hectare.*

5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

5.6 The Urban System

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.

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

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.

5.6.20 Designated Greenfield Area

5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Analysis: Region of Peel Official Plan (April 2022)

The proposal will contribute to complete communities through the provision of housing options including apartment and townhouse structural types, in close proximity to park facilities, and other uses in the Block Plan area such as open space, retail, and service uses in accordance with S. 5.4.10. The proposal includes residential uses at appropriate densities as determined through the block planning process in close proximity to Clarkway Drive, which is identified as a Secondary Transit Corridor supporting medium frequency public transportation services in accordance with S. 5.4.12. The proposal directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is 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”, “Special Study Area”, and “Open Space” in Schedule A: General Land Use Designations of the Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

4.2 Residential

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies,

union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

4.2.1.15 The City shall consider the following natural heritage planning principles in the design of residential development:

(vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.

4.6.2 Environmental Implementation Reports

4.6.2.4 In some instances, the City in consultation with the area Conservation Authority may determine that a scoped Environmental Implementation Report (or Master Environmental Servicing Plan as appropriate) is appropriate.

4.6.6 Natural Heritage System

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

4.6.6.28 The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features:

vi) The City shall seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features;

4.6.6.30 Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule "D".

4.6.7 Valleylands and Watercourse Corridors

4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

4.6.7.5 All valleylands and watercourse corridors conveyed to the City of Brampton, including associated environmental hazards and defined conservation buffers, shall be in a condition satisfactory to the municipality. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites.

Analysis: City of Brampton Official Plan (2006):

The proposal includes residential land uses in keeping with S. 4.2.1.1 of the Official Plan. The lands are designated "Medium Density Residential" in the Highway 427 Industrial Secondary Plan, and "Medium Density Residential" in Block Plan 47-1. The Secondary

Plan designation permits housing typologies such as apartments, back-to-back townhouses, and stacked townhouse structural units. The proposal includes townhouse and apartment structural units in accordance with the medium-density designation in the Secondary Plan. Although apartment housing types are not listed as a dwelling unit type permitted within the 'Medium Density' category, the Official Plan permits flexibility from the structural types and densities listed in 4.2.1.2.

The lands designated "Open Space" in the Official Plan are zoned "Open Space" to preclude development in the future. A 10-metre setback is applied from the lands designated "Open Space" in the Official Plan to mitigate impacts to the valleyland feature such as storage of materials, removal of vegetation, informal trails, and accumulation of debris in the valleyland in accordance with 4.2.1.15.

An Environmental Impact Study was submitted in support of the proposed development under the previous application (OZS-2021-0050), and reviewed by City Staff and the TRCA. The report was deemed satisfactory to support the proposed development, in accordance with S. 4.6.2.4 of the Official Plan. The EIS provides a list of key mitigation measures that are recommended to minimize impacts to the natural heritage features. The report recommends a 10-metre buffer to the edge of the valleyland associated with Rainbow Creek, thus aligning with S. 4.6.6.10 of the Official Plan. The Greenland channel and Greenland channel buffer will be conveyed to the City in accordance with S. 4.6.6.28, and S. 4.6.7.4 of the Official Plan, and will be zoned "Open Space – (OS)" to preclude development in accordance with S. 4.6.6.30.

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

Brampton Plan (2023)

On November 1st, 2023, City Council adopted the City of Brampton's new Official Plan titled "Brampton Plan". Brampton Plan is currently with the Region of Peel for review and approval as they remain the approval authority for local Official Plan amendments.

The subject site is designated as Neighbourhoods and Natural Heritage System on Schedule 2 – Designations in Brampton Plan.

Under Section 2.2.9.30 Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and conservation of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. The proposal provides appropriate buffers and appropriate zoning designation for the lands west which are an existing Natural Heritage Feature (Rainbow Creek). Lands located within the Neighbourhoods designation include mainly residential communities with other locally-serving community services and amenities. Under Section 2.2.7.3 planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. The subject development provided a comprehensive approach

to development as it seeks to implement the approved Block Plan for the area. Interconnected streets and pedestrian routes are defined, transit is provided both in the current form and future planned routes, along with services and facilities (school and park blocks) to support residents.

Staff is satisfied that the proposal conforms to Brampton Plan

Highway 427 Industrial Secondary Plan (Area 47):

Secondary Plans implement the Official Plan policies but provide a more detailed land use designation and vision for the specific area. The subject property is located within the Highway 427 Industrial Secondary Plan (Area 47). The lands are designated as 'Medium Density Residential', 'Special Policy Area 9', 'Special Policy Area 11', 'Service Commercial', 'Existing Wetland and Buffer', and 'Heritage Resource'. The proposal generally aligns with the policies of the Secondary Plan, including:

4.1 PLANNING VISION

The planning vision sets out the framework for the new community in terms of the following major structuring elements:

i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;

ii) A Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and their long term ecological functions, in recognition of the dynamic interrelationships of all elements of the natural environment and the need for long term management and related monitoring;

4.2.1 Identify, establish, protect, restore and enhance a sustainable natural heritage system that incorporates, integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System.

4.2.6 Ensure new development will be efficient, environmentally responsible, diverse and well balanced, to support the natural environment.

4.2.9 Develop a comprehensive safe, diverse and integrated open space system that accommodates both passive and active recreational activities, while protecting and enhancing the existing Natural Heritage System;

5.1.1.4 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

5.1.6 Medium Density Residential

Notwithstanding the Medium Density category identified in Section 4.2 of the Official Plan, the lands designated Medium Density Residential in Schedule 47(a) shall permit the following:

i) Apartments, back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the Medium Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

ii) A maximum density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted.

iii) A maximum height of 6-storeys shall be permitted.

6.9 SPECIAL POLICY AREA

6.9.1 Special Policy Area 9 applies to lands designated 'Medium Density Residential' where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities

6.11 SPECIAL POLICY AREA 11

6.11.1 Special Policy Area 11 applies to lands designated 'Medium Density Residential' which may permit a maximum density of 130 units per net residential hectares (51 units per net residential acre), and a maximum height of 12 storeys.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The residential designations permit apartments, back-to-back townhouses, and stacked townhouses. Special Policy Area 11 applies to lands designated 'Medium Density Residential' which may permit a maximum density of 130 units per net residential hectares (51 units per net residential acre), and a maximum height of 12 stories.

This proposal creates a sustainable community that provides a mix of housing types while protecting natural features in accordance with the natural heritage and open space policies of the Secondary Plan. The proposed development contains residential development adjacent to a natural heritage system and has been designed in a manner that complements and supports the features of the system in accordance with S. 4.2.6 of the Secondary Plan.

The proposal appropriately places the valleyland and watercourse areas in the 'Floodplain' (F) zone to preclude development. A 10-metre buffer was applied to the outer limits of the natural heritage system, and discussed in the Environmental Impact Study prepared by Dillon Consulting, in accordance with the natural heritage policies of the Secondary Plan.

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

Block Plan for Sub Area 47-1:

The proposed development is located within the Block Plan for Sub-Area 47-1 of the Highway 427 Industrial Secondary Plan. The site is designated “Medium Density Residential”, “SWM Ponds”, and “Cultural Heritage Resources” in the Block Plan for Sub-Area 47-1. The Block Plan does not have policies associated with each area.

In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and an amendment to the Block Plan is not required.

Zoning By-law:

The property is zoned:

- Residential Townhouse E - 5.5 - Section 3712 (R3E-5.5 -3712);
- Residential Townhouse C - Section 3713 (R3C-3713);
- Residential Apartment A - Section 3714 (R4A-3714);
- Residential Apartment A (H) - Section 3753 (R4A(H)-3753);
- Residential Townhouse C (H) - Section 3752 (R3C(H)-3752);
- Residential Townhouse E (H) - 5.5 - Section 3754 (R3E-5.5(H)-3754);
- Open Space (OS);
- Floodplain (F)

by By-law 270-2004, as amended. This zone allows the development of a variety of residential dwelling types including townhouses and apartments.

An amendment to the Zoning By-law is required to rezone the lands to facilitate changes in the built form. The proposed Zoning By-law includes development standards including permitted uses, building setbacks, minimum lot widths, maximum building heights, minimum garage dimensions, among other items.

The proposed Zoning By-law Amendment will rezone the subject lands from Residential Townhouse E – 5.5 – Section 3712 (R3E-5.5-3712), Residential Townhouse C – Section 3713 (R3C-3714), and Residential Apartment A – Section 3714 to Residential Street Townhouse B and Residential Apartment A with new Special Sections. The special sections will include performance standards to regulate building height, building setbacks, garage widths, encroachments, and other items as attached in Attachment 10 to this report.

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 Glen Schnarr & Associates 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, the Highway 427 Industrial Secondary Plan, and the Block Plan are satisfied and that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Valdor Engineering Inc. to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. The report concludes that the proposed development can be adequately serviced with full municipal services (watermain, sanitary and storm) in accordance with the standards of the City of Brampton, Region of Peel and Toronto and Region Conservation Authority. 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.

Traffic Impact and Road Design Brief

A Traffic Impact Study and Road Design Brief prepared by Candevcon Inc. summarizes the traffic impacts of the proposed Residential Subdivision. The Addendum Letter furthers the work from the Traffic Impact and Road Design Brief dated September 29th 2021, the Addendum Letter dated July 29th, 2022 and the 2nd Addendum Letter dated December 16th, 2022 for the proposed Castlemore Country Properties & 47-1 Country Properties Limited (Country Homes) residential subdivision. The report determined that the Street 'A'/Proposed District Retail Block Access at Clarkway Drive, North Condominium Block Access (Southwest) at Street 'A' and the North Condominium Block Access (Northwest) at future Collector Road 'K' intersections will operate at acceptable Levels of Service during the A.M. and P.M. Peak Hours for the 2029 horizon year with the recommendations given. Traffic staff have reviewed the study and found it capable of supporting the Re-Zoning application.

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – November 4th, 2024
City File Number – OZS-2024-0049

Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor H. Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management
Allan Parsons, Director, Development Services
Henrik Zbogor, Director, Integrated City Planning
David Vanderberg, Manager, Planning Building and Economic Development
Nitika Jagtiani, Planner, Development Services
Arjun Singh, Planner, Development Services
Nasir Mahmood, Planner, Development Services
Jan Salaya, Planner, Development Services
Melinda Yogendran, Principal Planner/Supervisor, Integrated City Planning
Ellis Lewis, Planner, Development Services
Ramsen Yousif, Planner, Development Services
Harjot Sra, Planner, Development Services
Charles Ng, Planner, Development Services
Genevieve Scharback, City Clerk
Tammi Jackson, Legislative Coordinator
Gagandeep Jaswal, Acting Legislative Coordinator

Staff Report:

5.2 Staff Presentation re: Application to Amend the Zoning By-law, Glen Schnarr and Associates Inc., Castlemore Country Properties and 47-1 Country Properties Limited, 5076 Old Castlemore Road, Ward 10, File: OZS-2024-0049

The following motion was considered:

PDC194-2024

1. That the presentation from Arjun Singh, Planner, Development Services, to the Planning and Development Committee Meeting of November 4th, 2024, re: Application to Amend the Zoning

By-law, Glen Schnarr and Associates Inc., Castlemore Country Properties and 47-1 Country Properties Limited, 5076 Old Castlemore Road, Ward 10, File: OZS2024-0049, be received; and,

2. That the following correspondence re: Application to Amend the Zoning By-law, Glen Schnarr and Associates Inc., Castlemore Country Properties 3 and 47-1 Country Properties Limited, 5076 Old Castlemore Road, Ward 10, File: OZS-2024-0049 to the Planning and Development Committee Meeting of November 4, 2024, be received: 1. Katie Pandey, Weston Consulting, on behalf of 10015 Clarkway Drive, dated October 31, 2024.

Carried

Response to Public Comments Received:

The comment received from the public as per the correspondence at the Statutory Public Meeting spoke in support of the application. No further comments were provided at the time of writing this report.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To Attachment 10 - Draft Zoning By-Law Amendment.docx

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act, R.S.O. 1990, c.P. 13*, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Residential Townhouse E – 5.5 – Section 3712 (R3E-5.5-3712)	Residential Street Townhouse B – AAA (R3B – AAA)
Residential Townhouse C – Section 3713 (R3C-3714)	Residential Street Townhouse B – BBB (R3B – BBB)
Residential Apartment A – Section 3714	Residential Apartment A – Section CCC
Open Space (OS)	Residential Apartment A – Section DDD
Floodplain (F)	Residential Apartment A – Section CCC (H)
	Residential Street Townhouse B – AAA(H) (R3B(H) – AAA)

- (2) By adding the following Section:
- AAA.1 Shall only be used for the purposes permitted in an R3B zone and the following permitted purposes:
- a) Back-to-Back Townhouse Dwellings;
 - b) Townhouse Dwelling; and,
 - c) Purposes accessory to the other permitted purposes:
- AAA.2 Back-to-Back Townhouse Dwellings within an R3B – AAA zone shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area	78 square metres per unit
(2) Minimum Lot Width	5.75 per unit
(3) Minimum Lot Depth	14 metres
(4) Minimum Front Yard Depth	a) 3.0 metres;

	<div>b) 6.0 metres to the front of the garage;</div> <div>c) the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding;</div> <div>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the front yard;</div> <div>e) a porch and or balcony with or without foundation or cold cellar may encroach into the front yard to within 0.0 metres of a daylight rounding;</div> <div>f) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the front yard; and,</div> <div>g) a bay window, bow window or box window with or without foundation may encroach to within 1.0 metres of a daylight rounding</div>
(5) Minimum Exterior Side Yard	<div>a) 3.0 metres;</div> <div>b) 1.2 metres to a public or private lane/walkway</div> <div>c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding;</div> <div>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the exterior side yard;</div> <div>e) a porch and/or balcony with or without foundation or cold cellar may encroach into the exterior side yard to within 0.0 metres of a daylight rounding; and,</div> <div>f) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the exterior side yard</div>
(6) Notwithstanding Section 10.13.3, the following shall apply: <div>a) Minimum Rear Yard Depth: 0.0 metres;</div>	
(7) Minimum Interior Side Yard	<div>a) 1.2 metres; and</div> <div>b) 0.0 metre abutting a side lot line that coincides with the shared common wall between two dwellings.</div>
(8) Maximum Building Height	14 metres
(9) Minimum Landscape Open Space	<div>a) those portions of all yards not occupied by permitted accessory structures, permitted encroachments and the permitted driveway and sidewalk shall consist of landscaped open space;</div>
(10)Maximum Lot Coverage	No requirement;
(11) Back-to-Back Townhouse Dwelling: a maximum of 16 dwelling units may be attached in a contiguous structure, provided that the structure is only 8 units wide and 2 units deep;	
(12) Minimum Balcony Area	<div>a) 5.0 square metres shall be provided on a balcony or uncovered terrace on the second or third floor;</div>

(13) Air Conditioning Units	Permitted to be located on the porch, balcony or uncovered terrace in the front yard;
(14) Garage Control	<div>a) Minimum interior garage dimension shall measure 6.0 metre interior length by 3.1 metre interior width; OR</div> <div>b) A dwelling that is 6.0 m or less in width, the interior garage dimension shall measure 2.9 m by 6.9 m.</div> <div>c) No encroachment shall be permitted into a required parking space within a garage, except for one step (2 risers) into the minimum garage length;</div>
(15) The following shall apply to a bay, box or bow window:	<div>a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</div> <div>b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;</div> <div>9.</div> <div>c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and;</div> <div>d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre does need to contain side windows;</div>
(16) Waste Storage	For an end unit, waste storage may be permitted in a side yard.
(17) Notwithstanding Section 10.13.2 front to rear pedestrian access through the dwelling unit does not need to be provided.	
(18) A walkout balcony/uncovered terrace is permitted on the second and third storeys	

AAA.4 Townhouse Dwellings within an R3B – AAA zone shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area	140 square metres per dwelling unit
(2) Minimum Lot Width	Interior Lot – 5.5 metres Corner Lot – 6.9 metres; End Lot – 6.9 metres
(3) Minimum Lot Depth	26 metres
(4) Minimum Front Yard Depth	<div>a) 3.0 metres;</div> <div>b) 6.0 metres to the front of the garage;</div> <div>c) the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding;</div> <div>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the front yard;</div> <div>e) a porch and or balcony with or without foundation or cold cellar</div>

	<p>may encroach into the front yard to within 0.0 metres of a daylight rounding;</p> <p>f) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the front yard; and,</p> <p>g) a bay window, bow window or box window with or without foundation may encroach to within 1.0 metres of a daylight rounding</p>
(5) Minimum Exterior Side Yard	<p>a) 3.0 metres;</p> <p>b) 1.2 metres to a public or private lane/walkway</p> <p>c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the exterior side yard;</p> <p>e) a porch and/or balcony with or without foundation or cold cellar may encroach into the exterior side yard to within 0.0 metres of a daylight rounding; and,</p> <p>f) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the exterior side yard</p>
(6) Notwithstanding Section 10.13.3, the following shall apply: b) Minimum Rear Yard Depth: 0.0 metres;	
(7) Minimum Interior Side Yard	<p>a) 1.2 metres; and</p> <p>b) 0.0 metre abutting a side lot line that coincides with the shared common wall between two dwellings.</p>
(8) Minimum Rear Yard	6 metres
(9) Maximum Building Height	14 metres
(10)Minimum Front Yard Landscape Open Space (%)	15%
(11)Minimum Landscape Open Space	Each dwelling unit shall have a minimum of 20 square metres of open space in its rear yard
(12)Maximum Lot Coverage	No requirement;
(14) Garage Control	<p>1. Minimum interior garage dimension shall measure 6.0 metre interior length by 3.1 metre interior width; OR</p> <p>2. A dwelling that is 6.0 m or less in width, the interior garage dimension shall measure 2.9 m by 6.9 m.</p> <p>3. No encroachment shall be permitted into a required parking space within a</p>

	garage, except for one step (2 risers) into the minimum garage length;
(15) Encroachments	a) Permitted yard encroachment of exterior stairs below grade may encroach into the exterior and rear yard up to 2.5 metres
(16) The following shall apply to a bay, box or bow window:	<div>a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</div> <div>b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;</div> <div>6.</div> <div>c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and;</div> <div>d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre does need to contain side windows;</div>
(17) Notwithstanding Section 10.13.2 front to rear pedestrian access through the dwelling unit does not need to be provided.	

- BBB

The lands zoned R3B-BBB on Schedule A to this by-law:
- BBB.1

Shall only be used for the purposes permitted in Section BBB.1:

(1) Those purposes permitted in a R3C-3713 zone;

(2) Those purposes permitted in a R3B-AAA zone.
- CCC

The lands zoned R4A-CCC on schedule The lands zoned R4A-CCC on Schedule A to this by-law:
- CCC.1

Shall only be used for the purposes permitted in Section CCC.1 (1), or the purposes permitted by Section 3714.1(2), but not both sections or not any combination of both sections:

(1) Ethier:

a) those purposes permitted in a R3C-3713 zone.

(2) Or:

b) those purposes permitted in a R4A-CCC

(3) Or:

c) Back-to-Back Townhouses permitted in a R3B – AAA zone.
- CCC.2

Shall be subject to the following requirements and restrictions:

- (1) For the purposes permitted in the R3C-3713 zone, the requirements and restrictions set out in the R3C-3713 zone shall apply.
- (2) For Back-to-Back Townhouses permitted in the R3B-AAA zone, the requirements and restrictions set out in the R3B-AAA zone shall apply.
- (3) Only on the ground floor of an apartment dwelling the following commercial uses shall be permitted:
 - a. A retail establishment having no outdoor display or sales
 - b. An office, including the office of a physician, dentist or drugless practitioner
 - c. A personal service shop
 - d. A restaurant
 - e. A bank, trust company or finance company
 - f. A dry cleaning and laundry distribution establishment
 - g. A drive through facility associated with any permitted use shall be prohibited.
- (4) For those uses permitted in Section R4A-CCC, shall be subject to the following requirements and restrictions:

(1) Minimum Front Yard	3 metres
(2) Minimum Interior and Exterior Yard	3 metres
(3) Minimum rear yard to a residential zone	3.5 m
(4) Maximum lot coverage	60%
(5) Minimum Landscape Open Space	20%
(6) Maximum Floor Space Index	No requirement.
(7) Maximum tower floorplate	800 m ²
(8) Minimum Tower Separation	25 m ²
(9) Lands zoned R4A-CCC shall be treated as a single lot for zoning purposes.	
(10) A utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.	

- DDD The lands designated R4A-DDD on Schedule A to this by-law:
- DDD.1 Shall only be used for the purpose permitted in Section DDD.1(1), or the purposes permitted by Section DDD.1(2), but not both sections or any combination of both sections:
- (1) Either:
 - d) those purposes permitted in a R4A-CCC zone.
 - (2) Or:
 - e) Back-to-Back Townhouses permitted in a R3B – AAA zone.

- DDD. The lands designated R4A(H)-CCC on Schedule A to this by-law:
- DDD.1 Shall only be used for the purposes permitted in the R4A-CCC zone.

- DDD.2

Shall be subject to the requirements and restrictions as set out in the R4A-CCC zone.
- DDD.3

Shall be only used for the purpose while the Holding (H) symbol is in place:

1.

Purposes permitted in the Agricultural (A) Zone subject to the requirements and restrictions of the Agricultural Zone.
- DDD.4

The Holding symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied.

1.

Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to stop up and close and purchase of Fines Avenue, or, satisfactory alternative arrangements are made should the right-of-way Fines Avenue not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.
- EEE

The lands designated R3B(H)-AAA on Schedule A to this by-law:
- EEE.1

Shall only be used for the purposes permitted in the R3B-AAA zone.
- EEE.2

Shall be subject to the requirements and restrictions as set out in the R3B-AAA zone.
- EEE.3

Shall be only used for the purpose while the Holding (H) symbol is in place:

1.

Purposes permitted in the Agricultural (A) Zone subject to the requirements and restrictions of the Agricultural Zone.
- EEE.4

The Holding symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied.

1.

Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to stop up and close and purchase of Fines Avenue, or, satisfactory alternative arrangements are made should the right-of-way Fines Avenue not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.”

- (3)

By amending Section 5.0 Definitions to add the following defined terms:

a)

Dwelling, Back to Back Townhouse shall mean a building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards

ENACTED and PASSED this [enter date] day of [enter month], 2024.

<div>Approved as to form.</div> <div>20 __/month/day</div> <div>[insert name]</div>	<div>_____</div> <div>Patrick Brown, Mayor</div>
<div>Approved as to content.</div> <div>20 __/month/day</div> <div>[insert name]</div>	<div>_____</div> <div>Peter Fay, City Clerk</div>

RESULTS OF CIRCULATION

September 11, 2024

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Arjun Singh

Re: Notice of Application and Request for Comments – 5076 Old Castlemore Road
COB File: OZS-2024-0049

Dear Arjun,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

F/ Comments from Subdivision

- The developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF). The developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is also available by visiting [Make a Service Request | Alectra Utilities](#) (under Subdivision Projects).
- The developer's electrical consultant to provide load calculations / requirements for this development.
- The developer shall confirm with Alectra Utilities Subdivisions Department on the availability of adjacent plant capable of servicing this development and to discuss the electrical service installation requirements and schedule.
- The developer shall be responsible for the costs associated with the hydro plant expansion to supply this development.
- The developer's electrical consultant to contact Alectra Utilities Subdivisions Department to discuss placement of switchgear(s) and/or transformer(s) requiring adequate space for safe installation and operation.
- The developer shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s) and driveway(s).
- The developer's electrical consultant to confirm the metering configuration within this development (individual / ganged metering). The developer shall provide the architectural drawings and confirm the location of the hydro meters as approved by Alectra Utilities. Ganged metering will not be allowed in freehold townhouses.
- The developer shall enter into a servicing agreement (offer-to-connect) and will be responsible for the cost-sharing as detailed in the offer-to-connect.
- Any easements required by Alectra Utilities for the provision of electrical service to this development will be determined by Alectra Utilities in its sole discretion at the design stage of the project. For condominium/private developments, Alectra Utilities requires a blanket easement.
- For new developments with townhouses, the installation of electrical distribution system (EDS) shall only commence after the foundation of the townhouses had been erected.

I can be reached at 905-798-2948 if there are any questions.

Yours Truly,

Rodnne Ferry, C.E.T.
Supervisor, Distribution Design – ICI & Layouts

Archived: 2024/09/18 10:43:48 AM

From: [PrimeCities](#)

Sent: 2024/09/18 4:21:48 AM

To: [Singh, Arjun](#)

Subject: [EXTERNAL]ZBLA & Draft Plan of Subdivision (OZS-2024-0049); 5076 old Castlemore Rd., Brampton

Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.



9/18/2024

Arjun Singh

Brampton

Brampton (City)

Attention: Arjun Singh

Re: ZBLA & Draft Plan of Subdivision (OZS-2024-0049); 5076 old Castlemore Rd., Brampton; Your

File No. OZS-2024-0049

Our File No. DTS: 33519 / Circ: 43969

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

- 1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- 2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network

infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for Bell's responses and for any of the content herein.

Should you have any questions, please contact the undersigned.

Yours Truly,



Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca.

September 20, 2024

Arjun Singh
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Arjun:

**Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law
East of Clarkway Dr, north of Castlemore Rd
File: OZS 2024-0049
City of Brampton**

The Dufferin-Peel Catholic District School Board (DPCDSB) has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 301 townhouse units and 3 towers with a total of 1032 residential units, which are anticipated to yield:

- 86 Junior Kindergarten to Grade 8 Students; and
- 37 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Patrick	223	383	0
Secondary School	Cardinal Ambrozic	1537	1245	12

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational

facilities have been made between the developer/applicant and the School Boards for this plan."

DPCDSB requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

DPCDSB will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

Archived: 2024/08/28 10:07:11 AM

From: [Municipal Planning](#)

Sent: 2024/08/28 10:05:32 AM

To: [Planningcomments](#); [Singh, Arjun](#)

Cc: [Lawrence, Marsha](#)

Subject: [EXTERNAL]RE: [OZS-2024-0049] Notice of Complete Application and Request for Comments DUE: SEP 23/2024

Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details: <https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)

Sr Analyst, Municipal Planning
Engineering

ENBRIDGE

TEL: 416-495-6411

500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

From: Lawrence, Marsha <Marsha.Lawrence@brampton.ca>

Sent: Tuesday, August 27, 2024 3:44 PM

To: zgz-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins <dana.jenkins@peelregion.ca>; stephanie.mcvittie@peelregion.ca; christopher.fearon@canadapost.ca; nirmaljit.raai@canadapost.postescanada.ca; nikki.talusan@canadapost.ca; Henry Gamboa <henry.gamboa@alecrautilities.com>; GAURAV.RAO@ALECTRAUTILITIES.COM; max.watters@alecrautilities.com; gtaw.newarea@rci.rogers.com; circulations@wsp.com; Municipal Planning <MunicipalPlanning@enbridge.com>; suzanne.blakeman@peelsb.com; phillip.sousa@peelsb.com; nick.gooding@peelsb.com; zach.tessaro@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; peelplan <peelplan@trca.ca>; Anthony Syhlonyk <anthony.syhlonyk@trca.ca>; Scharback, Genevieve <Genevieve.Scharback@brampton.ca>; Kumar, Raghuram <raghuram.kumar@brampton.ca>; Development Admin <Admin.Development@brampton.ca>; Bill Manzon <bill@rinomatogroup.com>; sebastiana@gsai.ca

Cc: Singh, Arjun <Arjun.Singh@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

September 18, 2024

Arjun Singh
Senior Planner
City of Brampton
1 Wellington Street
Brampton, ON L5B 3C1

Dear Arjun,

RE: **Zoning By-law Amendment
Glen Schnarr and Associates Inc.
5076 Castlemore Rd
OZS-2024-0049
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 301 townhomes and 516 apartment units located at the above-noted address. PDSB has the following comments based on its School Accommodation Criteria:

The anticipated student yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to 12
187	56

The students generated from this development would reside within the boundaries of the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
James Grieve P.S.	687	752	2
Humberview S.S.	1,094	1,437	2

PDSB requires the following conditions be placed in the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.

Thank you,

Zachary Tessaro

Zach Tessaro, BES
Planner – Development
Planning and Accommodation Dept.

- c. K. Koops, Dufferin Peel Catholic District School Board
S. Blakeman, Peel District School Board

September 23rd, 2024

Arjun Singh
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
Arjun.singh@brampton.ca

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Region of Peel Comments
 Zoning by-law amendment
 5076 Old Castlemore Road
 City of Brampton
 City File: OZS-2024-0049
 Regional File: RZ-24-049B**

Dear Arjun,

Region of Peel staff have reviewed first submission materials for the above-noted zoning by-law amendment application received on August 27th, 2024, consisting of an application form, cover letter, development concept plan, draft plan of subdivision, draft zoning by-law amendment, functional servicing report and traffic impact brief, proposing the introduction of a local road network, replacing residential condominium blocks with increased freehold townhouse units, back-to-back townhouses, and revised medium/high-density blocks, while maintaining existing right-of-ways and achieving an overall unit count of approximately 235 townhouses and 1,032 apartments. We offer the following comments:

Development Services Requirements

- The Zoning By-law Amendment Fee of \$4,937.94 is outstanding and payable.
- Please follow the details provided in the payment request and contact eftadvice@peelregion.ca to make the necessary payment arrangements.
- In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the City of Brampton, and conformity will still be required until such time as Brampton amends Peel's Official Plan and approval is provided by the Province. Therefore, on July 1, 2024, the current Region of Peel Official Plan became the City of Brampton Official Plan and shall be implemented by the City of Brampton.
- Notwithstanding the above, at this time it is anticipated that beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this

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end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services.

Public Health Comments

Public Health does not have any objections to the approval of the rezoning application.

We kindly request a copy of the Sustainability Assessment.

The previous comments submitted as part of PRE-24-052B (City file: PRE-2024-0052) are still relevant:

- Encourage landscaped pedestrian walkways with pedestrian scaled lighting (up to 4.6m in height)
- Give consideration for a reduction in the lane width in order to accommodate active forms of transportation (ie. Biking, walking)
- Where feasible, consider the use of preferential parking for carpool and/or carshare vehicles.
- Recommend visitor bicycle parking to be located in central and easily accessible location.
- Explore age friendly development design guidelines when designing spaces for multi-generational use.

Servicing Comments

FUNCTIONAL SERVICING REVIEW REQUIREMENTS

The Region is in favour of the proposed changes.

The revised FSR has been sent for modelling and those results will be forwarded upon receipt.

Housing Comments

The following housing comments are provided to support needs identified in the [Peel Housing and Homelessness Plan](#) and the [Regional Housing Strategy](#).

Affordability: To contribute to Policies [3.3.1.10](#) and [3.3.1.21](#) of the Brampton Plan, the applicant is encouraged to provide units at prices which are affordable to low- or moderate-income households. The definition of 'affordable housing' can be found in the [Glossary](#) section of the Peel Region Official Plan.

Prior to registration of the Plan of Subdivision: Arrangements have been made to the satisfaction of the Region of Peel for the provision of affordable housing within the 47-1 block plan area of Secondary Plan 47. To this end, Peel staff acknowledge that an agreement has been reached in principle between the BP 47-1 Landowner Group and the City of Brampton to respond to yes Plan 47 policy [5.1.5.1](#). Upon full execution of the agreement, the agreement may be considered satisfactory arrangements for the purposes of meeting the affordability target within 47-1, subject to review and confirmation of such to the satisfaction of Peel staff.

Rental: The applicant should explore all available funding sources to support affordable rental, such as the [Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative](#) and [Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#) and a future round of the [Peel Affordable Rental Incentives Program](#). Where purpose-built

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rental is not possible, the applicant is encouraged to provide affordable secondary rental units.

The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed plan, such as in ground floor indoor amenity, retail, and mixed-use spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in Peel Region's Human Services Early Years and Childcare Services Division.

The applicant is encouraged to incorporate universal accessibility and design features and include unit types in the development which could support aging in place, multi-generational households, and establish a healthy built environment for older adults.

Prior to Site Plan Approval

WASTE MANAGEMENT COMMENTS

Prior to Site Plan Approval, the Region of Peel will provide front-end collection of garbage and recyclable materials for the residential units within the development. The developer is required to submit a Waste Management Plan that complies with the specifications detailed in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual (WCDSM).

The Waste Management Plan Must label and demonstrate the following:

- Internal roadways must be constructed of a hard surface material, such as asphalt or concrete and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
- If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.
- Overhead clearance outside of the Collection Point – Outside the Collection Point, a clear height of 4.4 metres from the top of the access road, along the Waste Collection Vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.
- All internal roads the waste collection vehicle must travel on shall be designed to have a minimum width of 6 metres.
- The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the collection point.
- The maximum grade permitted along the waste collection vehicle access route is 8 percent.
- The collection point area should have a minimum overhead clearance of 7.5 meters, along with an 18-meter straight head-on approach, a 6-meter width opening. for the disposal of bulky items. A Collection Point: solid level (+/- 2%) concrete pad is required.
- The concrete pad dimensions must be provided and must extend a minimum of 1.5 metres in length outside the opening of the concealed waste collection point to accommodate the front wheels of the waste collection vehicle. See Appendix 4 of the WCDSM for an illustration of these requirements.
- The developer is advised by the Region to place a convex mirror at the Collection Point area near the Garbage and Recycling Enclosure. This measure will improve the

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visibility of the site for drivers when they are reversing to service the bins, thereby enhancing safety for any vehicle or pedestrian traffic that might be in the area.

- The Collection Point area must be expanded to ensure a smooth and unobstructed path for collecting bins.

Please see:

- a) Appendix 5: of the WCDSM for complete Outdoor Collection Point Specifications. (Please note, for this type of development a minimum of 10 square metres is not required for the storage of bulky items).
- b) Appendix 6: Front-End Bin Dimensions. Please label the size, type and number of bins that will be used.

Concluding Comments

Please note that additional and detailed comments will be provided after the review of a formal application. If you have any questions or concerns, kindly contact me at (nicole.capogna@peelregion.ca) or 905-791-7800 ext. 6330 at your earliest convenience.

Regards,



Nicole Capogna

Junior Planner
Planning and Development Services
Department of Public Works
Region of Peel



Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-22

File: **OZS-2023-0024**

Subject: **Recommendation Report**
 Application to Amend the Official Plan and Zoning By-Law
(To permit a twelve-storey residential building with 265 units serviced by a total of 302 vehicular parking spaces and 160 bicycle parking spaces on lands approximately 0.78 hectares in size.)
Gagnon Walker Domes Ltd. – 2811135 Ontario Inc., 2803832 Ontario Inc.
1283, 1298, 1300, 1306 Queen Street West
Ward: 5

Contact: Harjot Sra, Development Planner, Development Services & Design
 Angelo Ambrico, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2024-954

RECOMMENDATIONS:

1. That the report from Harjot Sra, Development Planner, Development Services and Design to the Planning and Development Committee Meeting of December 9th, 2024, re: **Recommendation Report - Application to Amend the Official Plan and Zoning By-Law**, Gagnon Walker Domes Ltd. – 2811135 Ontario Inc., 2803832 Ontario Inc., , File: OZS-2023-0024, 1286, 1298, 1300 and 1306 Queen Street West, Ward 5, be received;
2. That the Application to Amend the Official Plan and Zoning By-Law, Gagnon Walker Domes Ltd – 2811135 Ontario Inc., 2803832 Ontario Inc., Ward: 5, (File: OZS-2023-0024), be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, the newly approved Provincial Planning Statement and conforms to the City's Official Plan for the reasons set out in the Planning Recommendation Report, dated December 9th, 2024;
3. That the amendments to the Official Plan, as generally attached as Attachment 12, to this report to be adopted;
4. That the amendments to the Zoning By-Law, as generally attached as Attachment 13, to this report be adopted.

5. That prior to the forwarding the implementing zoning by-law to Council for enactment, staff will be satisfied with arrangements to accommodate a future access easement between the subject lands and the abutting westerly lands.

OVERVIEW:

- This report recommends approval of an Amendment to the Official Plan, and Zoning By-law to permit the development of the subject lands for a 265-unit twelve-storey mid-rise residential building.
- The subject property is designated 'Residential' and 'Open Space' in the City of Brampton Official Plan (2006). The subject property is designated 'Neighbourhoods' and 'Natural Heritage System' in the Brampton Plan (2023). The subject property is also located along a 'Primary Urban Boulevard' and a 'Higher Order Transit' corridor on Schedule 1A and Schedule 3B of the Brampton Plan. These designations permit the uses as proposed by this development application. No amendment to the Official Plan (2006) or Brampton Plan (2023) are required.
- The subject lands are designated 'Low Density 2 Residential' within the Credit Valley Secondary Plan (SPA 45). A portion of the lands are also designated 'Primary Valleyland.' The proposed amendment to the Secondary Plan would re-designate the subject lands from 'Low/Medium Density Residential' to 'Medium-High Density Residential' to facilitate the proposed development. There is no change proposed to the 'Primary Valleyland' designation within the Secondary Plan.
- The property is zoned 'Residential Hamlet One (RHm1)' as per Zoning by By-law 270- 2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed residential development. The proposed Zoning By-Law Amendment would re-zone the lands to a site-specific residential apartment zone.
- A Statutory Public Meeting for this application was held on September 11th, 2023. One member of the public was present to delegate on this item. 20 pieces of written submission from members of the public were received. Key issues raised by residents included: concerns with impact on the surrounding neighbourhood, traffic safety, noise, overcrowding of existing schools, and environmental constraints. Responses to these concerns are included in the report. Details of the Statutory Public meeting are included in Appendix 10 of this report.
- The application received a Sustainability Score of 68 and achieved the Silver score.

- **The Region has identified the need for a future access easement arrangement with the abutting westerly lands to accommodate an access that is aligned with Angelgate Road to the south. This easement arrangement will also help to accommodate the development of the abutting property, given the its limited development opportunity caused by its natural heritage features. Staff will be satisfied with arrangements for the future easements prior to bringing an enacting zoning by-law amendment to Council for approval.**
- **The proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region and Brampton Official Plan.**
- **The proposal is consistent with the ‘2022 - 2026 Term of Council Priorities’ by supporting ‘A City of Opportunities’ theme. The proposal is consistent with the direction of building complete communities to accommodate growth for people and jobs.**

BACKGROUND:

Gagnon Walker Domes Ltd. on behalf of 2811135 Ontario Inc. and 2803832 Ontario Inc., submitted this application for a proposed amendment to the Official Plan and Zoning By-Law on July 5th, 2023. The application proposes a twelve-storey mid-rise residential building with 265 units on the subject lands. The application was deemed to be complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application was issued on July 24th, 2023. The Statutory Public Meeting for the application was held at the September 11th, 2023 Planning and Development Committee Meeting.

Current Situation:

Proposal

This application to amend the Official Plan and Zoning By-law proposes the development of the approximately 0.78 hectare site, which is comprised of the following municipal addresses: 1286, 1298, 1300 and 1306 Queen Street West. The subject site is located along Queen Street West, east of Creditview Road and west of James Potter Road.

Details of the proposal are as follows:

- A twelve-storey mid-rise building with 265 units, with the following:
 - 302 vehicular parking spaces

- 160 bicycle parking spaces
- 810.2 square metres of total indoor and outdoor amenity space
- A Floor Space Index (FSI), which is the ratio of the building area to the site, of 3.01
- Total Gross Floor Area (GFA) of 21,779.6 square metres

Application to Amend the Official Plan

The subject property is primarily designated as 'Residential' and a portion of the southern corner designated as 'Open Space' in the City of Brampton Official Plan (2006). The site is designated as 'Neighbourhoods' and 'Natural Heritage System' in the Brampton Plan (2023). The 'Residential' and 'Neighborhoods' designations permit a range of residential dwelling types, including apartments along Queen Street West corridor. Queen Street is also identified as a 'Primary Urban Boulevard' on Schedule 1A and a 'Higher Order Transit Corridor' on Schedule 3B of the Brampton Plan. The 'Neighbourhoods' designation located along a 'Primary Urban Boulevard' permit low-rise plus, and mid-rise building typologies up to 12-storeys.

The lands designated 'Natural Heritage System' shall be utilized to protect the sensitive environmental lands from development and primarily keep them in a natural state. The proposed development seeks to utilize this portion of lands as an environmental buffer block, and no development is proposed in this area.

No amendments to the Official Plan (2006) or Brampton Plan (2023) are required.

An amendment to the Secondary Plan is required to facilitate the proposed development. In order to permit the proposed dwelling type, the applicant proposes to re-designate the subject property from 'Low Density 2 Residential' to 'Medium-High Density Residential' to permit an increase in density and the proposed use.

The recommended Amendment to the Secondary Plan can be found in Attachment 12 of this Recommendation Report.

Application to Amend the Zoning By-Law

The subject property is zoned 'Residential Hamlet One (RHm1)', as amended. This zoning designation does not permit the intended development. The proposal seeks to rezone the lands to 'Residential Apartment A – Special Section 3804 (R4A – 3804).' This will permit the proposed uses as well as provide associated performance standards including but not limited to height, lot coverage, parking requirements, uses, and FSI.

The recommended Zoning By-law Amendment can be found in Attachment 13 of this Recommendation Report.

Property Description and Surrounding Land Uses:

The lands have the following characteristics:

- Are municipally known as 1286, 1290, 1300 and 1306 Queen Street West;
- Have a total site area of approximately 0.78 hectares;
- Have a frontage of approximately 86 metres along Queen Street West;
- Each property is occupied by one (1) single-detached home – which are intended to be demolished to accommodate the proposed development;
- Access to the proposed site will be directly off of Queen Street West.

The surrounding land uses are described as follows:

- **North:** Low-rise residential, open space (woodlot) and Christopher Stork Pond;
- **South:** Low-rise residential, open space (Springbrook Creek and woodlot), and vacant land;
- **East:** vacant lands owned by the City of Brampton that contain underground water and sanitary servicing infrastructure for the residential development to the north, and which is identified on City mapping as “Douglas Road”. Beyond are low-rise residential and James Potter Road; and
- **West:** single detached dwelling and natural heritage feature lands (Springbrook Creek and woodlot).

Summary of Recommendations

This report recommends that Council approve the application for the proposed residential development. It further recommends that Council adopt the amendment to the Official Plan and Zoning By-law generally in accordance with the attached appendices. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe, and Brampton Official Plan.

Planning Analysis Summary:

This proposal has regard for matters of provincial interest that are set out in the *Planning Act*. The application to amend the Official Plan and Zoning By-law is consistent with the Provincial Policy Statement, and the newly approved Provincial Planning Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, and the goals and objectives of the City’s Official Plan. The proposal represents good planning. Please refer to Attachment 11 “Detailed Planning Analysis” for additional details.

Matters of Provincial Interest

The application has been reviewed for compliance and regard for matters of Provincial interest as set out in Section 2 of the Planning Act R.S.O 1990. The proposed Official

Plan Amendment and Zoning By-law Amendment represent orderly development in a desired location that is suitable for urban growth and development.

Planning Act:

In accordance with section 2 of the Planning Act, the application has regard to, among other matters of Provincial interest such as:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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;*
- (p) The appropriate location of growth and development;*
- (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 recommendations are consistent with the above-noted matters by adding housing stock and directing intensification and redevelopment in a compact form. These sections of the Planning Act are guiding principles included in the Provincial Policy Statement. These are described in the relevant sections below.

Provincial Policy Statement (2024):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with the PPS, including with respect to the land designations, the environment and employment opportunities.

The proposed residential development aligns with the PPS, 2024 by helping to achieve complete communities. It is compatible with surrounding lands and efficiently uses existing infrastructure available on the site.

The PPS, 2024 will fundamentally change how growth planning occurs throughout Ontario by simplifying and re-aligning existing policies to achieve the province’s goal to build at least 1.5 million homes by 2031. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Planning Statement.

Municipal Planning Documents

City of Brampton Official Plan (2006)

The City's Official Plan and associated Secondary Plans are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation and the environment. The proposal is consistent with the Official Plan as it meets the intent of the Official Plan designation.

The subject property is primarily designated as 'Residential', and a portion of the southern corner designated as 'Open Space' in the City of Brampton Official Plan (2006). Under Section 4.2.1.1, the Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Upon review, staff is satisfied that the proposal meets the requirements of Section 4.2.1.1 to justify the proposed development provides adequate connectivity to existing facilities and city services, utilizes adjacent environmental features, and appropriately integrates within the existing community. Thus, residential uses are permitted as well as complementary uses subject to specific Secondary Plan policies or designations.

Staff are satisfied that the proposed development is consistent with the City of Brampton Official Plan.

Brampton Plan (2023)

On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan was scheduled to take effect on June 6th, 2024, except for any sections that may be subject to appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved.

The subject lands are designated as 'Community Areas' along a 'Primary Urban Boulevard' on Schedule 1A – City Structure. '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.

Queen Street West is identified as a 'Primary Urban Boulevard,' on Schedule 1A – City Structure of the Brampton Plan. Queen Street is also identified as a 'Higher Order Transit Corridor' on Schedule 3B – Transit Network of the Brampton Plan. The corridor is intended to connect Urban Centres and serve as the most vibrant and prominent streets in the city, supported by future Light Rail Transit (LRT) or Bus Rapid Transit (BRT). Developments along "Primary Urban Boulevards" are to focus on design excellence, placemaking and creating lively and vibrant spaces while providing critical connections to the City.

The subject site is further designated as 'Neighbourhoods' and 'Natural Heritage System' on Schedule 2 – Designations, in the Brampton Plan (2023). The

'Neighbourhoods' designation located along a 'Primary Urban Boulevard' permits low-rise plus, and mid-rise building typologies up to 12-storeys, on identified on Table 4 and 5 of the Brampton Plan.

Staff have considered the proposed massing and setbacks of the building and have determined that the proposal is adequate to not have an imposing character on the abutting single-detached residential properties to the north. In this respect, the proposed tiered/stepped building design, is generally contained within a 45-degree angular plane from the north property line. While the 45 degree angular plane is not a required item to be satisfied, it does indicate how sensitive a development is to its surroundings. Only some modest breaches of the 45 degree angular plane occur with balconies, as shown in Attachment 1B. The application also proposed to provide enhanced landscaping and separation distance to enhance privacy, which will be a requirement of a future site plan application. The lands to the east and west of the subject site are anticipated to redevelop in the future, and are not considered to be as sensitive as the residential properties to the north.

Staff also note that confirmation from the Credit Valley Conservation Authority has been received that there are no objections to the proposed development adjacent to the Valleyland and Watercourse Corridor, Natural Heritage Feature.

Staff are satisfied that the proposed development is consistent with the Brampton Plan.

Credit Valley Secondary Plan (SPA 45)

The subject property is designated as 'Low Density 2 Residential' in the Credit Valley Secondary Plan Area (SPA 45) which permits a variety of residential land uses and typologies including single-detached, semi-detached, and townhouse uses.

The 'Low Density 2 Residential' designation allows for a maximum *combined* density of 28 units per net residential hectare (11 units per net residential acre), whereas a total of 265 units are proposed. An amendment to the Secondary Plan is required to permit the proposed development of a mid-rise dwelling.

The increase in density as stated above is supportable from a land use planning perspective, given that:

- The proposed new plan better aligns with the provincial policies related to creating complete communities and efficient use of resources.
- Unique environmental features / amenities are not negatively impacted by this development proposal and are integrated into the development plans; and,
- The existing and planned road, servicing, parks, and institutional facilities can accommodate the additional density increase.

Staff are satisfied that the proposed development conforms to the general intent of the Official Plan and the Credit Valley Secondary Plan (SPA45).

Block Plan – Sub-Area 45-3

The subject lands are situated within the approved Community Block Plan - Sub Area 3 of the Credit Valley Secondary Plan. The Block Plan determines the developable area of the site and the location and size of the infrastructure and community facilities required to support development. The Community Block Plan - Sub Areas 3 Credit Valley Secondary Plan identifies that the subject site is subject to a tertiary plan. A tertiary plan has been submitted for staff review and has been found satisfactory at this stage. An amendment to the Block Plan is not required.

City of Brampton Zoning By-Law 270-2004:

The subject property is zoned 'Residential Hamlet One (RHm1)' in the City of Brampton Zoning By-Law 270-2004, as amended. This zone permits a single detached dwelling, supportive housing residence type 1, a park, playground, recreational area and community centre, place of worship, a public or private school, a cemetery, a nursing home and a greenhouse or nursery, as well as purposes accessory to other permitted uses.

Staff is satisfied with the recommended Zoning By-Law Amendment to rezone the subject lands to 'Residential Apartment A – Special Section 3804 – (RA4-3804)' to permit a twelve-storey mid-rise residential building.

Results of Application Circulation

The application was circulated to City Departments, community agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. Notice signs were placed on the subject lands to advise members of the public that the application to temporarily amend the Zoning By-law was filed with the City. The statutory public meeting was held on September 11th, 2024, in which one member of the public had delegated and 20 items were received as correspondence (refer to Attachment 10).

Results of the application circulation can be found in Attachment 9 – Results of Application Circulation. A high-level overview of the comments received and staff responses are outlined below:

Regional staff have informed that a future access easement arrangement between the subject property and the abutting lands to the west will be required to:

- accommodate the development of the abutting lands (limited due to a portion of that site containing natural heritage features), and
- create a properly aligned access with Angelgate Road to the south.

This report recommends that prior to staff bringing an implementing zoning by-law amendment to Council for approval, that arrangements be to the satisfaction of the Commissioner of Planning, Building and Growth Management.

Issues Raised At Statutory Public Meeting	Response
<i>Traffic Congestion and Road safety</i>	<p>The City's Transportation Planning and Region of Peel have reviewed the Traffic Impact Study prepared by Next Trans, dated August 30, 2024 and have found it to be satisfactory from a traffic perspective.</p> <p>The primary access is located on Queen Street West, which is not anticipated to increase traffic flows to the nearby existing subdivision.</p>
<i>Incompatibility with the surrounding neighbourhood</i>	<p>Based on the Brampton Plan (2023), the subject property is located along a 'Primary Urban Boulevard' where higher intensity uses in the form of mid-rise buildings are envisioned. The property is also located along a 'Higher Order Transit' Corridor. The proposed development is consistent with the policies outlined in the Brampton Plan (2023), as 12-storeys are permitted along a 'Primary Urban Boulevard' in the 'Neighbourhoods' designation, with appropriate zoning provisions, which could be found in Appendix 13 of the report. The proposal also supports provincial policies around the creation of complete communities and increasing housing supply across the Province.</p> <p>The proposal contemplates a 12-storey mid-rise building that is well articulated through the use a certain building performance measures. The proposed building design is tiered/stepped so that it is largely contained within a 45-degree angular plane from the northerly property line. This helps to ensure that the building does not have an imposing character on the properties to the north.</p>

	<p>This also helps to minimize negative shadow and privacy impacts with adjacent properties. Further refinements through the site plan process will also take place, to allow for additional buffering through landscaping and tree planting to provide appropriate buffers with the adjacent community.</p>
<i>Lack of comprehensive studies</i>	<p>The applicant has submitted all required studies in accordance with the City's submission checklist requirements for a complete application. All reports have been reviewed by internal and external agencies. The studies have been found satisfactory for the Official Plan and Zoning By-Law Amendment.</p>
<i>Overcrowding at local area schools</i>	<p>Both school boards (Peel District School Board and Dufferin Peel Catholic District School Board) were circulated on the application and have reviewed the application and have noted the increased development within the area may result in capacity issues for nearby schools. They are actively reviewing the new residential growth in the area.</p> <p>Each school board conducts regular planning and forecasting to determine the need for new or expanded educational facilities. They collaborate with governmental bodies for necessary funding when expansion is required. No concerns were noted by the school boards.</p>
<i>Environmental constraints</i>	<p>The City's Environmental Planning and Engineering staff, as well as the Credit Valley Conservation Staff have reviewed the application and have found the proposal satisfactory and in conformity with the Conservation Authorities requirements.</p> <p>The adjacent natural heritage system has no proposed modifications and will be protected through the appropriate buffers and setbacks.</p>

<i>Safety concerns</i>	Planning staff cannot comment on potential future crime rates. The application is being reviewed based on the criteria set out in the <i>Planning Act</i> and relevant City, Regional, and Provincial land use policies.
<i>Property Valuation/Executive Lots</i>	Planning staff cannot comment on the future property valuation. This application is being reviewed on the merits of criteria set out in the “Planning Act” and City, Regional and Provincial policies regarding land use planning.

CORPORATE IMPLICATIONS:

Financial Implications:

Financial Implications: There are no financial implications directly associated with this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

STRATEGIC FOCUS AREA:

This application to amend the Official Plan and Zoning By-law aligns with the strategic focus area “Growing Urban Centres & Neighborhoods.” The proposal will add a new use to the area that will support the further intensification of the neighbourhood, and is designed to integrate into both the existing, and potential future urban fabric.

CONCLUSION:

Staff recommends approval of the Official Plan and Zoning By-Law Amendment (attached as Attachment 12 and 13) as the following has been satisfied:

- The application is consistent with the Provincial Policy Statement;
- The application conforms with the principles and overall policy direction of the City of Brampton’s Official Plan and Brampton Plan;
- The amendment to the Secondary Plan will facilitate a development to be consistent with the City’s vision for Queen Street;
- The provisions of the Zoning Bylaw amendment will facilitate compatibility with the abutting Residential neighborhood; and

- The Tertiary Plan will facilitate the comprehensive development of the subject lands and neighbouring properties.

As a result of the above, the proposed development represents good planning and is in the public interest.

Authored by:

Reviewed by:

Harjot Sra
Planner, Development Services
Planning, Building and Growth
Management

Allan Parsons, MCIP, RPP
Director, Development Services
Planning, Building and Growth
Management

Approved by:

Approved by:

Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building and Growth
Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1: Concept Plan
- Attachment 1A: Building Elevations
- Attachment 1B: Angular Plane Analysis
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 5: Zoning Designations
- Attachment 6: Aerial and Existing Land Uses
- Attachment 7: Tertiary Plan
- Attachment 8: Sustainability Assessment
- Attachment 9: Results of Application Circulation
- Attachment 10: Results of the Public Meeting
- Attachment 11: Detailed Planning Analysis
- Attachment 12: Draft Official Plan Amendment
- Attachment 13: Draft Zoning By-law Amendment



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 15 30
Metres

Author: CAntoine
Date: 2024/10/28

APPENDIX 1 CONCEPT PLAN

Applicant: GWD Planners
Owner: 2811135 Ontario Inc.,

Page 17 of 31
CHP FILE# 025-2024-0045



NORTH ELEVATION 2
Scale: 1 : 200 ZBA-A11



SOUTH ELEVATION - FACING QUEEN STREET WEST 1
Scale: 1 : 200 ZBA-A11

EXTERIOR FINISH LEGEND	
PREFINISHED WINDOW/CURTAIN WALL SYSTEM - VISION PANEL	
1A	EXT. COLOUR : TBD INT. COLOUR : TBD MANUFACTURER : TBD GLASS : TBD PAINT COLOUR : TBD
PREFINISHED WINDOW/CURTAIN WALL - GLASS SPANDREL PANEL	
1B	EXT. COLOUR : TBD INT. COLOUR : TBD MANUFACTURER : TBD GLASS : TBD PAINT COLOUR : TBD
PREFINISHED METAL LOUVRES	
2	EXT. COLOUR : TBD INT. COLOUR : TBD MANUFACTURER : TBD LOUVRES : TBD
BALCONY GLASS GUARD	
3	EXT. COLOUR : TBD INT. COLOUR : TBD MANUFACTURER : TBD GLASS : TBD PAINT COLOUR : TBD
PREFINISHED ALUMINUM SLAB EDGE COVER/ METAL FLASHING	
4	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
ALUMINUM COMPOSITE PANEL	
5	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
MASONRY - BRICK VENEER	
6	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
MASONRY - BRICK VENEER	
7	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
PANELIZED TERRACOTTA CLADDING SYSTEM	
8	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
PANELIZED TERRACOTTA CLADDING SYSTEM	
9	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD
PREFINISHED ALUMINUM SIDING	
10	EXT. COLOUR : TBD MANUFACTURER : TBD SIZE/STYLE : TBD

THESE DRAWINGS ARE NOT TO BE SCALED:
ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR
PRIOR TO COMMENCEMENT OF ANY WORK. ANY
DISCREPANCIES MUST BE REPORTED DIRECTLY TO SRN
ARCHITECTS INC.

ADDITIONAL NOTES:

PRELIMINARY, NOT
FOR CONSTRUCTION
ALL AREA CALCULATION
ARE PRELIMINARY

NO.	DATE:	REVISION COMMENT:
01	APR 20 2023	ISSUED FOR ZBA
02	MAY 03 2024	RE-ISSUED FOR ZBA (REV. 1)

SRN

ARCHITECTS

8395 JANE ST. SUITE 202
VAUGHAN, ONTARIO, L4K 5Y2
PHONE: 905.417.5515 FAX: 905.417.5517

STAMP:

© SRN ARCHITECTS INC. 2017

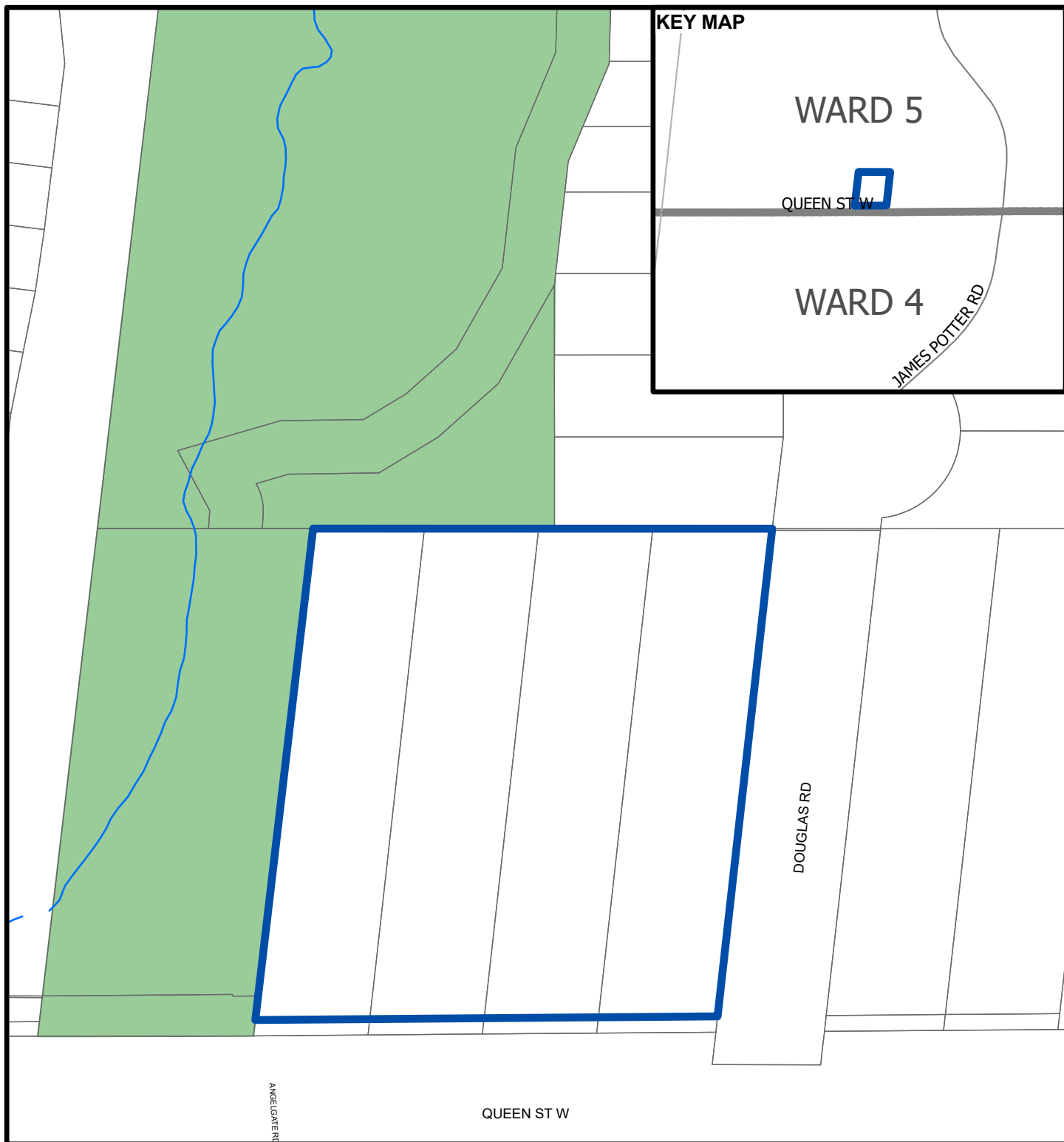
CLIENT:
2803832 & 2811135 ONTARIO INC.

PROJECT:
1286, 1298, 1300, 1306
QUEEN ST. W.
BRAMPTON

DRAWING TITLE:
NORTH AND SOUTH ELEVATIONS

DATE: 10/25/21
DRAWN BY: Author
PROJECT NUMBER: S22028

SCALE: 1 : 200
CHECKED BY: Checker
DRAWING NUMBER: ZBA-A11



KEY MAP

WARD 5

QUEEN ST W

WARD 4

JAMES POTTER RD

DOUGLAS RD

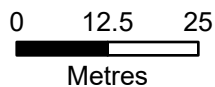
QUEEN ST W

ANGELGATER RD

- | | | | |
|-------------------|----------|---------------|---------|
| Subject Lands | Cemetery | Fire Station | Park |
| Major Watercourse | Hospital | Parcel Fabric | Street |
| Recreation | School | Lake | Railway |



PLANNING, BUILDING AND GROWTH MANAGEMENT

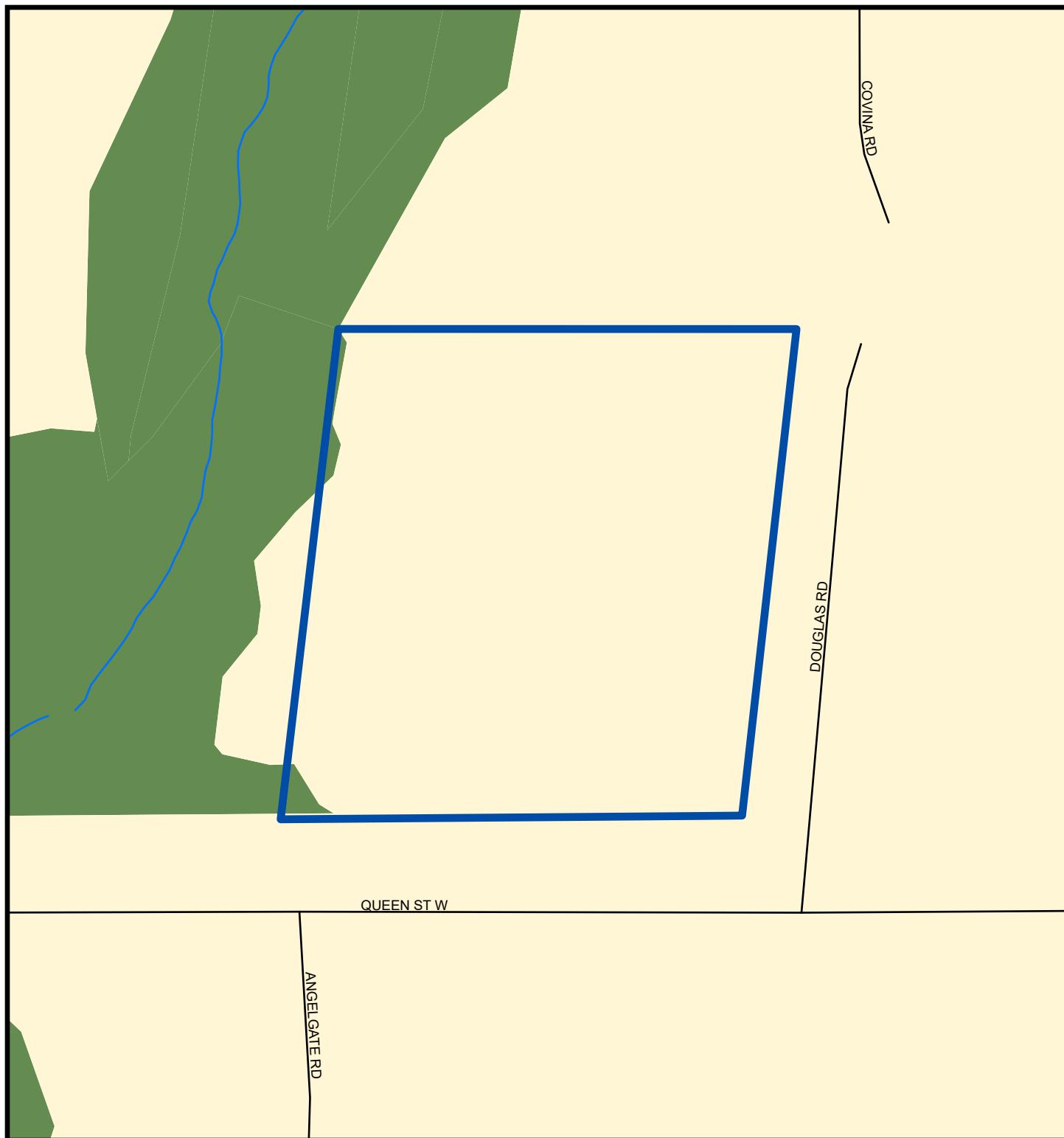


Date: 2024/10/28

APPENDIX 2 LOCATION MAP

Applicant: GWD Planners
Owner: 281135 Ontario Inc.,

Page 621 of 781
CHP FILE: OZS-2023-0024

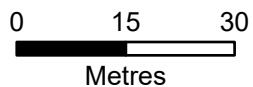


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | |
|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
|  Subject Lands |  OPENSPACE, UTILITY/OPENSPACE |
|  MAJOR WATERCOURSES |  RESIDENTIAL |



PLANNING, BUILDING AND GROWTH MANAGEMENT



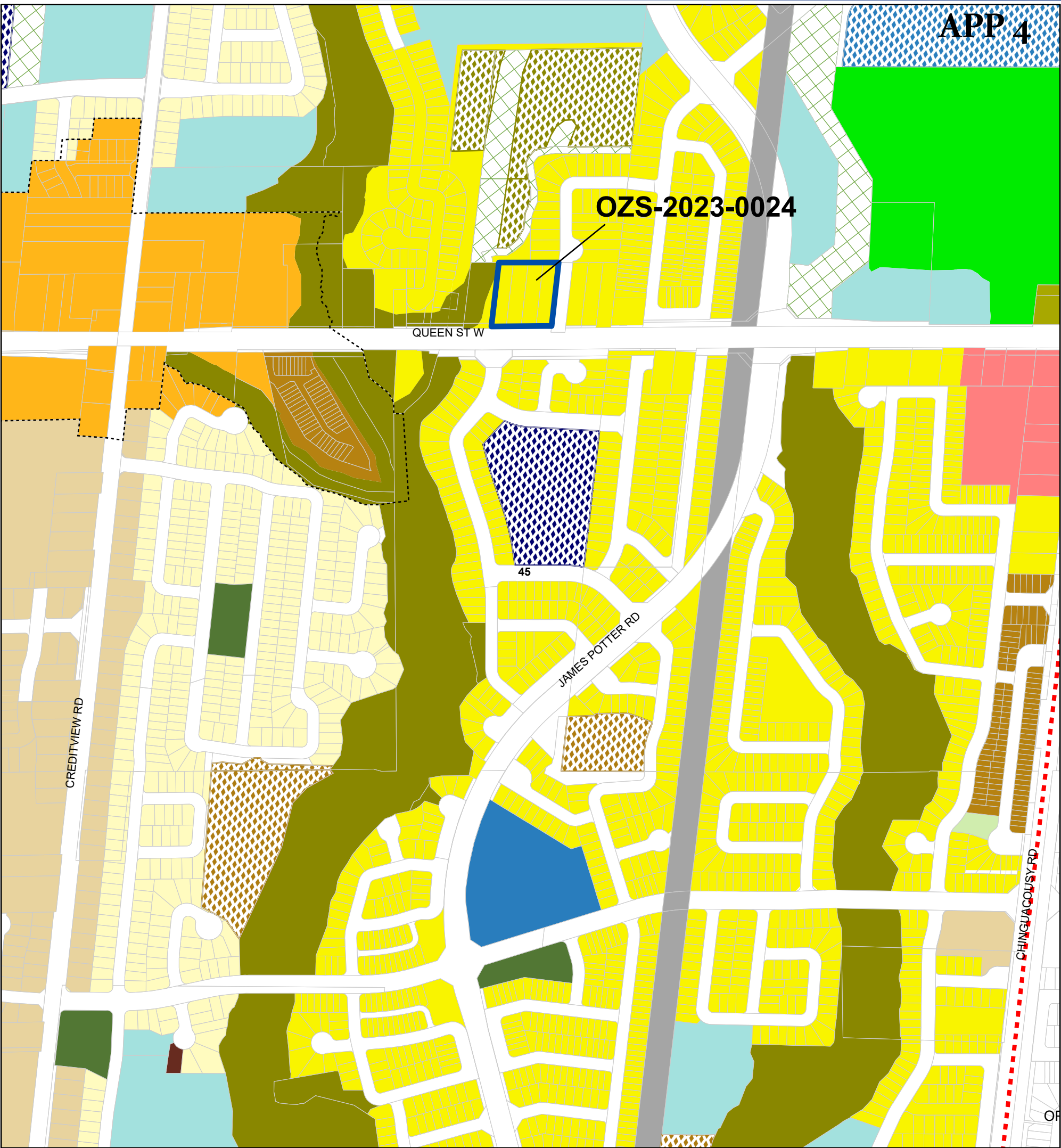
Author: CAntoine
Date: 2024/10/28

APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant: GWD Planners
Owner: 2811135 Ontario Inc.,

Page 622 of 781
CITY FILE: OZS-2023-0024

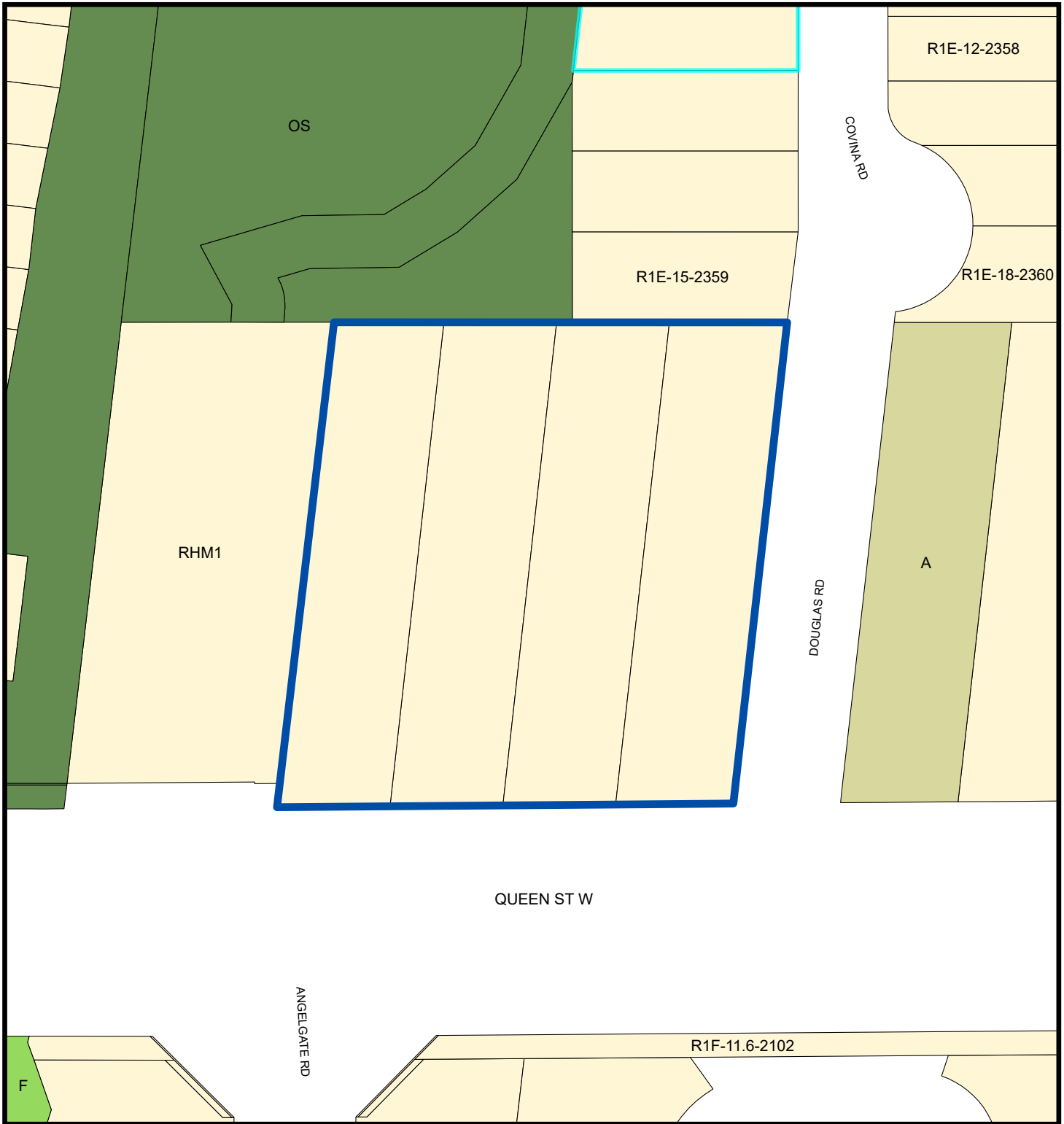
OZS-2023-0024



RESIDENTIAL	COMMERCIAL	OPEN SPACE
<div></div> EXECUTIVE RESIDENTIAL	<div></div> CONVENIENCE COMMERCIAL	<div></div> CITY WIDE PARK
<div></div> LOW DENSITY RESIDENTIAL 1	<div></div> COMMERCIAL	<div></div> COMMUNITY PARK
<div></div> LOW DENSITY RESIDENTIAL 2	<div></div> DISTRICT RETAIL	<div></div> NEIGHBOURHOOD PARK
<div></div> MEDIUM DENSITY RESIDENTIAL	<div></div> HIGHWAY COMMERCIAL	<div></div> OPEN SPACE
<div></div> MEDIUM HIGH DENSITY RESIDENTIAL		<div></div> PRIMARY VALLEYLAND
<div></div> HIGH DENSITY 1 RESIDENTIAL		<div></div> SECONDARY VALLEY LAND
<div></div> VILLAGE RESIDENTIAL		<div></div> SPRINGBROOK SETTLEMENT AREA
		<div></div> SIGNIFICANT WOODLOTS
		<div></div> STORM WATER MANAGEMENT POND
		<div></div> TERRESTRIAL FEATURES
		<div></div> Subject Lands
INSTITUTIONAL	OTHER	
<div></div> PUBLIC JUNIOR ELEMENTARY SCHOOL	<div></div> HERITAGE RESOURCE	
<div></div> PUBLIC SECONDARY SCHOOL	<div></div> ONTARIO HYDRO POWER CORRIDOR	
<div></div> SEPARATE ELEMENTARY SCHOOL	<div>1</div> SPECIAL POLICY AREA	
<div></div> JUNIOR PUBLIC SCHOOL	<div></div> RAILWAY	
<div></div> PLACE OF WORSHIP	<div></div> SPRINGBROOK TERTIARY PLAN AREA	
<div></div> PUBLIC SENIOR ELEMENTARY SCHOOL		
<div></div> SEPARATE SECONDARY SCHOOL		

LAST UPDATED: JULY 2023
OPA # 2006-235

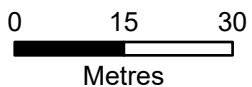




- Subject Lands
- FLOODPLAIN
- OPEN SPACE
- RESIDENTIAL
- AGRICULTURAL



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2024/10/28

APPENDIX 5 ZONING MAP

Applicant: GSP Group
Owner: County William Osler Health System

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CHP FILE: OZS-2023-0024



- Subject Lands
- Open Space
- City Limit
- Commercial
- Residential



PLANNING, BUILDING AND GROWTH MANAGEMENT

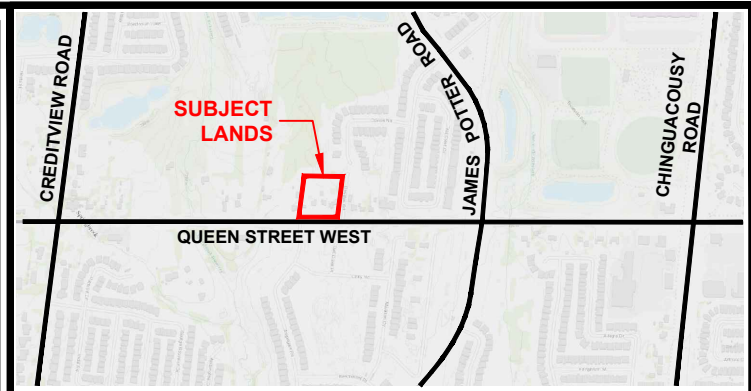
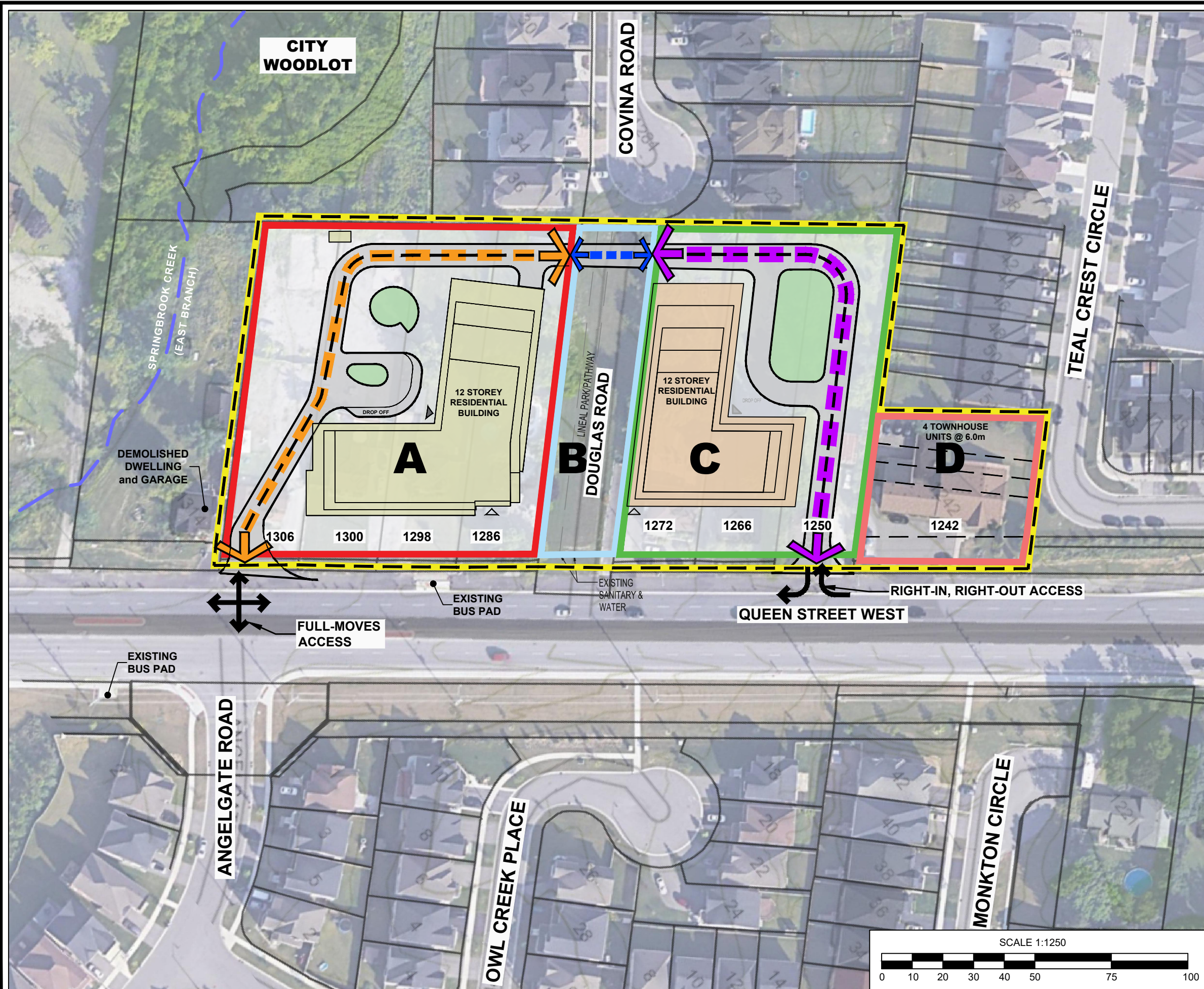
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Author: CAntoine
Date: 2024/10/28

APPENDIX 6 AERIAL & EXISITNG LAND USE

Applicant: GSP Group
Owner: County William Osler Health Sytem

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CHP FILE: OZS-2023-0025



LEGEND

- TERITARY PLAN BOUNDARY**
- PARCEL A - 2811135 ONTARIO INC. / 2803832 ONTARIO INC. (1286, 1298, 1300, and 1306 QUEEN STREET WEST)**
- PARCEL B - POTENTIAL LINEAL PARK / PATHWAY (CITY of BRAMPTON)**
- PARCEL C - INDIVIDUAL LANDOWNERS (1250, 1266, and 1272 QUEEN STREET WEST)**
- PARCEL D - ANIMAL CARE CLINC (1242 QUEEN STREET WEST)**
- EASEMENT - SUBJECT LANDS**
- EASEMENT - DOUGLAS ROAD LANDS**
- EASEMENT - 1250, 1266, and 1272 QUEEN STREET WEST**
- FULL MOVES ACCESS**
- RIGHT-IN, RIGHT-OUT ACCESS**

NOTE: All information shown on this plan is approximate, subject to change and is to be verified with legal plan of surveys, technical reports and studies. Base information is compiled from Site Plan prepared by SRN Architects Inc. revision date, April 20, 2023 and Tertiary Plan prepared by SRN Architects Inc. dated, September 22, 2022.

QUEEN DOUGLAS TERTIARY PLAN

1286, 1298, 1300, and 1306 QUEEN STREET WEST

CITY of BRAMPTON, REGION of PEEL

P.N.: 21.2852	Date: September 11, 2024	TP
Scale: 1:1250	Revised:	
Drawn By: D.S.	File No.: PN 2852_ Concept Plan	

GWD
Gagnon Walker Domes
PROFESSIONAL PLANNERS

7685 Hurontario Street
Suite 501
Brampton, Ontario
L6W 0B4
p: (905) 796-5790
tf: 1 (855) 771-7266
w: www.gwdplanners.com

Sustainable New Communities Program: Snapshot

City File Number: PRE-2021-0186

Municipal Address: 1286, 1298, 1300, 1306 Queen Street West

Applicant Name: Gagnon Walker Domes Ltd.

Property Owner Name: 2811135 Ontario Inc. and 2803832 Ontario Inc.

Application Type: Site Plan

SUSTAINABILITY SCORE: 68

THRESHOLD ACHIEVED: Silver

Metric IB-12			
Metric		Level	Points
Building Energy Efficiency, GHG Reduction, and Resilience			
<ul style="list-style-type: none"> Part 9 Residential Buildings (3 storeys or less, and less than 600 m2 in GFA) achieve ENERGY STAR for New Homes v.17.1 or R-2000 requirements (or equivalent). Part 3 Buildings: Multi-Unit Residential, Office and Retail (more than 3 storeys, or more than 600 m2 in gross floor area) achieve the following whole-building performance: Total Energy Use Intensity (TEUI) = 170 kWh/m2.yr; Thermal Energy Demand Intensity (TEDI) = 70 kWh/m2.yr; Greenhouse Gas Emissions Intensity (GHGI) = 20 kgCO2/m2.yr All Other Part 3 Buildings achieve at least a 15% improvement in energy efficiency over OBC SB-10, Division 3 (2017) reference building. 		Good	3
Building commissioning will be conducted, per the requirements referenced in LEED BD+C v4 Fundamental Commissioning and Verification pre-requisite.		Great	3
Whole-building air leakage testing will be undertaken.		Excellent	4
Electricity and/or thermal sub-meters for all energy end-uses that represent more than 10% of the building's total energy consumption is provided.		Good	3
Built Environment			
Indicator	Metric	Level	Points
Proximity to Amenities			
BE-1	Three or more amenities are within 800 metres (i.e. 10 minute walk) of 75% of dwelling units.	Good	1
BE-1	Three or more amenities are within 400 metres (i.e. 5 minute walk) of 75% of dwelling units.	Great	2
Housing Diversity			
BE-3	Two accommodation types listed are provided: Live-work, Purpose-Built Rental, Studio, 1 bedroom, and/or 2 or more bedrooms.	Good	1
Urban Tree Canopy and Shaded Walkways			
BE-6	Trees will shade at least 50% of the walkway/sidewalk lengths within 10 years.	Good	1

BE-6	Trees will shade at least 75% of the walkway/sidewalk lengths within 10 years.	Great	1
BE-6	Street trees are provided on both sides of streets at intervals averaging no more than 9 metres.	Good	1
BE-6	Street trees are provided on both sides of streets at intervals averaging 8 metres or less.	Excellent	2
Carshare and Carpool Parking			
BE-8	3% of parking spaces on-site are dedicated to carpooling and/or carshare/zip car.	Good	1
Surface Parking Footprint			
BE-9	All new on-site parking is provided below grade or in structured parking, and no surface parking is provided.	Excellent	3
Electric Vehicle Charging Stations			
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 10% of parking spaces.	Good	3
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 20% of parking spaces.	Great	2
Mobility			
Indicator	Metric	Level	Points
Walkable Streets			
MB-4	Continuous sidewalks or multi-use trails are provided on both sides of public and private roads/streets.	Good	2
Pedestrian Amenities			
MB-5	Pedestrian connections are provided between a building entry and other destinations on the site and to destinations on adjacent properties.	Good	1
MB-5	More than 1 type of pedestrian amenity is provided along on-site connections and between the site and adjacent destinations.	Great	1
Bicycle Parking			
MB-6	Bicycle parking are located in close proximity to building entrances. Short-term bicycle parking is located within 25 meters of building entrance if outdoors. Long-term bicycle parking is located within 50 meters of an entrance. All bicycle parking is weather protected.	Excellent	2
Trails and Cycling Infrastructure			
MB-7	The objectives of the municipal Active Transportation Master Plan and/or Trails/Pathways Master Plan are being implemented.	Good	1
Active Transportation Network			
MB-8	100% of residents/jobs will be within 400 metres of an existing, approved, or proposed public multi-use trail or cycling infrastructure (e.g. bike lane).	Good	2
Distance to Public Transit			
MB-9	The site is within 800 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops.	Good	1
MB-9	The site is within 400 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops.	Great	1
Natural Environment and Parks			
Indicator	Metric	Level	Points
Soil Quantity & Quality for New Trees			

NE-2	A minimum of 30 cubic metres (m3) of soil and a minimum of 100 centimetres (cm) of uncompact soil depth is provided for each new tree.	Good	2
NE-2	An uncompacted topsoil layer for tree pits, trenches, or planting beds is provided with the following properties: organic matter content of 10-15% by dry weight and a pH of 6.0-8.0; a minimum depth of 100 cm or in accordance with municipal standards, whichever is higher; and adequate drainage.	Excellent	2
Healthy Soils			
NE-3	A minimum topsoil depth of 200 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Good	1
Supporting Pollinators			
NE-6	Native plants that support pollinators make up 25% of total quantity of plants proposed.	Good	1
Stormwater Quality			
NE-10	Over 80% of Total Suspended Solids (TSS) are removed from all runoff leaving the site during a 25 millimetre (mm) rainfall event.	Good	1
Infrastructure & Building			
Indicator	Metric	Level	Points
Accessibility for Multi-unit Dwellings			
IB-2	For multi-unit residential buildings, a minimum of 25% of the dwelling units incorporate accessibility features outlined in the Ontario Building Code (OBC).	Good	2
Building Accessibility			
IB-3	50% of emergency exits above the Ontario Building Code (OBC) requirements are barrier free.	Good	1
IB-3	100% of all entries and exits above the Ontario Building Code (OBC) requirements are barrier free.	Great	1
Supplementary Cementitious Materials			
IB-4	All concrete on site includes a minimum of 20% Supplementary Cementitious Materials (SCMs).	Good	1
Heat Island Reduction: Non-Roof			
IB-7	For both residential and non-residential development, at least one strategy to reduce the heat island effect is applied to 50% of the site's non-roof landscaping. For non-residential development, a minimum of 75% of at-grade parking spaces is under cover.	Good	2
IB-7	At least 1 strategy to reduce the heat island effect is applied to 75% of the site's non-roof landscaping.	Great	1
Heat Island Reduction: Roof			
IB-8	Cool roof treatment is provided for 100% of the available roof space.	Great	2
Light Pollution Reduction			
IB-17	All exterior light fixtures are Dark Sky Compliant.	Good	1
Bird-Friendly Design			
IB-18	A combination of Bird-Friendly Design strategies are applied to at least 85% of contiguous glass area greater than 2 square metres (m2) within the first 16 meters of the building above-grade (including interior courtyards) and above green roofs.	Good	2
IB-18	Bird-Friendly Design strategies are applied to ground-oriented residential development that is adjacent to natural heritage systems and open spaces.	Good	2
Solid Waste			

IB-19	For multi-unit residential development, a waste sorting system for garbage, recycling, and organics is provided. If a building has 31 units or more or is more than 5 storeys, three separate chutes for garbage, recycling, and organics collection on all floors is provided.	Good	1
IB-19	Residential: An accessible waste storage room with a minimum 25 square metres (m2) of floor space for the first 50 units plus an additional 13 square metres (m2) for each additional 50 units will be provided to accommodate containers and compactor units. Non-residential: A fully enclosed waste storage space to accommodate garbage and materials diversion of recycling and organics is provided.	Good	1
IB-19	A minimum of 10 square meters (m2) of floor space is provided for bulky items and items eligible for special collection services.	Good	1
IB-19	A dedicated collection area or room for the collection of household hazardous waste and/or electronic waste is provided.	Great	1

Points Achieved by Category	
Built Environment	18
Mobility	11
Natural Environment and Parks	7
Infrastructure & Building	32

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

October 17th, 2024

Harjot Sra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
Harjot.Sra@brampton.ca

RE: Region of Peel Comments
Official Plan Amendment and Zoning
By-law Amendment Application
1286, 1298, 1300, 1306 Queen St W
City File: OZS-2023-0024
Regional File: OZ-23-024B

Dear Harjot,

Further to our comments on December 20th, 2023, July 12th, 2024, October 15th, 2024, Peel staff have reviewed the 3rd submission for the above Official Plan Amendment and Zoning By-Law Amendment application received October 2nd, 2024, proposing to redevelop the lands for a mixed-use 12-storey residential building with 265 residential suites with approximately 21,592 sq.m. of GFA, 319 vehicle parking spaces and 160 bicycle spaces.

Please be advised that the Region of Peel has no objection to the proposed Official Plan Amendment and Zoning By-law Amendment being brought forward for City Council consideration.

Concluding Comments:

If you have any questions or concerns, please contact the undersigned (nicole.capogna@peelregion.ca | 905.791.7800 ext-6330) at your earliest convenience.

Your Truly,



Nicole Capogna
Junior Planner
Planning and Development Services
Region of Peel

CC: Marc DeNardis, GWD Ltd.

October 10, 2024

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Harjot Sra

Re: City File OZS-2023-0024
CVC File OZ 23/024
2803832 Ontario Inc., 2811135 Ontario Inc.
1286, 1298, 1300 and 1306 Queen Street West
Part of Lot 6, Concession 3 WHS

Credit Valley Conservation (CVC) staff have had the opportunity to review the above-noted application and the following comments are provided for your consideration.

CVC Regulated Area

Based on our mapping and information available in our office, a portion of the proposed development is regulated by CVC due to the meander belt allowance and floodplain of Springbrook Creek (East Tributary). As such, this proposed development is subject to the Prohibited Activities, Exemptions, and Permits Regulation (Ontario Regulation 41/24). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to the Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of CVC (i.e. the issuance of a permit).

Comments

Based on our review, the latest submission materials, including the Comment Response Table (September 11, 2024), Functional Servicing and Stormwater Management Report (Candevcon Group Inc., last revised September 10, 2024), and engineering plans (Candevcon Group Inc., last revised September 10, 2024), are generally acceptable.

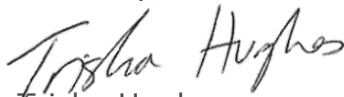
As such, CVC staff have **no objection** to the proposed Official Plan Amendment and Zoning by-law Amendment application.

CVC staff will review further details through the detailed design stage (e.g., erosion and sediment control plans, restoration and planting plans, etc.). Please be advised

that a permit from CVC will be required prior to any development proposed within the regulated area.

We trust this is satisfactory, however should you have any questions feel free to contact the undersigned at trisha.hughes@cvc.ca or 905-670-1615 ext. 3250.

Sincerely,

A handwritten signature in black ink, appearing to read "Trisha Hughes". The signature is fluid and cursive, with the first name "Trisha" and last name "Hughes" clearly distinguishable.

Trisha Hughes

Acting Senior Planner

c.c. 2803832 Ontario Inc., 2811135 Ontario Inc. (owner)
GWD Planners, c/o Marc De Nardis and Michelle Harris (agent)

July 27, 2023

Edwin Li
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Edwin:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
1286, 1298, 1300 & 1306 Queen Street West
North side of Queen St W, west of James Potter Rd
File: OZS 2023-0024
City of Brampton – Ward 5**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of a 12-storey buildings with a total of 265 residential units, which are anticipated to yield:

- 16 Junior Kindergarten to Grade 8 Students; and
- 8 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Jean-Marie Vianney	276	556	0
Secondary School	St. Roch	1431	1404	0

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'K. Koops', is positioned above the typed name.

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

Li, Wang Kei (Edwin)

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2023/07/31 1:55 PM
To: Lawrence, Marsha; Li, Wang Kei (Edwin)
Subject: [EXTERNAL]RE: [OZS-2023-0024] Notice of Application and Request for Comments: DUE AUG 14/2023

Follow Up Flag: Follow up
Flag Status: Completed

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Thank you for your circulation.

Enbridge Gas does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Lawrence, Marsha <[REDACTED]>
Sen [REDACTED]

Subject: [External] [OZS-2023-0024] Notice of Application and Request for Comments: DUE AUG 14/2023

August 9, 2023

Edwin Li
Development Planner III
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Edwin,

RE: **Applications for Official Plan and Zoning By-law Amendment
Gagon Walker Domes Ltd. - 2811135 Ontario Inc.
1286 Queen St W
OZS-2023-0024
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 265 residential units located at the above-noted address. PDSB has the following comments based on its School Accommodation Criteria:

The anticipated student yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to 12
43	8

The students generated from this development would reside within the boundaries of the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
Springbrook P.S.	797	776	5
David Suzuki S.S.	1,584	1,554	4

Please be advised that this development is located along the future Queen Street BRT corridor. PDSB is aware of the increased development within the area which may result in capacity issues for nearby schools. PDSB actively reviews new residential growth in this area and seeks viable student accommodation solutions where possible.

PDSB requires the following conditions be placed in the Development Agreement, and warning clauses conveyed by the property owner to potential residents:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.

Thank you,

Zachary Tessaro

Zach Tessaro, BES
Planner – Development
Planning and Accommodation Dept.

- c. K. Koops, Dufferin Peel Catholic District School Board
S. Blakeman, Peel District School Board



Sep 20, 2023

Ms/Mr. Marsha.Lawrence
Planning Department
City of **Brampton**,
Ontario

Dear Marsha.Lawrence:

Re: OZS-2023-0024

Rogers Reference Number: M23B738A01

Rogers Communications (“**Rogers**”) has reviewed the application for the above Condominium and has determined that it intends to provide cable and telecommunications services. Accordingly, we request that municipal approval be granted subject to the following conditions:

- (1) Prior to registration of the plan of Condominium, the Developer/Owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Condominium (collectively, the “**Communications Service Providers**”). Immediately following registration of the Plan of Condominium, the Developer/Owner will cause these documents to be registered on title.
- (2) Prior to registration of the plan of Condominium, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Condominium, as well as the timing and phasing of installation.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and

- (3) the planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com

Sincerely,

Anuradha Padmanabhan

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

August 9, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Edwin Li

Re: Notice of Application and Request for Comments – 1286, 1298, 1300, 1306 Queen St West
COB File: OZS-2023-0024

Dear Edwin,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – September 11th, 2023
City File Number – OZS-2023-0024

Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor H. Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management
Allan Parsons, Director, Development Services
Henrik Zbogor, Director, Integrated City Planning
Shannon Brooks, Manager, Official Plan & Growth Management
Angelo Ambrico, Manager, Development Services
Emma De Melo, Planner, Development Services
Wang Kei (Edwin) Li, Planner, Development Services
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Gagandeep Jaswal, Legislative Coordinator

Approval of Agenda

To withdraw

Item 6.1 re: Item 5.1 - Application to Amend the Official Plan and Zoning By-law,
Gagnon Walker Domes Ltd. c/o 2811135 Ontario Inc. & 2803832 Ontario Inc., 1286,
1298, 1300, 1306 Queen Street West, Ward 5, File: OZS-2023-0024
Shayista Muzaffar and Yasir Nowshahri, Brampton Residents
Carried

Statutory Public Meeting Reports

5.1 Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd. c/o 2811135 Ontario Inc. & 2803832 Ontario Inc., 1286, 1298, 1300, 1306 Queen Street West, Ward 5, File: OZS-2023-0024

Items 6.1 and 11.2 were brought forward and dealt with at this time.

Edwin Li, Planner, Development Services, presented an overview of the application that included location overview, area context, site photos, development proposal, planning framework summary, official plan designation, secondary plan designation, block plan designation, zoning by-law, zoning by-law amendment, issues and opportunities, and current status and next steps.

Marc De Nardis, Planner, Gagnon Walker Domes, applicant on the proposal, presented an overview of the application that included context plan, site plan, angular planes, landscape plan, sustainability score, and related technical studies, reports and plans.

The following delegation addressed Committee and expressed their views, suggestions, and questions with respect to the subject application:

1. Sukhi Mahal, Brampton Resident

Committee consideration of the matter included concerns and questions of clarification from the resident with respect to the following:

- increased traffic
- insufficient facilities in the surrounding area to support new units

Committee commented that questions from residents will be captured in the staff report that is to be brought to a future meeting of the Planning and Development Committee. The Committee Chair also advised that residents can contact the planner on file or the City Clerk's Office to submit additional concerns or comments.

The following motion was considered.

PDC114-2023

1. That the presentation titled: **Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd. c/o 2811135 Ontario Inc. & 2803832 Ontario Inc.**, File No.: OZS-2023-0024, 1286, 1298, 1300, 1306 Queen Street West, Ward 5 to the Planning and Development Committee meeting of September 11th, 2023, be received;
2. That the following delegations re: Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd. c/o 2811135 Ontario Inc. & 2803832 Ontario Inc., 1286, 1298, 1300, 1306 Queen Street West, Ward 5, File: OZS-

2023-0024 to the Planning and Development Committee Meeting of September 11, 2023, be received;

1. Marc DeNardis, Gagnon Walker Domes Ltd.
2. Sukhi Mahal, Brampton Resident; and

3. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd. c/o 2811135 Ontario Inc. & 2803832 Ontario Inc., 1286, 1298, 1300, 1306 Queen Street West, Ward 5, File: OZS-2023-0024 to the Planning and Development Committee Meeting of September 11, 2023, be received:

1. Samir Shah, Brampton Resident, dated September 10, 2023
2. Wendy Li, Brampton Resident, dated September 10, 2023
3. Nanda Puchimada, Brampton Resident, dated September 10, 2023
4. Deepi Purba, Brampton Resident, dated September 11, 2023
5. Satinder Malhotra, Brampton Resident, dated September 11, 2023
6. Rohit Dewan, Brampton Resident, dated September 11, 2023
7. Mahesh Lad, Brampton Resident, dated September 11, 2023
8. Hardeep Singh Kochhar, Brampton Resident, dated September 11, 2023
9. Jai Korpai, Brampton Resident, dated September 11, 2023
10. Hareesh Bhargav, Brampton Resident, dated September 11, 2023
11. Pankaj Gupta, Brampton Resident, dated September 11, 2023
12. Anna and Jorge Cardoso, Brampton Residents, dated September 11, 2023
13. Taranbir Singh, Brampton Resident, dated September 11, 2023
14. Randeep Dhillon, Brampton Resident, dated September 11, 2023
15. Aman Turna, Brampton Resident, dated September 11, 2023
16. Shanty Herod, Brampton Resident, dated September 11, 2023
17. Nash Jeevraj, Brampton Resident, dated September 11, 2023
18. Sal Chianelli, Brampton Resident, dated September 11, 2023
19. Farid Jeevraj, Brampton Resident, dated September 11, 2023
20. Bedi Dhiman, Brampton Resident, dated September 11, 2023
21. Jasbir Singh, Brampton Resident, dated September 11, 2023
22. Sami Siddiqi, Brampton Resident, dated September 11, 2023
23. Md. Imtiaz Islam, Brampton Resident, dated September 11, 2023.

Carried

Staff Response to Comments Received

Through correspondence received from members of the public and delegations at the Public Meeting for the application held on September 11th, 2023 concerns were raised with the following matters:

Issues Raised At Statutory Public Meeting	Response
<i>Traffic Congestion and Road safety</i>	<p>The City's Transportation Planning and Region of Peel have reviewed the Traffic Impact Study prepared by Next Trans, dated August 30, 2024 and have found it to be satisfactory from a traffic perspective.</p> <p>The primary access is located on Queen Street West, which is not anticipated to increase traffic flows to the nearby existing subdivision.</p>
<i>Incompatibility with the surrounding neighbourhood</i>	<p>Based on the Brampton Plan (2023), the subject property is located along a 'Primary Urban Boulevard' where higher intensity uses in the form of mid-rise buildings are envisioned. The property is also located along a 'Higher Order Transit' Corridor. The proposed development is consistent with the policies outlined in the Brampton Plan (2023), as 12-storeys are permitted along a 'Primary Urban Boulevard' in the 'Neighbourhoods' designation, with appropriate zoning provisions, which could be found in Appendix 13 of the report. The proposal also supports provincial policies around the creation of complete communities and increasing housing supply across the province.</p> <p>The proposal contemplates a 12-storey mid-rise building that is well articulated through the use a certain building performance measures. A 45-degree angular plane is generally maintained through the zoning by-law which is intended to minimize any shadow and privacy impacts with adjacent properties. Further refinements through the site plan process will also take place, to allow for additional buffering through landscaping and tree planting to provide appropriate buffers with the adjacent community.</p>

<i>Lack of comprehensive studies</i>	The applicant has submitted all required studies in accordance with the City's submission checklist requirements for a complete application. All reports have been reviewed by internal and external agencies. The studies have been found satisfactory for the Official Plan and Zoning By-Law Amendment.
<i>Overcrowding at local area schools</i>	<p>Both school boards (Peel District School Board and Dufferin Peel Catholic District School Board) were circulated on the application and have reviewed the application and have noted the increased development within the area may result in capacity issues for nearby schools. They are actively reviewing the new residential growth in the area.</p> <p>Each school board conducts regular planning and forecasting to determine the need for new or expanded educational facilities. They collaborate with governmental bodies for necessary funding when expansion is required. No concerns were noted by the school boards.</p>
<i>Environmental constraints</i>	<p>The City's Environmental Planning and Engineering staff, as well as the Credit Valley Conservation Staff have reviewed the application and have found the proposal satisfactory and in conformity with the Conservation Authorities requirements.</p> <p>The adjacent natural heritage system has no proposed modifications and will be protected through the appropriate buffers and setbacks.</p>
<i>Safety concerns</i>	Planning staff cannot comment on potential future crime rates. The application is being reviewed based on the criteria set out in the <i>Planning Act</i> and relevant City, Regional, and Provincial land use policies.
<i>Property Valuation/Executive Lots</i>	Planning staff cannot comment on the future property valuation. This application

	is being reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning.
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Detailed Planning Analysis
City File Number: OZS-2023-0024

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2014), Provincial Planning Statement (2024), conformity with the Growth Plan for the Greater Golden Horseshoe (2017), the City of Brampton Official Plan (2006), and the Brampton Plan (2023).

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 for.

This proposal is consistent and conforms with the following specific matters of provincial interest:

Section 2

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*

- (n) the resolution of planning conflicts involving public and private interests;*
- (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 of high quality, safe, accessible, attractive and vibrant;*

The proposed Zoning By-law Amendment reflects regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, and along a Primary Urban Boulevard, aligning with the city's planning objectives.
- **Accessibility and Connectivity:** The proposed development is located along a Primary Urban Boulevard with various ZUM and Brampton Bus stops, and within an 800-metre radius of 7 community parks, 6 schools and 4 places of worship.
- **Design:** The proposed development will feature a well-designed residential building that will enhance the Primary Urban Boulevard and street fabric.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies.
- **Traffic and Roadway Design:** The proposal will be designed to accommodate local traffic.
- **Lot Dimensions and Shapes:** The dimensions and shape of the proposed lots are deemed to be appropriate for the development.

The application fulfills the requirements as identified within the Planning Act, specifically Section 2 and 51(24). The application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands.

Provincial Planning Statement (2024)

The Provincial Planning Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The current Provincial Planning Statement (PPS) came into effect as of October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The policies in the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns. As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

2.1 – Planning for People and Homes

2.1.1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.

2.1.2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning

2.1.3 At the time of creating a new official plan and each official plan update, 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 at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

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 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- (i) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being 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;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 – Settlement Areas

2.3.1 General Policies for Settlement Areas

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. 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.
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.
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
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.
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 – Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range of mix of housing options, intensification and more mixed-used development, strategic growth areas should be planned:

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

3 – Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

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.*
2. *Before consideration is given to developing new infrastructure and public service facilities:*
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible.*

3.2 Transportation Systems

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

Analysis:

The proposal meets the requirements of the Provincial Planning Statement (2024) by the efficient use of the site which will sustain the financial well-being of the Province and municipalities over the long term. The proposed development adds to the existing mix of housing options by introducing apartment units in a predominately single-detached neighborhood to accommodate the changing needs of the demographics through the development of 265 residential apartment units of one, two and three bedrooms that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community. The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life. The proposed infill development for a mid-rise residential development will be supported by existing infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

The proposal is consistent with these requirements by proposing an appropriate residential density that makes efficient use of the location where sufficient transit is available to support the proposal. Bicycle amenities (parking and storage) are proposed with the development, and it is anticipated that this will encourage the use of bicycles in the commute of future residents of the proposed development.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement (2024).

City of Brampton Official Plan (2006, September 2020 Consolidation)

The City of Brampton Official Plan charts the course for land use decision-making within the municipality. 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 "Residential" and a portion of the site is designation "Open Space" on Schedule A General Land Use Designations in the Official Plan, and "Communities" and "Designated Greenfield Area" in Schedule 1 City Concept. Queen Street West is designated a "Major Arterial (Regional)" road in Schedule B: City Road Hierarchy, and a "BRT Corridor" on Schedule C: Transit Network. The "Residential" designation permits a broad range of residential uses and dwelling types. The proposal been evaluated for conformity with the Official Plan. The Official Plan policies that are applicable to this application include the following:

2.2 – Managing Growth

- b) Promote balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area, including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands;
- d) 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 mixed use residential and commercial/employment uses;

Section 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

The City's sustainable planning framework is built on:

- An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;
- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle.

3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

3.2.8 – Communities

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.

3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- (v) There is sufficient existing or planned infrastructure to accommodate the development;

- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

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.

3.2.11 Open Space Systems

The City will examine opportunities to provide open space and pathways in combination with green infrastructure; protecting, restoring and linking parkland to natural and cultural heritage features; and providing passive and active recreational uses. The City may identify urban open spaces that involve features such as rooftop gardens and communal courtyards.

The open space system also represents the structural element which defines the limit for development by prescribing areas to be protected for natural heritage conservation and recreation. Indeed, natural heritage features are fundamental elements of the open space system and their protection, enhancement, linkage and restoration is critical to ensure sustainability and a high quality of life in the City. The City will work with neighbouring municipalities, conservation agencies, as well as the scientific and academic communities, to identify, manage and monitor Brampton's natural heritage system.

Section 4.2 – Residential

Brampton's residential policies focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.
- (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

4.2.1 – General Residential Policies

4.2.1.1 The Residential designations shown on Schedule ‘A’ permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> • Low Density 	<ul style="list-style-type: none"> • 30 units/ net hectare • 12 Units / net acre 	<ul style="list-style-type: none"> • Single detached homes
<ul style="list-style-type: none"> • Medium Density 	<ul style="list-style-type: none"> • 50 units/ net hectare • 20 units/ net acre 	<ul style="list-style-type: none"> • Single detached homes • Semi-detached homes

		<ul style="list-style-type: none"> • Townhouses
<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments

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.

4.2.1.4 The City shall, for new secondary plan areas or portions thereof as identified on "Schedule 'G'", specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre).

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

4.2.1.16 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted;

4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high-density residential sites relative to the following criteria:

- i. Compliance with the policies of the relevant Secondary Plan;
- ii. The ability of the road network and local transit to properly service the proposed density increase;
- iii. No detrimental physical impacts on adjacent properties including privacy and shadowing; and,
- iv. The ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, and functional and physical considerations.

The proposed development proposes an additional 265 units contributing to the built-up area requirement of 26,500 units. The proposed density for this development is approximately 368 units per net residential hectare (148 units/acre), which contributes towards the required density target for this area. This

satisfies 3.2.2.1 of the Official Plan. The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Major Arterial Road. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area including outside of intensification corridors only. Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0, and that residential and non- residential development outside of these areas shall generally be limited to 4 storeys in height. The development is proposing a density of approximately 368 units per net hectare (148 units per acre) and a proposed Floor Space Index of 3.1. The proposal also seeks to permit a height of 12 storeys which is generally not permitted through Policy 3.2.8.6. Policy 3.2.8.5 speaks to permitting an increased density and height as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density and height is justified.

The subject lands have sufficient access to existing infrastructure and transit uses. As Queen Street West is designated a Major Arterial Road on Schedule B and is in close proximity to higher order transit, it will allow residents access to multi-travel paths. Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent residential subdivision by using landscape setbacks and stepping of the building to screen the privacy of the residential homes. In addition, the 10metre setback buffer from the Natural Heritage System block is appropriate and through the Zoning By-law, the subject property will not encroach into the buffer zone.

The residential portion of the proposal is to be permitted through an Official Plan Amendment to the Credit Valley Secondary Plan Area. The Official Plan Amendment will prescribe the maximum height of the residential development which has been supported by the technical studies and reports as prepared by the consulting team in support of the Official Plan and Zoning By-law Amendment applications. The proposal is not anticipated to have any significant negative impacts on adjacent uses as depicted in the Shadow Study as prepared by SRN Architects. The building is stepped at the rear so to provide for appropriate sight lines catering to the privacy of the existing low density residential located

immediately to the north of the property. The proposal will consider the existing neighbourhood with specific regard to massing and scale, along with the integration of similar building materials so to ensure a fluid transition. The stepped building feature is intended to be sensitive to the existing neighbourhood fabric. The existing apartments located immediately to the south of the subject site will provide for an appropriate transition in built form that is sensitive to the area.

The subject property is situated within the Credit Valley Secondary Plan Area (SPA 45). In light of the existing 'Low Density 2 Residential' designation in SPA45, an Amendment to the Official Plan will be required. The development proposal was subject to a high standard of urban design and has undergone significant urban design considerations in order to support and achieve a physical environment that is attractive, safe, functionally efficient and sensitive to the City's evolving character. The outstanding staff concerns are technical in nature and will be vetted through a subsequent site plan application submission.

Therefore, Planning Staff recommends acceptance of the proposed development application. The proposed development will need to adhere to a 45-degree angular design to mitigate shadow and wind concerns for the adjacent properties. The building and site design treatments are well proposed to ensure the built form will integrate harmoniously into the existing neighbourhood context and pattern. The subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan.

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

Brampton Plan (2023)

On June 6th, 2024, the *Brampton Plan* came into effect except for those policies and sections under appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject lands are located within the 'Community Areas' designation along a 'Primary Urban Boulevard' on Schedule 1A – City Structure of the Brampton Plan. As per the Brampton Plan definition, '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. Queen Street West is identified as a 'Primary Urban Boulevard,' on Schedule 1A – City Structure of the Brampton Plan. Queen Street is also identified as a 'Higher Order Transit Corridor' on Schedule 3B – Transit Network of the Brampton Plan. The corridor is intended to connect Urban Centres and serve as the most vibrant and prominent streets in the city, supported by future Light Rail Transit (LRT) or Bus Rapid Transit (BRT). Developments along Primary Urban Boulevards are to focus on design excellence, placemaking and creating lively and vibrant spaces while providing critical connections to the City. The subject site is further designated as 'Neighbourhoods' and 'Natural Heritage System' on Schedule 2 – Designations, in the Brampton Plan. The subject site is further identified as a "Valleyland and Watercourse Corridor" on Schedule 6B – Natural System Features.

The 'Neighbourhoods' designation located along a 'Primary Urban Boulevard' permit low-rise plus, and mid-rise building typologies, and high-rise buildings along a Major Transit Station Area (MTSA). The following are the applicable policies to the proposed development:

- 2.2.7.1 In 2051, Brampton's Neighbourhoods will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:
- a. Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.
 - b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.
 - c. Foster Liveability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

In the traditional way of thinking, a neighbourhood is made up of homes, built side-by-side. As Brampton Plan emphasizes intensification and infill to accommodate growth this requires specific consideration for how areas across the city evolve based on their neighbourhood-specific needs. Brampton Plan sets

out policies for both new and existing Neighbourhoods for context-sensitive development.

The policies of this section address these existing and planned contexts that characterize Brampton's Neighbourhoods designated on Schedule 2.

2.2.7.2 The City-wide Urban Design Guidelines will be used to evaluate and provide guidance on infill proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.

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

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

- h. A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities.

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

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

Residential Uses

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

Table 4 – Building Typologies

Building Typologies	Height Range
Low-Rise	Up to and including 3 full storeys
Low-Rise Plus	Up to and including 4 full storeys
Mid-Rise	Between 5 and 12 full storeys
High-Rise	13 full storeys or greater

Table 5 – Summary of Building Typologies by Designation and Overlay (condensed)

Designation (Schedule 2)	Building Typology	Additional Permissions
Primary Urban Boulevards	Low-Rise Plus, Mid- Rise	High-Rise buildings may be permitted

		subject to additional planning studies and other applicable policies in this Plan, and, where located within a Major Transit Station Area.
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2.2.7.35 The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building setbacks, 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.
- f. Appropriate buffers between major highway corridors and sensitive land uses will be considered to reduce health impacts from traffic emissions.
- g. Transition in building form to and from abutting designations.
- h. The intended density to be accommodated within the permitted building envelope.

2.2.7.36 Predominantly ground-oriented dwelling forms will generally be directed to locations in Neighbourhoods outside of the Mixed-Use

designation and Corridors. Missing middle housing typologies will be encouraged in Neighbourhoods and Corridors consistent with Table 4 and the policies of this Plan.

2.2.7.37 Rear lotting will be prohibited in new Neighbourhoods. New Neighbourhoods should be designed strategically to eliminate the need for noise walls. In existing Neighbourhoods, opportunities for access to the Active Transportation and Transit Networks should be explored.

2.2.7.39 In Neighbourhoods, infill development that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

- a. Heights, massing and scale that are compatible with adjacent residential properties;
- b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;
- c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- d. Front onto existing or newly created public streets wherever possible; and,
- e. Provide safe, accessible pedestrian walkways from public streets.

Valleylands and Watercourse Corridors

2.2.9.54 The refinement of Valleylands and Watercourse Corridors features will be determined in consultation with the Conservation Authorities and relevant agencies through a subwatershed study, Environmental Implementation Report, or other natural system study. Should further study refine the width of a Valleyland or Watercourse Corridor feature, the portion of land no longer associated with the natural feature, or its function will revert to the relevant adjacent designation without the need to amend this Plan.

2.2.9.55 Subject to the policies of this plan, development and site alteration will not be permitted in or on lands adjacent to Valleylands and Watercourse Corridors unless it has been demonstrated that there will be

no negative impacts on the natural features and/or area or their ecological functions, and a net ecological benefit is achieved.

2.2.9.56 To maintain the open character, linkage functions, and ecological integrity of Valleylands, structures crossing a valley and/or watercourse will provide for a suitable open span to accommodate the natural movement and functions of the feature, as well as through movements of wildlife and pedestrians as appropriate.

2.2.9.57 Vistas and window streets will be strategically located to provide strategic views onto valleylands and watercourse corridors providing a focus for Neighbourhoods and access to valleylands. They will be planned to promote continuity, enhance accessibility, connectivity to existing and future trails, visibility of the open space system, and provide opportunities for passive recreation.

The proposed development is consistent with the “Neighborhood” designation, as it permits 12-storeys along a “Primary Urban Boulevard” in Table 5 of the Brampton Plan. The proposed development seeks to provide a housing mix to a predominately low-density subdivision, along a “Primary Urban Boulevard” and “Higher Order Transit” Road. The proposed development is consistent with the policies of the Brampton Plan by providing intensification and a built-form with appropriate step-backs, 45-degree angular plane and adequate distance, separation and landscaping from the adjacent developments. The proposed development seeks to permit a new density along Queen Street West, with adequate transit connections and pedestrian connectivity. Staff also note that confirmation from the Credit Valley Conservation Authority has been received that there are no objections to the proposed development adjacent to the Valleyland and Watercourse Corridor, Natural Heritage Feature.

Staff are satisfied that the proposal to amend the Official Plan and Zoning By-Law conforms and is consistent with the vision of the Brampton Plan.

Credit Valley Secondary Plan (SPA45):

The property is designated “Low Density 2 Residential” in the Credit Valley Secondary Plan (Area 45). The Secondary Plan policies that are applicable to this application include, but are not limited to:

5.2.5 Low Density 2 Residential

5.2.5.1 In areas designated Low Density 2 Residential on Schedule SP45(a) the following shall apply, subject to Section 5.2.1 of this Chapter

- i. permitted uses shall include single-detached, semi-detached and townhouse structure types;
- ii. a maximum combined density of 28 units per net residential hectare (11 units per net residential acre) shall be permitted, and,
- iii. a minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- iv. notwithstanding the provisions of Section 5.2.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low Density 2 Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall development within Low Density 2 designation shall be single detached structural units.

- v. 5.2.5.2 Any proposal for townhouse development within the Low Density 2 Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent commercial uses

5.2.5.2 Any proposal for townhouse development within the Low Density 2 Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

The subject lands are designated “Low Density 2 Residential” in the Credit Valley Secondary Plan (SPA45). The purpose of the amendment to the secondary plan is to amend Schedule SPA 45 to increase the density from 28 units per hectare (11 units per acre) to 368 units per net hectare (148 units per acre). The increase in

density will contribute to Brampton's housing supply and create a complete community by increasing the variety of housing types in the area.

The proposed development is generally designed in a sensitive manner considering the single-detached residential dwellings to the north, by tiering/stepping the building so that it generally is contained within a 45 degree angular plane from the rear property line. This helps to minimize shadowing and overlook of lower density residential forms. A subsequent site plan application will be required in support of the proposed development, and through that process staff re that the proposed architectural design provides an acceptable transition and physical integration with surrounding low-density development.

The amendment will support the redevelopment of the subject properties into a more vibrant, community. As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood. The development makes efficient use of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 12.

City of Brampton Zoning By-law:

The site is zoned "Residential Hamlet One (RHm1)" by By-law 270-2004, as amended. This current zone permits single detached dwellings and Supportive Housing Residence Type 1 uses, as well as greenhouse, nursing home, or cemetery, as well as other non-residential uses. An amendment to the Zoning By-law is required to permit the proposed mid-rise residential development.

The proposed redevelopment seeks to rezone the subject lands to Residential Apartment A – Special Section 3804 (R4A-3804). 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 13 of this report.

Permitted Uses:

The proposed rezoning permits the uses permitted in the Residential Apartment A – Special Section 3804 (R4A-3804) Zone, such as multiple residential dwelling, an apartment dwelling, supportive housing residence type 1 and 2, a lodging home and the following additions as a part of the special section: a retail establishment with or without outdoor display, an office, a grocery store or supermarket, a bank, dry cleaning or laundry distribution, restaurant, printing or copying establishment,

custom worship, day nursery, commercial school, and a health or fitness centre. The proposed non-residential permitted uses are to be limited to the ground floor only.

Built Form:

The implementing Zoning By-law includes appropriate provisions to ensure the appropriate landscape buffers and a tiered/stepped building design to help ensure that the building will largely be contained within a 45 degree angular plane. This will help ensure the character of the building is not imposing on the residential dwellings to the north, where it is not anticipated that any redevelopment will occur in the foreseeable future.

Parking:

A minimum parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates residents and visitors to the proposed residential development.

Technical Requirements:

Planning Justification Report

The planning justification report prepared by Gagnon Walker Domes 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 Credit Valley Secondary Plan are satisfied. It is satisfactory to support the proposed Official Plan and Zoning By-law Amendment.

Tertiary Plan

Gagnon Walker Domes Ltd., prepared a Tertiary Plan for the application to ensure the subject property can be comprehensively developed with adjacent properties. The Tertiary Plan shows that the abutting City owned lands to the east of this subject site will remain undeveloped, as those lands contain underground servicing infrastructure (water and sanitary) for the existing residential development to the north. Staff are satisfied that the Tertiary Plan incorporates the appropriate elements as outlined in S. 5.35 of the Official Plan, and is satisfactory to support the proposed Official Plan and Zoning By-law Amendment.

Staff notes though that the abutting property to the west has limited development opportunity due to natural heritage features on the westerly portion of that site. It is anticipated that that westerly property could accommodate some development form, but that it would need to take advantage of an access easement over the subject lands. Staff recommends that arrangements with respect to how an access easement may be achieved be made before the enactment of this Zoning By-law Amendment. It may be required to have a Holding (H) provision

Traffic Impact Study

A Traffic Impact Study was prepared by Next Trans was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network and traffic conditions, future traffic growth and trip generation from the proposed development. It was determined through the Traffic Impact Study that the levels of service for the key intersections are anticipated to be acceptable during the peak hours under the 2031 horizon year in consideration for recommendations outlined in the summary of the report. The proposed development has a total of 302 vehicular parking spaces and 160 bicycle spaces. City of Brampton Transportation and Region of Peel Staff are satisfied with the results of the Transportation Impact Study.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal (see Appendix 9). The proposal achieves an overall silver sustainability score of 68 point for the development. Staff are satisfied with the Sustainability Score.

Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by The Archaeologists Inc. to explore the potential for archaeological resources to be found on the site. With archaeological potential having been entirely removed within the study area, no further archaeological work was recommended.

Urban Design Brief

An Urban Design Brief was submitted in support of the application, prepared by Weston Consulting. 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 that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly commercial development. The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

Functional Servicing Report

A Functional Servicing Report was submitted in support of the application, prepared by Candevcon Ltd. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services. 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.

Phase I and Phase II Environmental Site Assessment

The Phase I Environmental Site Assessments (ESA) conducted by Soil Engineers Ltd., were carried out in accordance Ontario Regulation 153/04, respectively. Staff concur with the conclusion that the results of the Phase I ESAs indicated that no exceedances of the applicable standards were found, for parameters in soil and groundwater samples analyzed.

There is no mandatory requirement for filing of a Record of Site Condition (RSC) based on past uses, and the proposed future use at the site. Given the preceding, staff provide clearance with respect to the ESA, to support the proposed development. However, a RSC will be required by the City of Brampton for all land conveyances/dedications to the City (if planned) and the Record of Site condition shall certify the lands to be conveyed as being suitable for the intended use. The Phase 1 Environmental Site Assessment has been approved by City Staff.

Noise Study

A Noise Study was submitted in support of the application, prepared by HGC Engineering, to determine the noise control measures that may be required of the proposal as a result of transportation and stationary noise. The Noise Study has been approved by City Staff.

Tree Evaluation Report

A Tree Evaluation Report was prepared by Beacon Environmental in support of this application to determine the required removal and preservation of trees to accommodate the proposed development. The findings determined that 22 trees must be removed from the subject site, and 41 replacement trees will be required to compensate for the removal, which may also be supported by cash-in-lieu at site plan stage. The Tree Evaluation Report has been deemed satisfactory for the Official Plan and Zoning By-Law Amendment.

Shadow Impact Study

A Shadow Impact Study was prepared by SRN Architects to assess the shadow impacts on the surrounding development. Staff will be ensuring that adequate setbacks and a 45-degree angular plane is provided to reduce shadow impacts. City Staff are satisfied with the Shadow Impact Study for the Official Plan and Zoning By-Law Amendment.

Landscape Plan and Urban Design Brief

A Landscape Plan and Urban Design Brief was prepared by NAK Design Strategies in support of the application, to illustrate the landscape design and integration of the subject property. They are satisfactory to support the Official Plan and Zoning By-Law Amendment, and will be further refined at detailed site plan stage.

Wind Study

A Wind Study was prepared by Theakston Environmental to assess the environmental standards of pedestrian level wind conditions. The study is satisfactory to support the Official Plan and Zoning By-Law Amendment.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To Adopt Amendment Number OP 2006 – _____
To the Official Plan of the City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 – _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of the Official Plan.

ENACTED and PASSED this ____ day of ___, 2024.

PATRICK BROWN – MAYOR

GENEVIEVE SCHARBACK – CITY CLERK

Approved as to Content:

Allan Parsons, MCIP, RPP
Director, Development Services
Planning and Building Division

AMENDMENT NUMBER OP 2006 – _____

To the Official Plan of the
City of Brampton Planning Area

1.0 Purpose:

The purpose of this amendment is to amend the Credit Valley Secondary Plan to permit the lands known as 1286, 1298, 1300, and 1306 Queen Street West to be developed with medium-high density residential uses.

2.0 Location:

The lands subject to this amendment are located approximately 500 metres (1,640 feet) east of Creditview Road, 300 metres (985 feet) west of James Potter Road, having a frontage of approximately 86 metres (282 feet) on the north side of Queen Street West, and an area of 0.78 hectares (1.92 acres). The lands are legally described as Part of Lots 1, 2, 3, 4, Registered Plan 428, Concession 3, W.H.S., in the City of Brampton.

3.0 Amendments and Policies Relative Thereto:

3.1 The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby amended:

- a) By adding to the list of amendments pertaining to Secondary Plan Area Number 45: Credit Valley as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-__.

3.2 The portions of the document known as the 1993 Official Plan of the City of Brampton Planning Area, which remains in force, as they relate to the Credit Valley Secondary Plan, being Chapter 45, of Part II of the City of Brampton Official Plan, as amended, are hereby further amended:

- a) By changing on Schedule SP45(A), the land use designation of the lands shown on Schedule 'A' to this amendment from "Low Density 2 Residential" to "Medium-High Density Residential (Mid-Rise)".



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To Amend Comprehensive Zoning By-law 270-2004

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act, R.S.O. 1990, c.P. 13*, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
RESIDENTIAL HAMLET ONE (RHm1)	RESIDENTIAL APARTMENT A – XXXX (R4A – XXXX)

- (2) By adding the following Sections:
- “XXXX The lands designated R4A – XXXX on Schedule A to this by-law:
- XXXX.1 Shall only be used for the following purposes:
- 1) Purposes permitted in the R4A zone
 - 2) Senior citizen residence
 - 3) Residential care home
 - 4) Only in conjunction with an apartment dwelling, a senior citizen residence, or a residential care home, the following non-residential uses:
 - a. A retail establishment with or without outdoor display and sales
 - b. An office, including an office of a physician, dentist, or drugless practitioner
 - c. A grocery store or supermarket
 - d. A service shop
 - e. A personal service shop, excluding a massage or body rub parlour;
 - f. A bank, trust company or finance company
 - g. A dry cleaning and laundry distribution establishment
 - h. A dining room restaurant, a convenience restaurant, or a take-out restaurant
 - i. A printing or copying establishment
 - j. A custom workshop

- k. A day nursery
- l. A commercial school
- m. A health or fitness centre

5) Non-residential uses listed in XXXX.1.4) shall be limited to only the ground floor

6) Purposes accessory to the other permitted purposes

XXXX.2 Shall be subject to the following requirements and restrictions:

1) Minimum Lot Area: No requirement

2) Minimum Lot Width: No requirement

3) Minimum Lot Depth: No requirement

4) For the purposes of this Section:

- a. The lot line abutting Queen Street West shall be the front lot line
- b. The lot line abutting Douglas Road shall be the exterior lot line

5) Minimum Front Yard Depth for the portion of the building up to 5 storeys: 3.0 metres

6) Minimum separation between the front elevation of the portion of the building up to 5 storeys and the front elevation of the portion of the building above 5 storeys: 2.3 metres

7) Minimum Interior Side Yard Width: 15.0 metres

8) Minimum Exterior Side Yard Width: 5.0 metres

9) Minimum separation between the exterior elevation of the portion of the building up to 3-storeys and the exterior elevation of the portion of the buildings above 3 storeys: 2.5 metres

10) Minimum Rear Yard Depth: 12.0 metres

11) Minimum Setback to a Daylight Triangle or Rounding: 0.0 metres

12) Minimum Setback for an Underground Parking Garage: 0.0 metres to all lot lines

13) Minimum Ground Floor Height: 4.5 metres

14) Maximum Building Height:

- a. 3 storeys for any portion of a building located within 21.0 metres or less from the rear lot line
- b. 6 storeys for any portion of a building located more than 21.0 metres but less than 27.0 metres from the rear lot line
- c. 9 storeys for any portion of a building located more than 27.0 metres but less than 37.0 metres from the rear lot line
- d. 12 storeys for any portion of a building located more than 37.0 metres from the rear lot line

15) Notwithstanding XXXX.2.14), any roof-top mechanical penthouse, architectural feature(s), or other features as permitted by Section 6.16 are exempt from the calculation of building height

- 16) Maximum Floor Space Index (FSI): 3.1
(Exclusive of a below grade parking garage)
- 17) Maximum Number of Units: 265
- 18) Maximum Lot Coverage: 45% of the lot area
- 19) Minimum Landscaped Open Space: 30% of the lot area
- 20) Landscaped open space may consist of both hard and soft elements, including retaining walls, stairs, ramps, sunken patios and porches (covered and uncovered) and utility infrastructure
- 21) Minimum setback to utility infrastructure including hydro transformers, gas pads, or telecommunications infrastructure in any yard: 0.0 metres
- 22) Windows and Doors at Grade: For the first storey of any wall adjacent to a street, a minimum of 50% of the gross area of the portion of the wall that is above grade shall have clear vision windows and/or doors
- 23) Minimum Number of Loading Spaces per building:
1 space
- 24) Parking Space Requirements:
 - a. Resident: 0.90 spaces per apartment dwelling unit
 - b. Visitor: 0.20 spaces per apartment dwelling unit
- 25) Bicycle Parking:
 - a. Bicycle parking must be located on the same lot as the use or building for which it is required
 - b. Resident: 0.50 spaces per apartment dwelling unit
 - c. Visitor: 0.10 spaces per apartment dwelling unit
 - d. 1 space for each 500m² of commercial gross floor area or portion thereof
 - e. A maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces
 - f. Where the number of bicycle spaces exceeds fifty spaces, a minimum of 25% of that total required must be located within:
 - (1) A building or structure
 - (2) A secure area such as a supervised parking lot or enclosure; or
 - (3) Within bicycle lockers
 - g. Where four or more bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete
 - h. Dimensions:
 - (1) If located in a horizontal position (on the ground): a minimum length of 1.8 metres and a minimum width of 0.6 metres
 - (2) If located in a vertical position (on the wall): a minimum length of 1.5 metres and a minimum width of 0.5 metres
- 26) Waste Disposal and Storage:
 - a. Loading, unloading and waste disposal facilities, accepting access thereto, shall not be located on the wall facing a public road

- b. All garbage, refuse and waste containers shall be located within a climate-controlled area within the same building containing the use

27) All lands zoned R4A – XXXX shall be treated as a single lot for zoning purposes

28) Shall also be subject to the requirements and restrictions of the R4A zone and all the general provisions of this By-law, which are not in conflict with those set out in Section XXXX.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to
form.

20__/_month/_day

[insert name]

Patrick Brown, Mayor

Approved as to
content.

20__/_month/_day

[insert name]

Genevieve Scharback, City Clerk

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW - 24

The purpose of By-law - 24 is to amend comprehensive Zoning By-law 270-2004, as amended pursuant to an application by 2803832 Ontario Inc. and 2811135 Ontario Inc., (File No. OZS-2023-0024).

EFFECT OF THE BY-LAW

The effect of By-law - 24 is to permit a medium-high density residential development on the property.

LOCATION OF LANDS AFFECTED

The lands affected by By-law - 24 are located at 1286, 1298, 1300, and 1306 Queen Street West referred to as Part of Lots 1, 2, 3, 4 Registered Plan 428, Concession 3, W.H.S., Geographic Township of Chinguacousy, in the City of Brampton.

Any further inquiries or questions should be directed to Harjot Sra (Harjot.Sra@brampton.ca), Planning, Building and Growth Management Department

Date: 2024-11-22

Subject: **Bill 23 and Changes to the Heritage Act**

Contact: **Charlton Carscallen, Principal Planner/Supervisor, Planning, Building and Growth Management**

Report number: Planning, Bld & Growth Mgt-2024-962

RECOMMENDATIONS:

1. That the presentation from Charlton Carscallen, Principal Planner/Supervisor, Planning, Building and Growth Management to the Planning and Development Committee Meeting of December 9, 2024, re: **Bill 23 and Changes to the Heritage Act**, be received.

Bill 23 and Changes to the Heritage Act

Planning and Development Committee

D e c e m b e r 2 0 2 4



Building the Future on the Foundation of the Past

Changes to the Heritage Act through Bill 23 have resulted in challenges and opportunities for the City to apply a vision for heritage conservation and incorporation into new and infill development.



Changes to the Ontario Heritage Act



Archdekin-Giffen House 11651 Bramalea Road

New conditions for Designation under OHA

- Listing required before designation for OZS applications
- Listing not allowed once prescribed event occurs (complete applications)
- 90 days from prescribed event to issue Notice of Intention to Designate (NOID)
- As a result of Bill 23, Designation is the only tool available to the City for heritage conservation
- For properties on the heritage register that are currently listed, a NOID must be issued by January 1, 2027 or the property will be removed automatically from the Register. It cannot be re-listed for 5 years

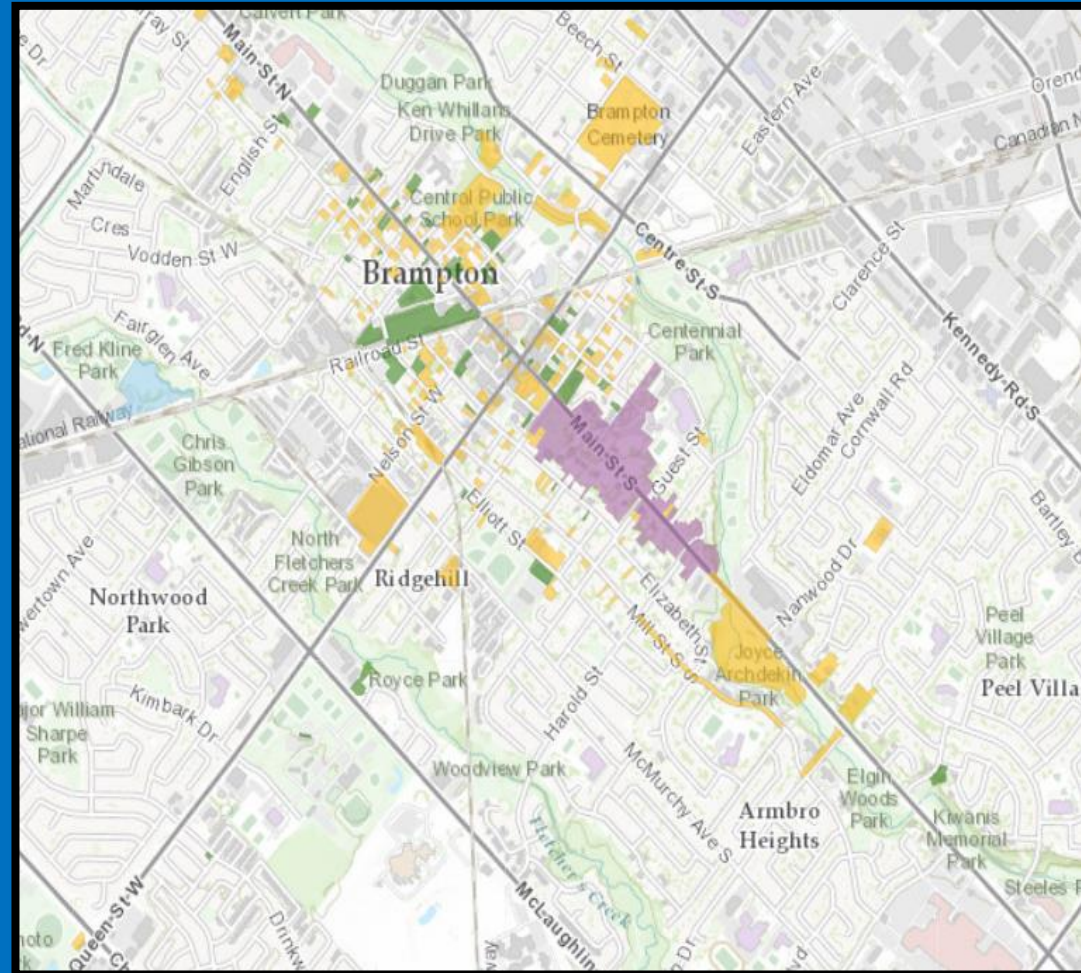
Listed and Designated Properties

Cultural Heritage Resources: 661

Designated: 149

Listed: 375

Churchville: 137



WHY IS HERITAGE IMPORTANT?



1. In preserving our heritage, we preserve our city's identity (landmarks, history, identity)
2. A wealth of heritage attracts external wealth (attracts tourism, stimulates economic growth, jobs)
3. Heritage sites support and stimulate the local economy through new jobs for contractors, architects, and artisans and positive and stable real estate prices).
4. Heritage preservation meets the Official Plan and guideline objectives.
5. Local heritage preservation enhances community identity and connections through community planning, and engagement with residents)

Heritage and Sustainability



Eight Ways heritage preservation contributes to sustainable development:

- 1) Resisting Cultural Homogenization
- 2) Preserves Climate Responsive Buildings
- 3) Creates More Green Jobs
- 4) Conserves Resources & Reduces Waste
- 5) Strengthens Community Inclusion & Intergenerational Equity
- 6) Supports Tourism & Diversifying Jobs
- 7) Improves Spatial Attractiveness & Property Values
- 8) Supports the relationship between natural and cultural heritage and reduces “heat island” effects.

1. <https://www.snclavalin.com/en/beyond-engineering/7-ways-heritage-preservation-can-contribute-to-sustainable-urban-development>

The Path Forward

Council vision and direction on heritage conservation and implementation in the context of development intensification and the two-year horizon

The time limitations imposed by the province will place significant limits on the City's ability to control where and how the City will conserve its heritage resources.

The Path Forward

In response to Bill 23 we have:

1. Met with other City departments engaged in development application review (Building, Development Planning, Urban Design, Legal)
2. Clarified, updated and streamlined new Heritage Review processes
3. Created mapping showing heritage resources and areas of planning priority within the City

The Path Forward

Next Steps

Public Engagement regarding heritage and development

Program of Heritage Designation to allow for conservation of cross section of properties

Recommended increase to the value of the Paul Willoughby Heritage Incentive Grant

Council direction to staff to investigate the implementation of the Heritage Incentive Tax Rebate

Completion of Cultural Heritage Management Plan

Thank you!





Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-18

Subject: **Updates to the Heritage Register and related matters as a result of Implementation of Provincial Bills 23 and 200.**

Contact: Charlton Carscallen, Principal Planner/Supervisor (Heritage), Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-568

RECOMMENDATIONS:

1. That the report from Charlton Carscallen, Principal Planner/Supervisor (Heritage), Integrated City Planning, to the Planning and Development Committee Meeting of December 9, 2024, re: **Updates to the Heritage Register and related matters as a result of Implementation of Provincial Bills 23 and 200**, be received;
2. That staff develop and implement a public consultation plan Strategic Communications regarding bills 23 and 200 and Heritage Conservation and property Designation that focuses on the greater downtown area.
3. That following the consultation, Staff will report back to Council to initiate a program of Designation of Heritage Properties for Council's consideration under Part IV of the Heritage Act for properties identified in Attachments A and B;
4. That staff be directed to investigate the implementation of the Heritage Incentive Tax Rebate as identified in Section 365.2 of the Planning Act and to report back to Council by Q2 2025; and
5. That the Paul Willoughby Heritage Incentive Grant be increased to a maximum of \$25,000 from the current limit of \$10,000 effective Q1 of 2026

OVERVIEW:

The report provides details of actions required to address the status of Listed properties on the city's Heritage Register as a result of changes to the Heritage Act through Bill 23 (the More Homes Built Faster Act) and Bill 200 (the Homeowner Protection Act).

Under Bill 23, all properties that were already included on municipal Heritage Register as Listed properties on January 1, 2023 must have a Notice of Intention to Designate (NOID) issued by December 31, 2027 or be removed from the Register. Any property that does not have a NOID issued by the deadline will automatically be removed from the register and cannot be brought back for five years.

Through a consultant assignment staff have identified a group of Listed properties from across the greater downtown that are recommended for immediate Designation. Additional properties may be added to the list at a later date.

Prior to commencing the process of Designation, staff will conduct public consultation that includes the owners of the properties identified through the consultant assignment as well as residents of the broader downtown.

To provide support and encouragement to property owners whose properties are recommended for Designation, staff are recommending that the City investigate implementation of the *Tax Reduction for Heritage Property* as provided for in Section 365.2 of the Municipal Act.

There is no direct financial impact resulting from the adoption of the recommendations in this report. Any additional funding requests will be included in future budget submission and presented to the Mayor for his consideration.

BACKGROUND:

In the fall of 2022, the Province of Ontario passed Bill 23, known as the *More Homes Built Faster Act*. Among the many legislative changes included with Bill 23 were important revisions to the Heritage Act and its regulations, notably Ontario Regulation 9/06 (O. Reg. 9/06).

The changes to the Act and Regulation focus on two main areas:

1. Changes to how a Heritage Register is managed by a municipality, including how properties are added and,
2. Changes to the timing of various steps in the Heritage Designation and Listing process relative to the development application process.

Under the Bill 23 changes to the Heritage Act, properties that were included on the Register as Listed properties on January 1, 2023, would have required a Notice of Intention to Designate (NOID) issued by December 31, 2024. If the NOID was not issued by December 31, 2024, the property would automatically be dropped from the Register and could not be re-Listed for 5 Years where there is a development

application. If the City does not take pro-active action, we will lose the ability to control and manage heritage conservation in the most sensitive part of the city – the Downtown Core.

Recently, the Province passed Bill 200, the Homeowner Protection Act. Under Bill 200, the timeline for Municipalities to address the Listed properties in their register has been extended to January 1, 2027.

The Brampton Heritage Register currently includes 375 Listed properties.

Prior to the implementation of Bill 23, staff had commenced a consultant assignment preparing an update to the Heritage Register. Following the announcement of Bill 23, the consultant assignment was revised to specifically address the requirement to complete the formal assessments under O. Reg 9/06 and issue a NOID for Listed properties the City wishes to Designate before January 1, 2025. With this timeline extended under Bill 200 as noted, staff are able to incorporate a public engagement step in early 2025

The Consultant Assignment has resulted in the development of a list of 65 high-priority properties that are recommended for Designation (see Attachments A and B). These properties were selected on the basis of heritage value and to avoid conflict with currently planned development and intensification.

CURRENT SITUATION:

Heritage Register Update

Staff are engaged in completing the update to the Heritage Register as required under Bill 23, the *More Homes Built Faster Act* and as clarified through Bill 200 *The Homeowner Protection Act*. This has included a review of all 375 properties currently included on the Brampton Heritage Register as Listed properties. Under the requirements of Bill 200, the City has until January 1, 2027 to issue a Notice of Intention to Designate (NOID) for any currently listed properties that we seek to conserve through Designation.

The process of reviewing the Register and addressing the new Heritage Act requirements will be done in phases. However, as an initial step, a group of 65 properties has been recommended for immediate Designation. Consideration for inclusion on the list is based on the following criteria:

1. Material integrity of the structure and property,
2. Level of historic/archival information available,
3. Risk factors – sensitivity to development,
4. High potential to meet two or more criteria under Ontario Regulation 9/06 - *Criteria for Determining Cultural Value or Interest*.

The preliminary list of properties recommended for designation is included in Attachment A. Mapping showing the location of the recommended properties is included in Appendix B. This property list and mapping was reviewed by Development Services staff to balance known development interests with the listed heritage resources.

As part of the review of the Register, a group of 35 properties has been removed from the Register as they had either been demolished or lost to fire. Staff continue to review the Listed properties in the Register to confirm suitability for Designation or De-Listing.

Public Consultation

The province's legislative changes have significant implications for how the City will approach the conservation of heritage resources both within downtown and across all of Brampton. This being the case, it is critical that the public be provided the opportunity to be engaged and provide input into both the identification of properties that should be conserved and the overall vision for heritage conservation going forward. Given the need to meet the province's deadline for updating the Heritage Register, staff would seek support of an experienced consultant to prepare and implement an engagement plan.

Staff will complete the consultation process by the end of Q1 2025 and report back to Council on the outcomes prior to commencing the Designation process.

Support for owners of Designated heritage properties

Staff has identified two measures for consideration, which would serve to support and encourage property owners whose properties are recommended for Designation:

1. investigate implementation of the *Tax Reduction for Heritage Property* as provided for in Section 365.2 of the Municipal Act, and
2. increase to the eligible amount for the *Paul Willoughby Heritage Incentive Grant*.

Tax reduction for Heritage Property

Section 365.2 of the Municipal Act allows municipalities to offer a tax reduction to owners of Designated heritage properties to support them in maintaining and conserving their properties as a benefit to the overall community. Under the program, municipalities can pass a by-law to establish a local program to provide a property tax rebate from 10 per cent to 40 per cent relative to the portion of the property that contributes heritage value. To be eligible, properties must have been designated under Part IV (individual) or Part V (Heritage Conservation District) of the Ontario Heritage Act and subject to a heritage easement or conservation agreement.

The Province reimburses the municipality for the school portion of the property tax reduction.

Paul Willoughby Heritage Incentive Grant

The City currently offers a Heritage Incentive Grant to owners of Designated properties to help with the cost of upkeep of a heritage property. This is a matching grant whereby the city provides a grant to the property owner equal to 50% of costs for a project to a maximum of \$10,000. The Grant is specifically intended for use for repairs and restoration work for the identified heritage attributes of the property. Most often, grants are provided for brick and chimney repairs, roofing repairs including eaves and soffits, stonework and replacement/repair of wooden windows and doors.

Through a discussion with the Heritage Board, it has been proposed that the value of the grant be increased from \$10,000 to \$25,000 commencing in 2026. In addition to the increase in the value of the grant, staff are recommending that the items eligible for the grant be expanded to include specific items that are not heritage attributes.

Under the current structure, property owners can only apply for the grant once every two years. This restriction would remain in place as only the value of the grant would change.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no direct financial impact resulting from the adoption of the recommendations in this report. Any additional funding requests will be included in future budget submission and presented to the Mayor for his consideration.

Communications Implications:

A Communications Plan will be developed with Strategic Communications to make the public aware of the implications of Bill 23 and 200 on neighbourhood character and heritage resources. Given the concentration of heritage resources the focus of this engagement will be on the downtown.

As a part of the public engagement, owners of Listed properties will be advised on the reasons, benefits and process of Designating their properties including when their properties are being presented to the Heritage Board for Designation. Information and opportunities will also be outlined around increased financial support via the Paul Willoughby Heritage Incentive Grant and a potential Tax Reduction for Heritage Property program. This will include details of the program including eligibility and the application process.

STRATEGIC FOCUS AREA:

Government and Leadership

The Update to the Heritage Register has been mandated through provincial legislation that requires municipalities to take specific action with regard to their Register of Listed and Designated properties. These legislative changes impose specific timelines to complete the work. The Designation program that is recommended in this report is a substantial step on the way to addressing the requirements of Bills 23 and 200.

Growing Urban Centres and Neighbourhoods:

Heritage is a key element in creating a sense of place, community and shared identity. It is also a connecting point for newcomers to help them understand and appreciate the nature of the new community they are adopting as their own. Continued support for heritage conservation, within the context of increasing urban density, will help create the walkable, human scale environment the city is seeking while working to meet our goals in creating housing. Heritage is part of City Building.

CONCLUSION:

Further to the requirements of the Province of Ontario's Bills 23 and 200, staff are seeking an overall direction from Council regarding heritage conservation in the context of ongoing transformation of the greater downtown. Staff are recommending a three-step approach that includes public engagement, the identification and evaluation of a preliminary list of 65 properties across the broader downtown that should be considered for Designation and consideration of increased support for owners of Designated properties through an increase to the maximum value of the Paul Willoughby Heritage Incentive Grant exploration of the implementation of the Heritage Property Tax Reduction under Section 365.2 of the Municipal Act. Together these initiatives will help address the requirement to complete the update to the Heritage Register by January 1, 2027

Authored by:

Reviewed by:

Charlton Carscallen
Principal Planner (Heritage)
Integrated City Planning

Henrik Zbogar, Director Integrated City
Planning

Approved by:

Approved by:

Steve Ganesh, MCIP, RPP
Commissioner Planning, Building &
Growth Management

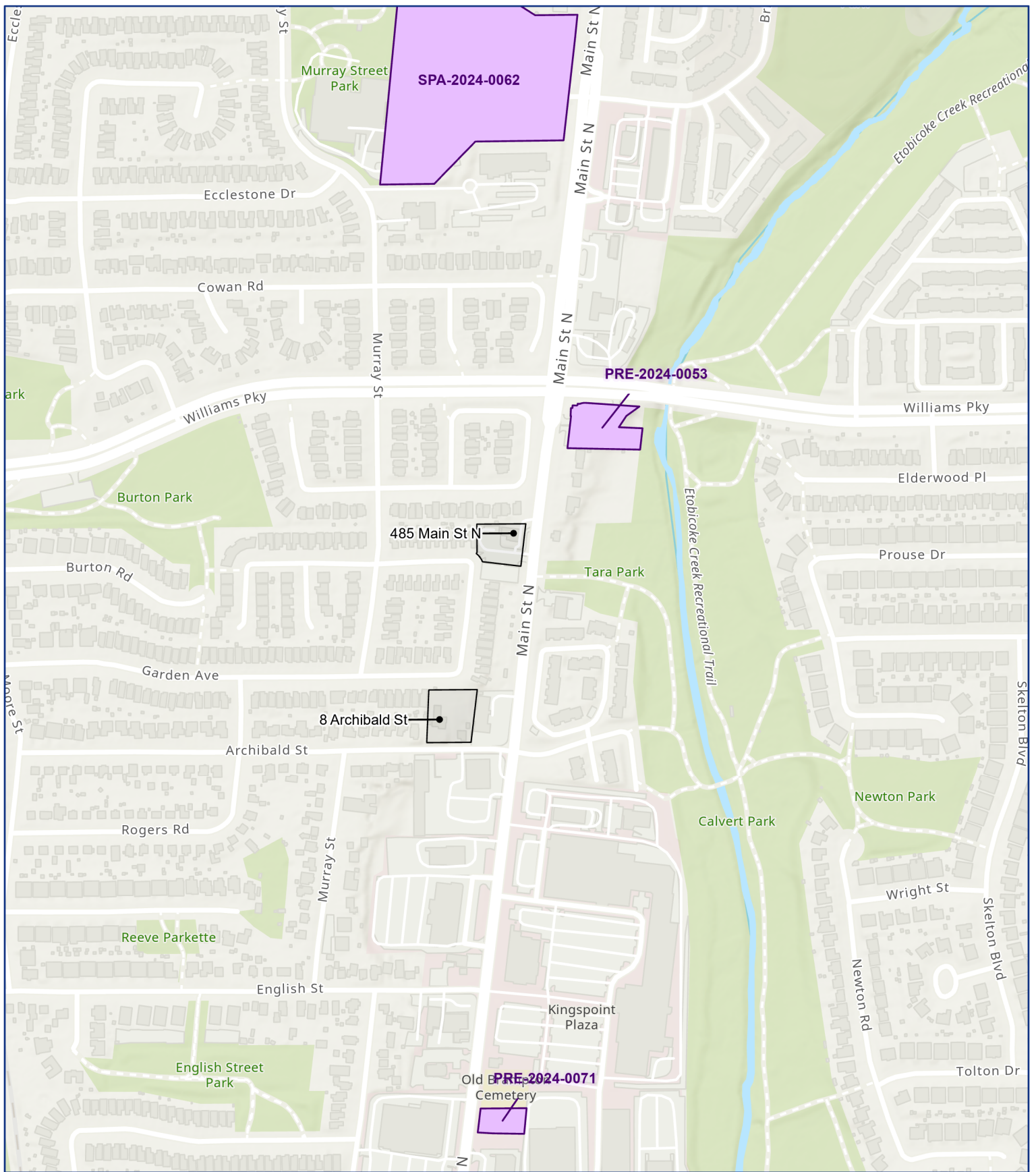
Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Preliminary List of Properties Recommended for Designation
- Attachment 2 – Map of Location of Recommended Properties

Initial List of Properties Recommended for Designation under Part IV of the Ontario Heritage Act

40 Mill St N	41 Elliott St	3 Isabella St	196 & 198 Main St N
115 Mill St S	1 Royce Ave	6 Isabella St	279 Main St N
60 Mill St S	140 Main St N	51 David St	42 Frederick St
233 Queen St W	227 Main St N	273 Main St N	27 Elizabeth St S
85 Wellington St E	230 Main St N	303 Main St N	48 Main St S
12 Mill St S	243-245 Main St N	485 Main St N	32 Scott St
16-20 Main St S	51 Union St	127 Queen St W (High Priority - do last)	38 Scott St
83 Main St S	12 and 14 Queen St E	147 Queen St W (Medium Priority)	64 Joseph St
84 Main St S	29-35 Queen St E	51 Queen St E	12 Joseph St
93 Main St S	24 Alexander St	23, 27A, 27B Queen St East	4 Elizabeth St N
41 Chapel St	31 Craig St	35 Elizabeth St N	60 Nelson St W
28 Wellington St E	15 Alexander St	93 Scott St	52 Main St S
165 Main St N	15 Isabella St	8 Archibald	56 Main St S
	11 Isabella St	64 Union St.	58 Main St S.
	28 & 30 Rosedale Ave W	266 Main St North	18 Rosedale Avenue
	19 David St	17 Chapel Street	
	68-70 Nelson St W		
	51 Elizabeth St N		



BRAMPTON
Flower City




0 50 100
Metres

Date: 2024/10/04

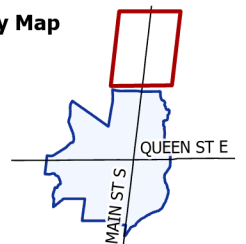
Author: LCarter

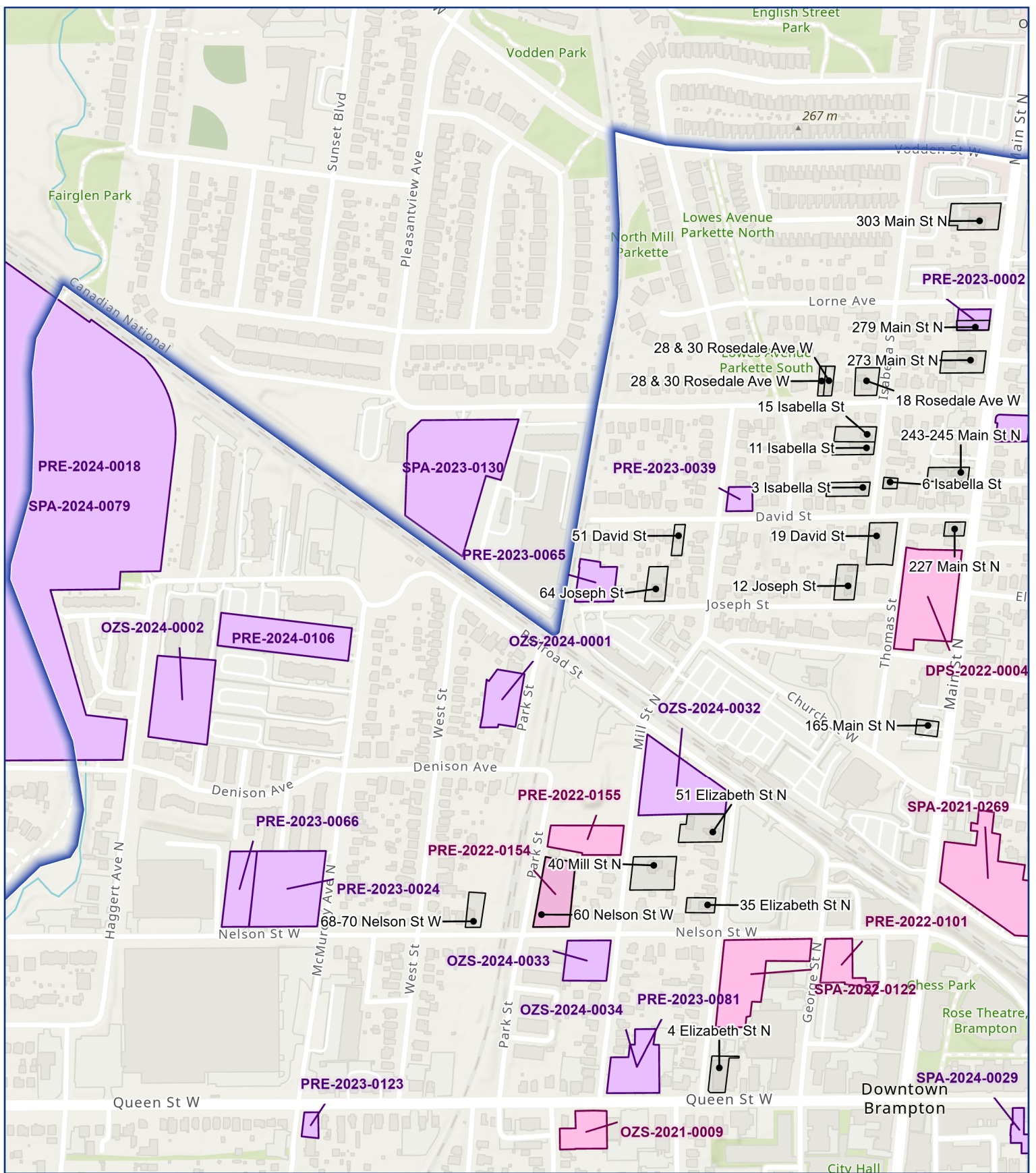
Heritage Register Update Map

North of Downtown SPA of Main St. and Queen St.

-  Property Recommended for Heritage Designation
-  Open Development Applications (2023 - 2024)
(Pre-consultation, Site Plan, Subdivision, Zoning
By-law Amendment, Official Plan Amendment)

Key Map





BRAMPTON
Flower City







0 50 100
Metres

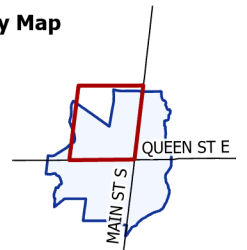
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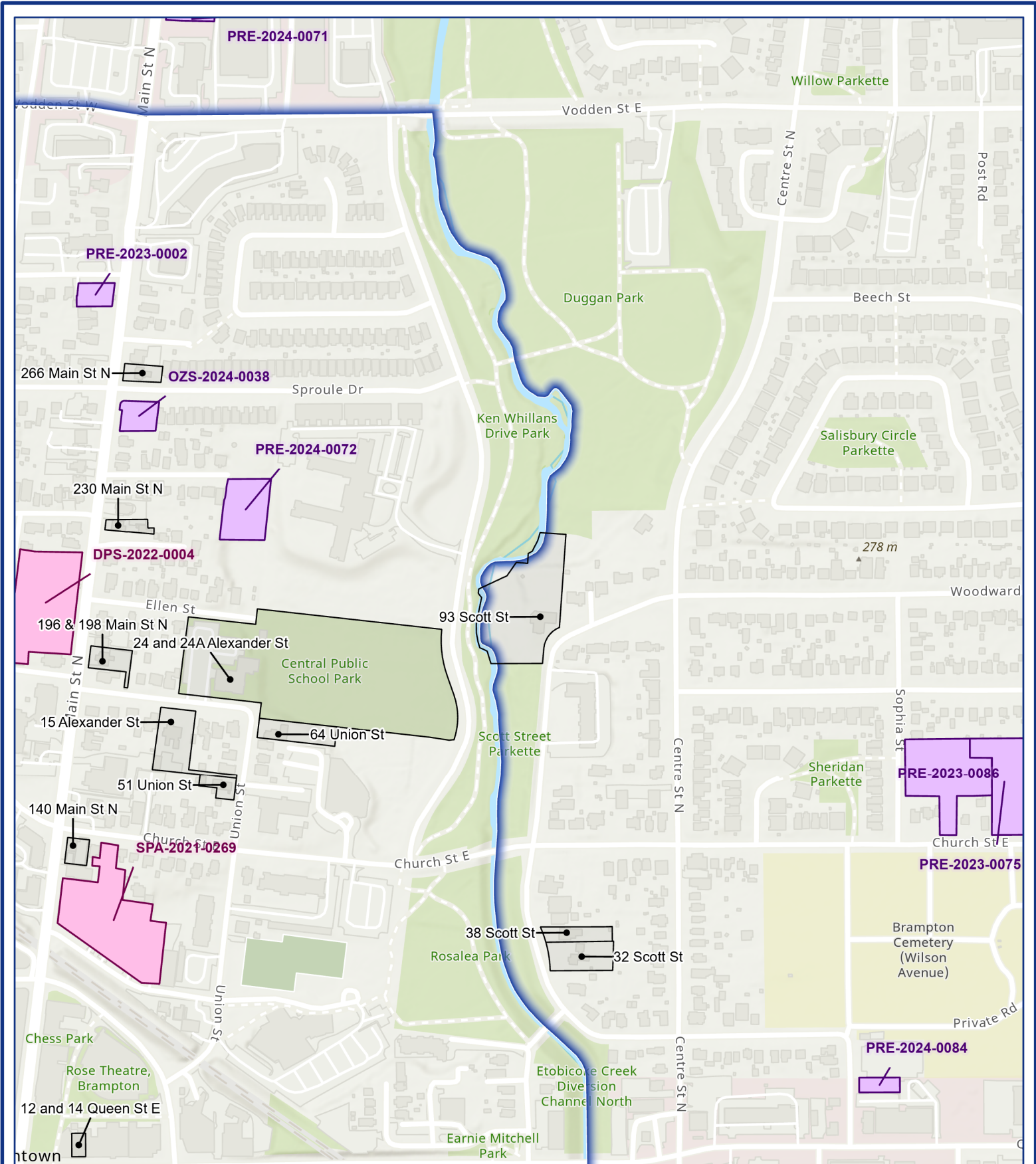
Author: LCarter

Heritage Register Update Map North West of Main St. and Queen St.

-  Property Recommended for Heritage Designation
-  Open Development Applications (2023 - 2024)
(Pre-consultation, Site Plan, Subdivision, Zoning
By-law Amendment, Official Plan Amendment)
-  Select Open (Active) Development Applications (2021 -2022)
-  Downtown Secondary Plan Area

Key Map





BRAMPTON
Flower City







0 50 100
Metres

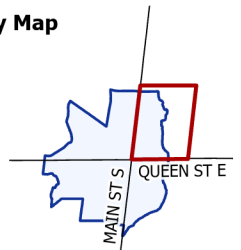
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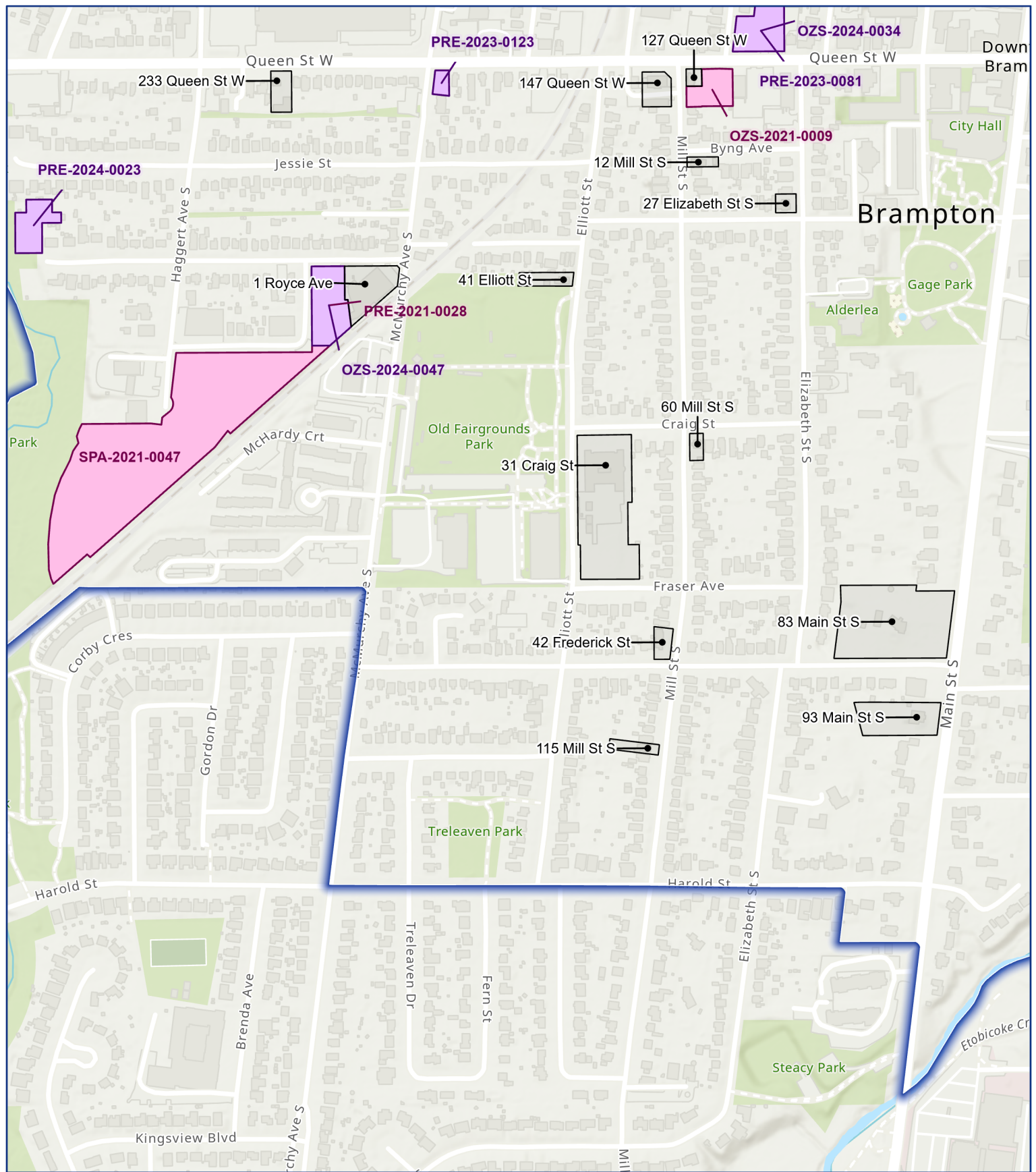
Author: LCarter

Heritage Register Update Map North East of Main St. and Queen St.

-  Property Recommended for Heritage Designation
-  Open Development Applications (2023 - 2024)
(Pre-consultation, Site Plan, Subdivision, Zoning
By-law Amendment, Official Plan Amendment)
-  Select Open (Active) Development Applications (2021 -2022)
-  Downtown Secondary Plan Area

Key Map





BRAMPTON
Flower City

0 50 100
Metres

Date: 2024/10/04

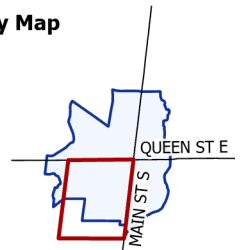
Author: LCarter

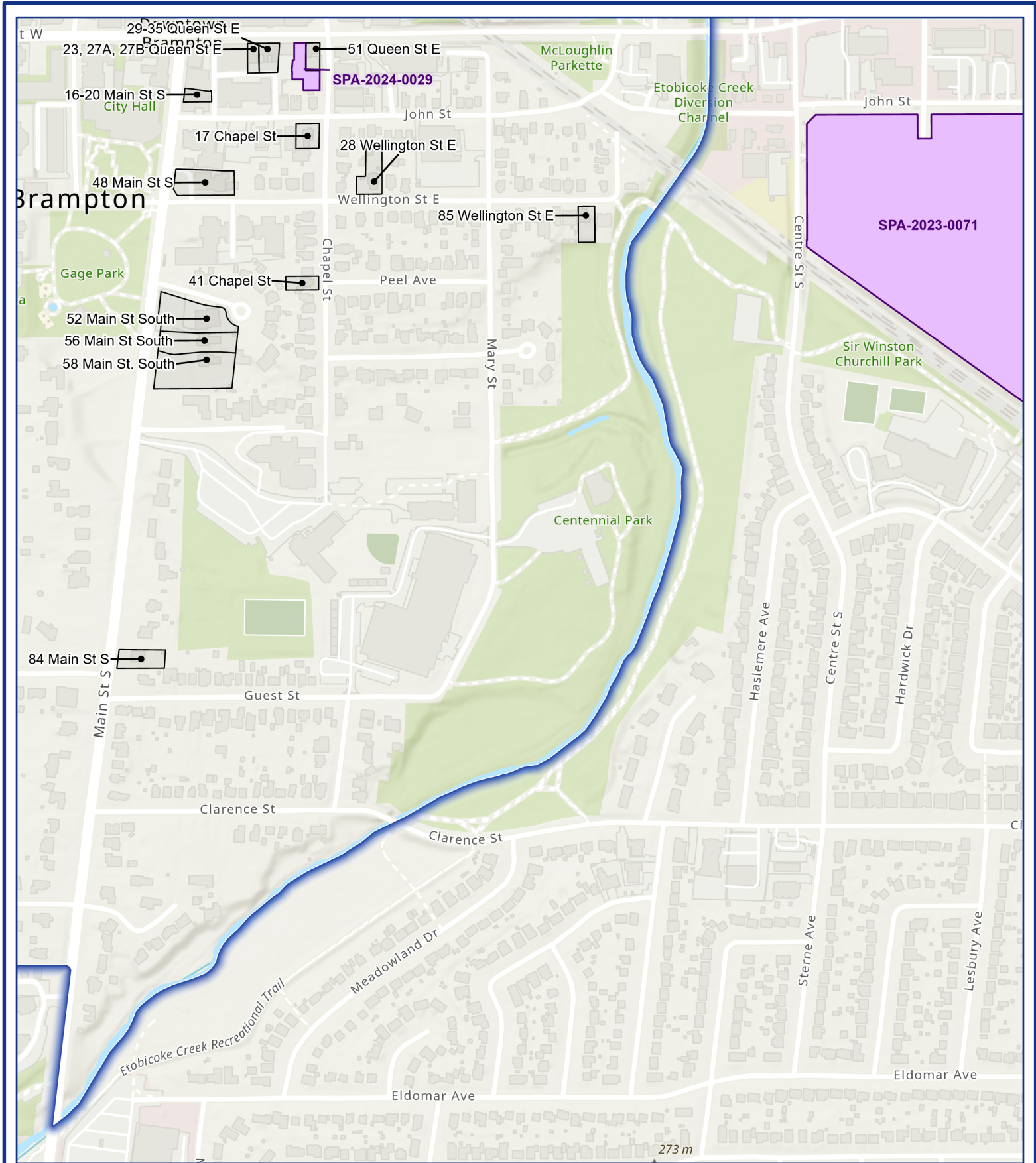


Heritage Register Update Map South West of Main St. and Queen St.

- Property Recommended for Heritage Designation
- Open Development Applications (2023 - 2024)
(Pre-consultation, Site Plan, Subdivision, Zoning By-law Amendment, Official Plan Amendment)
- Select Open (Active) Development Applications (2021 -2022)
- Downtown Secondary Plan Area

Key Map





BRAMPTON
Flower City



0 50 100
Metres

Date: 2024/10/04

Author: LCarter

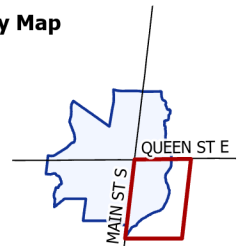


Heritage Register Update Map South East of Main St. and Queen St.

-  Property Recommended for Heritage Designation
-  Open Development Applications (2023 - 2024)
(Pre-consultation, Site Plan, Subdivision, Zoning
By-law Amendment, Official Plan Amendment)
-  Downtown Secondary Plan Area

Page 707 of 781

Key Map



Date: 2024-11-27

Subject: **Presentation: Recommendation Report - Proposed Fee Changes for Committee of Adjustment Applications**

Contact: Carolyn Crozier, Strategic Leader, Office of the Commissioner, Planning, Building and Growth Management

Report number: Planning, Bld & Growth Mgt-2024-980

RECOMMENDATIONS:

1. That the presentation from Carolyn Crozier, Strategic Leader, Office of the Commissioner, Planning, Building and Growth Management to the Planning and Development Committee Meeting of December 9, 2024, re: **Presentation: Recommendation Report - Proposed Fee Changes for Committee of Adjustment Applications**, be received.

Proposed Fee Changes for Committee of Adjustment Applications

Planning & Development Committee
December 9, 2024



Current Fee Structure & Cost Recovery

Application Level Assessment

Application Type	Current Application Fee	Service Delivery Cost	Cost Recovery %
Minor Variance (Residential/Institutional)	\$720	\$11,949	6%
Minor Variance (Commercial/Industrial)	\$2,920	\$11,949	24%
Consent Applications	\$4,519	\$10,157	44%

2023 Total Application Volume Assessment

Application Type	2023 Application Volumes	2023 Service Delivery Cost	2023 Fee Revenue	Cost Recovery %
Minor Variances	418	\$4,994,854	\$737,770	15%
Consent Applications	30	\$304,701	\$131,490	44%

Recommended Fee Schedule

Key Highlights:

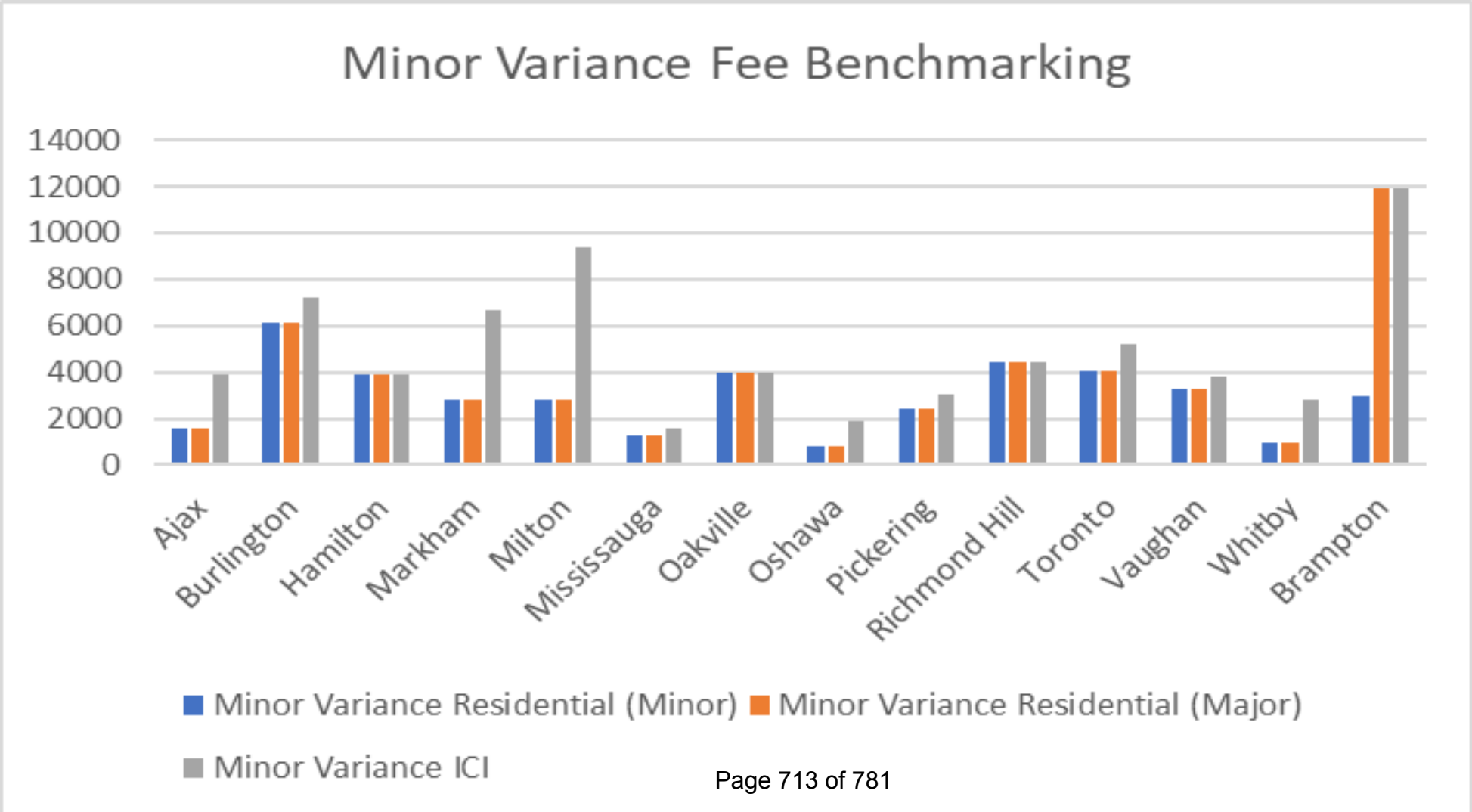
- Introduction of Residential only Minor Variance Fee Schedule with fees varied based on complexity
- Additional fees for applications with more than 3 variances proposed, up to maximum.
- Institutional Minor Variances uses grouped with Commercial and Industrial uses
- New 'After the Fact' Minor Variance Fee
- Lower fees for Consent applications that do not create new legal lots

Residential Minor Variance Applications		
Above/Below Grade Variance (Door/Window)	\$11,949	Per Application
Driveway Variance	\$11,949	Per Application
Parking Variance	\$11,949	Per Application
Variances to Section 10.16 (Garden Suites) of the Zoning By-Law	\$11,949	Per Application
All Other Variances	\$2,990	Per Variance
Maximum Fee	\$11,949	Per Application
Institutional, Commercial or Industrial (ICI) Minor Variance Applications		
Minor Variance Application	\$11,949	Per Application
After the Fact Minor Variances		
Any use Minor Variance	\$11,949	Per Application
Consent Applications		
Consent Application – Lot Creation	\$10,157	Per Application
Consent Application – All Other (in accordance with Planning Act S.57, 50(18), or 53(23))	\$5,078	Per Application

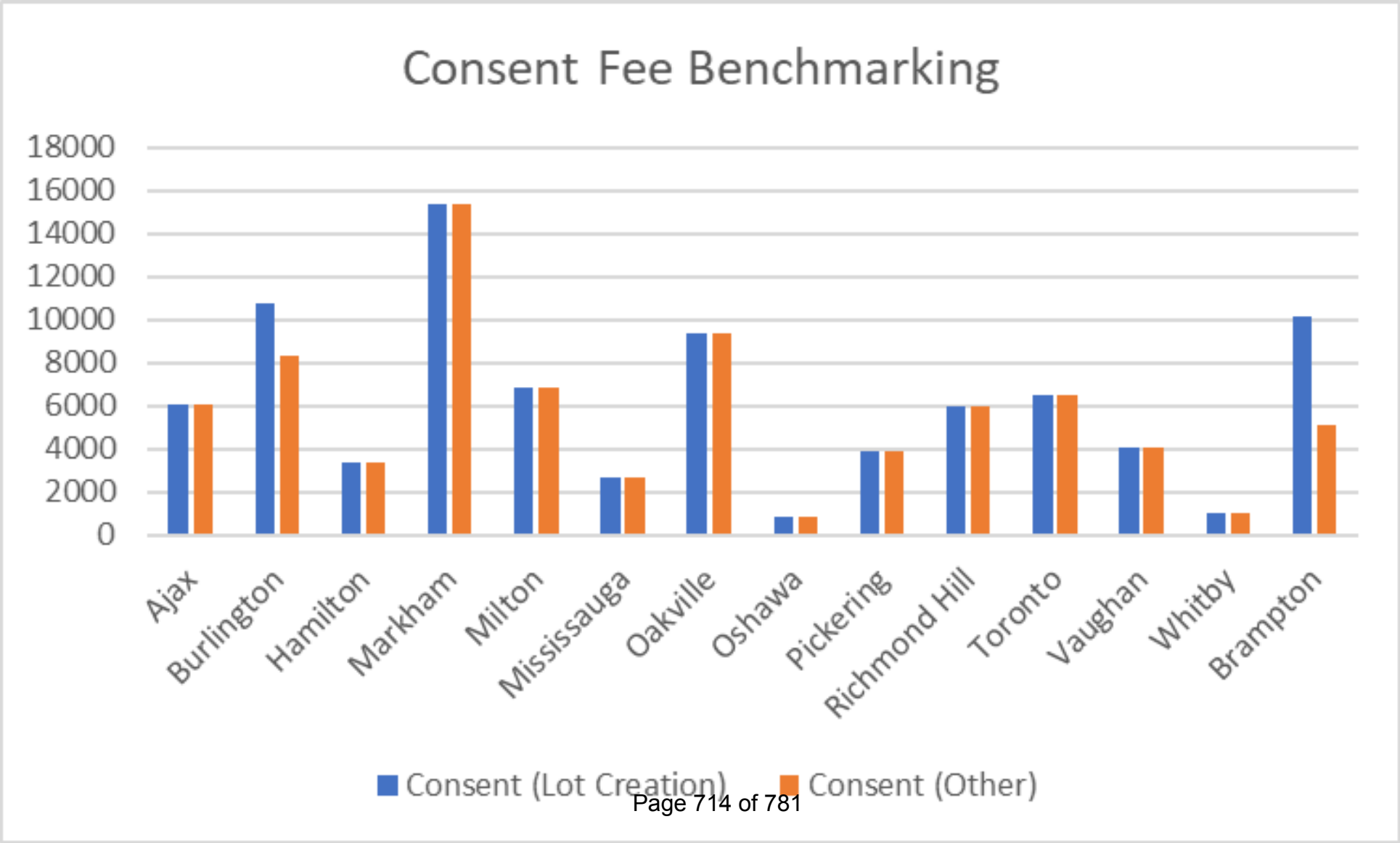
Outcomes of Recommended Fee Structure

Residential Minor Variances	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Driveway Variance	\$720	6%	\$11,949	100%	1559%
Above/Below Grade Variance	\$720	6%	\$11,949	100%	1559%
Parking Variance	\$720	6%	\$11,949	100%	1559%
Variances to 10.16 of the ZBL	\$720	6%	\$11,949	100%	1559%
All other Variances	\$720	6%	\$2,990	25%	315%
Institutional/Commercial/Industrial Minor Variances	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Minor Variance	\$2,920	25%	\$11,949	100%	309%
Consent Applications	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Lot Creation	\$4,519	45%	\$10,157	100%	124%
All Other Consent types	\$4,519	45%	\$5,078	50%	12%

Municipal Benchmarking – Application Cost in Dollars



Municipal Benchmarking – Application Cost in Dollars



Thank you!





Report
Staff Report
 The Corporation of the City of Brampton
 12/9/2024

Date: 2024-11-22

Subject: **Recommendation Report – Proposed Fee Changes for Committee of Adjustment Applications**

Contact: Carolyn Crozier, Strategic Leader, Office of the Commissioner, Planning, Building and Growth Management

Allan Parsons, Director, Development Services, Planning, Building and Growth Management

Report number: Planning, Bld & Growth Mgt-2024-970

RECOMMENDATIONS:

1. That the report from Carolyn Crozier, Strategic Leader, Office of the Commissioner, to the Planning and Development Committee meeting of December 9, 2024 re: **Recommendation Report – Proposed Fee Changes to Committee of Adjustment Application Fees** be received; and,
2. That Schedule A to the Tariff of Fees By-law with respect to Planning and Other Municipal Applications By-law 85-96, as amended, be further amended to reflect the fee changes as set out in **Attachment A** of this report, to be effective following Council ratification for January 1, 2025.

OVERVIEW:

- Staff presented the Recommendation Report “2024 Fee Changes for Development Applications (Tariff of Fees By-law with Respect to Planning and other Municipal Applications – Bylaw 85-96, as amended) (PBGM-2024-796)” to the October 21, 2024 Planning and Development Committee meeting.
- That report had recommended a range of changes to the Tariff of Fees By-law (Fee By-law) in an effort to:
 - Move the City towards full cost realization to reduce financial burden on the tax base;
 - Respond to industry and Council concerns, mitigating financial risks while helping to ensure the City remains attractive for development and investment is not cost-prohibitive; and,

- **Modernize the fee structure in alignment with current Provincial policies.**
- **That report had also recommended that fees associated with Committee of Adjustment (CofA) applications (i.e. minor variances and consents to sever) be maintained with existing fees to ensure accessibility for residents. That recommendation reflected the City's historic practice of offering the CofA service at a substantially subsidized rate, recovering an average of 30% of the service delivery costs, with the balance being subsidized by the tax base.**
- **Committee passed motion PDC183-2024, endorsing the approval of the proposed changes to the Fee By-law, except for the Committee of Adjustment application fee recommendation.**
- **Committee directed staff to undertake a review of fee options for the CofA applications to explore opportunities to increase cost recovery while maintaining accessibility for Brampton residents.**
- **Staff undertook a review of various options for CofA fees that maintains affordability and accessibility for users of the service while also reducing the impact to the tax base. Based on this review, staff are recommending the fee structure provided in Schedule A of this report.**
- **Subject to approval of the recommended fee structure in Schedule A related to Committee of Adjustment applications, staff will conduct further analysis and monitor potential impacts to application volumes and associated revenues, with the goal of aligning new revenue expectations with annual budgets.**

BACKGROUND:

In 2023, the City retained Watson & Associates Economists Ltd. (Watson) to undertake a review of the City's development and site plan application fees, including Committee of Adjustment (CofA) fees. This review (Attachment B) included an analysis of current cost recovery levels of the City's current fees and to provide recommendations on fee adjustments and fee structure changes.

The *Planning Act* requires fees to be cost justified at the application type level. Utilizing the Activity Based Costing exercise completed through their fee review, Watson determined the City's processing costs for applications under the Committee of Adjustment to be \$11,949 for a Minor Variance application, and \$10,157 for a Consent application.

These costs are reflective of the organizations direct, indirect and capital costs based on 2023 budget estimates, and have been calculated based on the average annual volume of planning applications from 2019 to 2022.

Using this information and comparing it to the Committee of Adjustment (CofA) application volumes and revenues generated in 2023 generates, Watson calculated the City's status quo cost recovery assessment as seen in the table below:

Table 1: Committee of Adjustment Cost Recovery by Application Type

Application Type	Cost Per Application	2023 Application Volumes	Calculated 2023 Costs	Calculated 2023 Revenues	Cost Recovery %
Minor Variance	\$11,949	418	\$4,994,854	\$737,770	15%
Consent	\$10,157	30	\$304,701	\$131,490	43%

The report to the October 21, 2024 Planning and Development Committee meeting recommended that no change be made to the fees for CofA applications, resulting in an ongoing under-recovery of revenue amounting to just over \$4M.

The Planning and Development Committee reviewed this recommendation and directed that staff take back the CofA fee recommendations for review, with a direction to bring alternative fee recommendations back to Council. The outcome from this direction was to maximize cost recovery and reduce the impact to the tax base while balancing the need to keep this service accessible to Brampton residents.

CURRENT SITUATION:

Committee of Adjustment applications consist of Minor Variances and Consents to Sever. The City's Fee By-law sets different fees for Minor Variance applications depending on the land use, and one fee for Consent to Sever applications as shown below:

Table 2: Current Fees for Committee of Adjustment Applications

Application Type	Fee
Minor Variance Residential/Institutional	\$720
Minor Variance All other	\$2,920
Consent	\$4,519

In their Phase 2 report (Attachment B), Watson had suggested that the City treat CofA applications as flat fee applications and charging fees reflective of full cost recovery.

Flat fee applications are those that generally generate a consistent processing cost to the City, hence the recommendation of a flat fee structure. However, given the City's decision

to historically offer the CofA service at a substantially reduced rate, and making a differentiation for Minor Variances based on land use, staff are not recommending a full cost, flat fee structure.

Recommended Fee Structure and Rates for CofA

Staff are recommending a fee structure with more variability to account for some applications that have a higher degree of complexity which results in higher processing costs, but which maintain a degree of subsidization, which reduces the impact to the tax base by generating a measurable increase to the City's cost recovery.

Table 3: Recommended Fee Structure and Rates for CofA Applications

8. Committee of Adjustment		
Residential Minor Variance Applications		
Above/Below Grade Variance (Door/Window)	\$11,949	Per Application
Driveway Variance	\$11,949	Per Application
Parking Variance	\$11,949	Per Application
Variances to Section 10.16 (Garden Suites) of the Zoning By-Law	\$11,949	Per Application
All Other Variances	\$2,990	Per Variance
Maximum Fee	\$11,949	Per Application
Institutional, Commercial or Industrial (ICI) Minor Variance Applications		
Minor Variance Application	\$11,949	Per Application
Consent Applications		
Consent Application – Lot Creation	\$10,157	Per Application
Consent Application – All Other (in accordance with Planning Act S.57, 50(18), or 53(23))	\$5,078	Per Application

With respect to Residential Minor Variance applications, this fee structure provides a degree of subsidization where residents who are looking for modest variances to their land use permissions – this would include instances where residents need a variances from the Zoning By-law to accommodate the installation of a new deck, fence or other small modification to their property.

More substantive residential variations, including those to access, driveways and parking have been set to reflect full cost recovery levels. Minor Variances for any Institutional, Commercial or Industrial use is also set to cover full costs.

With respect to Consent to Sever applications, the recommended fee structure would require a full cost recovery where an applicant, irrespective of land use, is proposing to create one or more new lots. However, where Consent to Sever applications are needed to facilitate lot line adjustments, extend lease agreements or other ‘paper exercise’ type applications, the fee has be set to reflect fifty percent of full cost recovery.

As per the Planning Act, municipalities cannot charge an application fee greater than the cost to the City to deliver the service. The Fee By-law notes that the maximum fees are not inclusive of other ancillary services such as provision of signs or consent certificates.

In addition to the proposed fee structure and rates noted above, staff are also recommending the adoption of a practice emerging in other municipalities including Toronto, Vaughn and Hamilton – “After the Fact” variance fees. These are fees tied to variances applications that are being sought by landowners to resolve compliance issues, but are only being sought after the City’s Enforcement staff have acted on a compliance issue.

As noted in the initial fee recommendation report of October 21, 2024 staff highlighted that CofA applications are becoming a more predominant tool to implement land use changes and related programs (i.e. Additional Residential Units, Compliance to Residential Landlord Licensing, etc.).

The introduction of an “After the Fact” fee for variances may help to encourage landowners to seek the required variance permissions prior to the completion of physical changes to their properties, rather than seeking those permissions after the construction and only if complaints and Enforcement actions occur. This fee structure will hopefully incentivize residents and contractors to proceed through the proper course of review and approval in order to pay a lower fee. An ‘After the Fact’ variance fee would be set to reflect full cost recovery as shown in the table below:

Table 4: Application Fee for “After the Fact” Variances

Committee of Adjustment	Proposed Fee	
After the Fact Variance	\$11,949	Per Application

Overall Assessment of Proposed Fee Changes by CofA Application Type

The following chart displays a more granular assessment of the cost recovery achieved with the current fee structure versus the recovery that would be achieved with the recommended fee structure, along with the percent increase to the base fees these changes represent.

Table 5: Detailed Impact of Recommend Fee Structure on Cost Recovery and Fee Increase %

Residential Minor Variances	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Driveway Variance	\$720	6%	\$11,949	100%	1559%
Above/Below Grade Variance	\$720	6%	\$11,949	100%	1559%
Parking Variance	\$720	6%	\$11,949	100%	1559%
Variances to 10.16 of the ZBL	\$720	6%	\$11,949	100%	1559%
All other Variances	\$720	6%	\$2,990	25%	315%
Institutional/Commercial/Industrial Minor Variances	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Minor Variance	\$2,920	25%	\$11,949	100%	309%
Consent Applications	Current Fee	Cost Recovered (%)	Proposed Fees	Cost Recovered (%)	Fee Change (%)
Lot Creation	\$4,519	45%	\$10,157	100%	124%
All Other Consent types	\$4,519	45%	\$5,078	50%	12%

A full breakdown and assessment of the impact of the recommended fee structure and rates can be found in Attachment C.

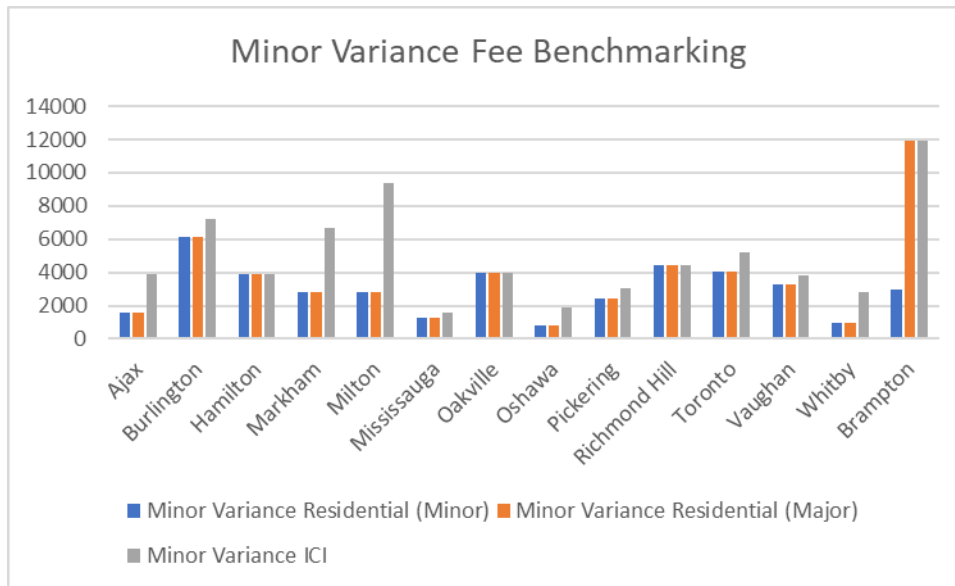
The impact of the 'After the Fact' Variance fee recommendation cannot be forecasted currently due to lack of data. This will be tracked and correlated to data from both building inspections, enforcement actions and complaints to 311 to measure its impact and reported on in 2025.

Committee of Adjustment Municipal Benchmarking

The recommended fee structure and rates for CofA applications will result in Brampton having some CofA application types having higher than average fees when compared against other municipalities in the GTAH, those being typified as the 'major' variances (below/above grade entrances, driveway matters, etc.). The proposed fees for more modest variance requests, such as decks or sheds, remain at a substantially lower fee when compared to other municipalities.

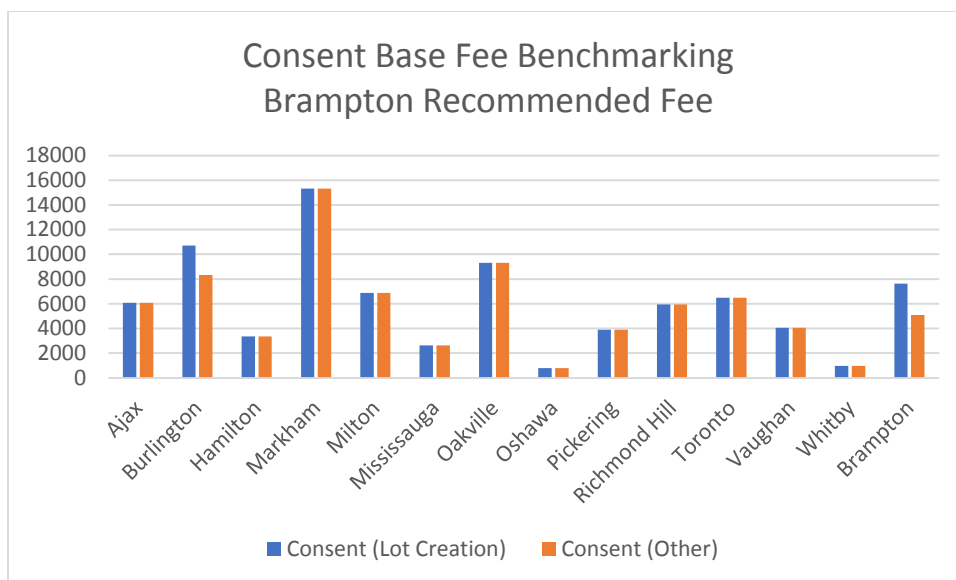
Staff note that unless the municipality discloses whether they are setting fees to achieve full cost recovery, it is difficult to ascertain if this benchmarking is truly an 'apples to apples' comparison, as some municipalities may choose to set their fees at below cost recovery levels.

With respect to Minor Variance applications, staff recommend fees for residential applications, categorized as 'major' and 'minor' to reflect the variations seen in the recommended fee schedule, and one flat fee for applications for Institutional, Commercial or Industrial Minor Variances.



The recommended fee for 'minor' residential applications aligns with the average fee across the GTAH of \$2,955. This cost is typical for those applications related to modest residential variances for things like decks and sheds. The 'major' fee related to more impactful residential variances is three times higher than the GTAH average of \$3,600, but it is reflective of full cost recovery to the City. The recommended fee for Industrial, Commercial and Institutional (ICI) applications is higher than the GTAH average of \$4,338 but reflects cost recovery.

With respect to Consent to Sever applications, staff recommend one fee for Lot Creation, and a separate, lower fee for all other types (being Lot adjustments, Easements or Extended Lease). The recommended fee for Consents for Lot Creation is higher than the average fee across the GTAH of \$6,000. The recommended fee for all Other Consent applications is just below the average of \$5,651.



Corporate Implications

Financial Implications:

Based on the recommended fee structure in this report, revenues related to Committee of Adjustment applications may increase from the existing budget of \$0.4M to \$3.8M, based on 2023 volumes.

However, given the increase in rates, there is a potential that volumes may decrease, which would lower revenue expectations. Subject to Council approval of this report, staff will conduct further analysis and monitor potential impacts to application volumes and the associated revenues, with the goal of aligning new revenue expectations with annual budgets.

Strategic Focus Area:

This report and associated recommendations for the development application fees is consistent with the Strategic Focus Area of Government and Leadership. The recommendations will support the establishment of a fee structure for the Committee of Adjustment that supports service excellence, balancing efficiency, transparency and effectiveness with equity and innovation.

Conclusion:

Staff, in response to Committee direction, are recommending changes to the City's Tariff of Fees By-law for Committee of Adjustment applications to improve cost recovery while balancing accessibility for residents and investment for businesses.

Authored by:

Reviewed by:

Carolyn Crozier, Msc.Pl. MCIP, RPP
Strategic Leader, Commissioners
Office
Planning, Building and Growth
Management

Allan Parsons MCIP, RPP
Director, Development Services
Planning, Building, and Growth
Management

Approved by:

Approved by:

Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management

Laura Johnston
Commissioner
Legislative Services

Attachments:

- Attachment A: Schedule A of City Fee By-law (By-Law Number 85-96 "To Establish a Tariff of Fees By-law with Respect to Planning and Other Municipal Applications")
- Attachment B: Phase 2 Fee Report by Watson
- Attachment C: Assessment of Recommended Committee of Adjustment Fee Structure and Charges

Schedule A to By-Law 85-96

1. Application for Pre-Consultation		Fee
Pre-Consultation	\$20,000	Per Application
<i>Note: Pre-Consultation fees will be credited, in their entirety, towards the base fee of any future application for the same address, if such application is submitted within one year from the date of the pre-consultation application. The Director of Development Services & Design, at their discretion, can consider credits beyond the one-year timeframe.</i>		

2. Flat Fee Applications		Fee
Official Plan Amendment	\$68,558	Per Application
Temporary Use Zoning By-Law Amendment	\$58,118	Per Application
Removal of (H) Holding Symbol	\$28,316	Per Application

3. Zoning By-Law Amendments		Fee
Base Fee	\$62,602	
Apartments	\$754	First 25 Units
	\$602	26 to 100 Units
	\$457	101 to 200 Units
	\$308	201 Units and Above
All Other Residential	\$1,547	Per Dwelling Unit
All Non-Residential	\$15,511	Per Net Hectare
Maximum Fee*	\$88,821	Per Application
<i>Note: All lands associated with a specific application shall be contiguous. Per unit/hectare fees noted in Table 3 are only to be applied once to a development project through a Zoning By-Law Amendment, Plan of Subdivision, or Plan of Condominium Application (Site Plans excluded).</i>		
<i>Note: For residential mixed use developments, non-residential fees apply to the gross floor area of the non-residential use.</i>		
<i>*Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.</i>		

4. Plan of Subdivision		Fee
Base Fee	\$35,350	
Apartments	\$754	First 25 Units
	\$602	26 to 100 Units
	\$457	101 to 200 Units
	\$308	201 Units and Above
All other Residential	\$1,547	Per Dwelling Unit
All Non-Residential	\$15,511	Per Net Hectare
Maximum Fee*	\$139,935	Per Application
<p><i>Note: All lands associated with a specific application shall be contiguous. Per unit/hectare fees noted in Table 4 are only to be applied once to a development project through a Zoning By-Law Amendment, Plan of Subdivision, or Plan of Condominium application (Site Plans excluded).</i></p> <p><i>Note: For residential mixed use developments, non-residential fees apply to the gross floor area of the non-residential use.</i></p> <p><i>*Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.</i></p>		

Concurrent Application Fee Reductions:

The following applications, when received together, will receive a 25% reduction on the total application fee amount:

- Zoning By-law Amendment and Draft Plan of Subdivision.
- Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision.
- Official Plan Amendment and Zoning By-law Amendment.

5. Plan of Condominium		Fee
Base Fee	\$30,870	
Apartments	\$754	First 25 Units
	\$754	26 to 100 Units
	\$754	101 to 200 Units
	\$754	201 Units and Above
All Other Residential	\$1,547	Per Dwelling Unit
All Non-Residential	\$15,511	Per Net Hectare
Maximum Fee*	\$57,215	Per Application
<p><i>Note: All lands associated with a specific application shall be contiguous. Per unit/hectare fees noted in Table 5 are only to be applied once to a development project through a Zoning By-Law Amendment, Plan of Subdivision, or Plan of Condominium application (Site Plans excluded).</i></p> <p><i>Note: For residential mixed use developments, non-residential fees apply to the gross floor area of the non-residential use.</i></p>		

**Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.*

6. Draft Plan Approval (Condominiums and Subdivisions) and Assumptions		Fee
Revision of Draft Plan after Draft Approval (when requested by applicant/owner)	\$6,139	Per Revision
Revisions to Conditions of Draft Plan Approval (when requested by applicant/owner)	\$6,139	Per Revision
Extension of Draft Plan Approval	\$6,139	Per Application
Registration of Each Phase of a Plan (cost per phase beyond first phase)	\$6,139	Per Phase
Subdivision Release and Assumption	\$689	Flat Fee

7: Site Plan Applications		Fee
Base Fee	\$29,080	
Apartments	\$753	First 25 Units
	\$602	26 to 100 Units
	\$457	101 to 200 Units
	\$378	201 Units and Above
All Other Residential	\$1,547	Per Dwelling Unit
All Non-Residential	\$15,511	Per Net Hectare
Maximum Fee*	\$89,865	Per Application
Minor Revisions to Site Plans**	\$1,436	Per Application
<p><i>Note: All lands associated with a specific application shall be contiguous.</i></p> <p><i>Note: For residential mixed use developments, non-residential fees apply to the gross floor area of the non-residential use.</i></p> <p><i>*Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.</i></p> <p><i>** At the discretion of the Director of Development Services and Design.</i></p>		

8. Committee of Adjustment		
Residential Minor Variance Applications		
Above/Below Grade Variance (Door/Window)	\$11,949	Per Application
Driveway Variance	\$11,949	Per Application
Parking Variance	\$11,949	Per Application
Variances to Section 10.16 (Garden Suites) of the Zoning By-Law	\$11,949	Per Application
All Other Variances	\$2,990	Per Variance
Maximum Fee	\$11,949	Per Application
Institutional, Commercial or Industrial (ICI) Minor Variance Applications		
Minor Variance Application	11,949	Per Application
"After the Fact" Variance (Residential or ICI) Variance application resulting from a registered complaint, construction inspection, building order or enforcement action.	\$11,949	Per Application
Consent Applications		
Consent Application – Lot Creation	\$10,157	Per Application
Consent Application – All Other (in accordance with Planning Act S.57, 50(18), or 53(23))	\$5,078	Per Application
Committee of Adjustment Application Re-Circulated Pursuant to A Request by The Applicant to Defer an Application	\$5,000	Per Notice
Consent Certificate	\$2,127	Per Certificate
Replacement Notice Sign	\$75	Per Sign
Committee of Adjustment Application Refunds: <ul style="list-style-type: none"> • \$400 refund if withdrawn prior to internal circulation (By-law 231-2007). • \$300 refund if withdrawn prior to circulation of public notice of a hearing (By-law 231-2007). • No refund if withdrawn once the circulation of the public notice of a hearing has occurred (By-law 231-2007). 		

9. Removal of Part Lot Control		Fee
Per application, per registered plan of subdivision, for the creation of lots or blocks, plus \$242 for each lot or block being created;	\$3,051	Per Application
Creation of Maintenance Easements	\$3,051	Per Application, Per Registered Plan of Subdivision
Applications Re-Circulated Pursuant to A Request by The Applicant to Defer an Application	\$1,686	Per Notice
For existing land leases involving a single dwelling unit and requiring an application for exemption	\$242	Per Application

10. Community Block Plan or Community Block Plan Amendment		Fee
Base Fee	\$14,605	
Per Gross Hectare	\$1,313	

11. Other Fees		Fee
Proposal Signs	\$1,499	Per Application
Temp Sales Trailers	\$689	Per Application
Ontario Land Tribunal Mailing Labels	\$3.06	Per Label
Resubmissions/Re-circulations of Applications past 3 resubmissions/circulations	\$5,000	Per Application
Resubmission/re-circulation fees apply to the following application types: <ul style="list-style-type: none"> • Official Plan Amendments • Zoning By-law Amendments • Plan of Subdivision and/or Condominium • Site Plan Applications 		

NOTES:

1. Any resubmission by a person other than the original applicant shall be deemed a new application.
2. Except as otherwise provided, the Commissioner of Planning, Building and Growth Management, may, upon written request, authorize a refund of no greater than 50% of an application fee if the application is withdrawn prior to the Public Meeting required by the Planning Act for the application.
3. The fees in Schedule A shall be adjusted annually, effective January 1, in accordance with the rate of increase of the Consumer Price Index-Toronto from the previous year published by Statistics Canada. In the event that a fee is not adjusted by the Consumer Price Index in any year, the cumulative adjustment for the past years may be made in future years.



Development Application Fees Review Study – Phase 2

City of Brampton

April 9, 2024

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Chapter 1

Introduction



1. Introduction

1.1 Background

Municipalities have periodically undertaken updates to their development application fees in order to address changes in development cycles, application characteristics, and cost recovery levels with the intent of continuing to improve fee structures so that they more accurately reflect processing efforts. The City of Brampton (City) retained Watson & Associates Economists Ltd. (Watson) to undertake a review for a selection of the City's development application fees, and to make recommendations to provide for reasonable full cost recovery. The review was undertaken in two phases, with the scope of each phase summarized below.

Phase 1

- Examine the full costs to the City—including direct, indirect, and capital costs—of processing select planning applications;
- Compile benchmarking data from municipal comparators and compare with the City's planning fees; and
- Provide recommendations on the capping of fees for Zoning By-law Amendment applications.

Phase 2

- Analyze cost recovery levels supported by current fees and assess the impact of under-recovery on tax base; and
- Recommend fee adjustments and fee structure changes with regard for municipal best practices.

A Technical Memorandum detailing Phase 1 of the assignment (Phase 1 Memo) was provided to the City on November 24, 2023. This technical report details the work completed as part of Phase 2 of the assignment and provides: a summary of the legislative context for the fees review, a detailed description of the methodology utilized to assess the full costs of service, and the financial implications of moving towards full cost recovery and the associated fee schedules.



1.2 Legislative Context for Development Application Fees Review

The context for the scope of this development application fees review is framed by the statutory authority available to the City to recover the costs of service. The statutory authority that must be considered is the *Planning Act* which governs the imposition of fees for recovery of the anticipated costs of processing planning applications. The following summarizes the provisions of this statute as it pertains to fees.

1.2.1 *Planning Act, 1990*

Section 69 of the *Planning Act* allows municipalities to impose fees through by-law for the purposes of processing planning applications. In determining the associated fees, the Act requires that:

“The council of a municipality, by by-law, and a planning board, by resolution, may establish a tariff of fees for the processing of applications made in respect of planning matters, which tariff shall be designed to meet only the anticipated cost to the municipality or to a committee of adjustment or land division committee constituted by the council of the municipality or to the planning board in respect of the processing of each type of application provided for in the tariff.”

Section 69 establishes many cost recovery requirements that municipalities must consider when undertaking a full cost recovery fee design study. The Act specifies that municipalities may impose fees through by-law and that the anticipated costs of such fees must be cost justified by application type as defined in the tariff of fees (e.g. subdivision, zoning by-law amendment, etc.). Given the cost justification requirements by application type, this would suggest that cross-subsidization of planning fee revenues across application types is not permissible. For instance, if site plan application fees were set at levels below full cost recovery for policy purposes, this discount could not be funded by subdivision application fees set at levels higher than full cost recovery. Our interpretation of section 69 is that any fee discount must be funded from other general revenue sources such as property taxes. In comparison to the cost justification requirements of the *Building Code Act*, where the justification point is set at the aggregate level of the Act, the requirements of the *Planning Act* are more stringent in this regard.



The legislation further indicates that the fees may be designed to recover the “anticipated cost” of processing each type of application, reflecting the estimated costs of processing activities for an application type. This reference to anticipated costs represents a further costing requirement for a municipality. It is noted that the statutory requirement is not the actual processing costs related to any one specific application. As such, actual time docketing of staff processing effort against application categories or specific applications does not appear to be a requirement of the Act for compliance purposes. As such, our methodology, which is based on staff estimates of application processing effort, meets the requirements of the Act and is in our opinion a reasonable approach in determining anticipated costs.

The Act does not specifically define the scope of eligible processing activities and there are no explicit restrictions to direct costs as previously witnessed in other statutes. Moreover, amendments to the fee provisions of the *Municipal Act* and the *Building Code Act* have provided for broader recognition of indirect costs. Acknowledging that staff effort from multiple departments is involved in processing planning applications, it is our opinion that such fees may include direct costs, capital-related costs, support function costs directly related to the service provided, and general corporate overhead costs apportioned to the service provided.

The payment of *Planning Act* fees can be made under protest with appeal to the Ontario Land Tribunal (OLT), previously known as the Ontario Municipal Board, if the applicant believes the fees were inappropriately charged or are unreasonable. The OLT will hear such an appeal and determine if the appeal should be dismissed or direct the municipality to refund payment in such amount as determined. These provisions confirm that fees imposed under the *Planning Act* are always susceptible to appeal. Unlike other fees and charges (e.g. development charges) there is no legislated appeal period related to the timing of by-law passage, mandatory review period, or public process requirements.



Chapter 2

Activity-Based Costing



2. Activity-Based Costing

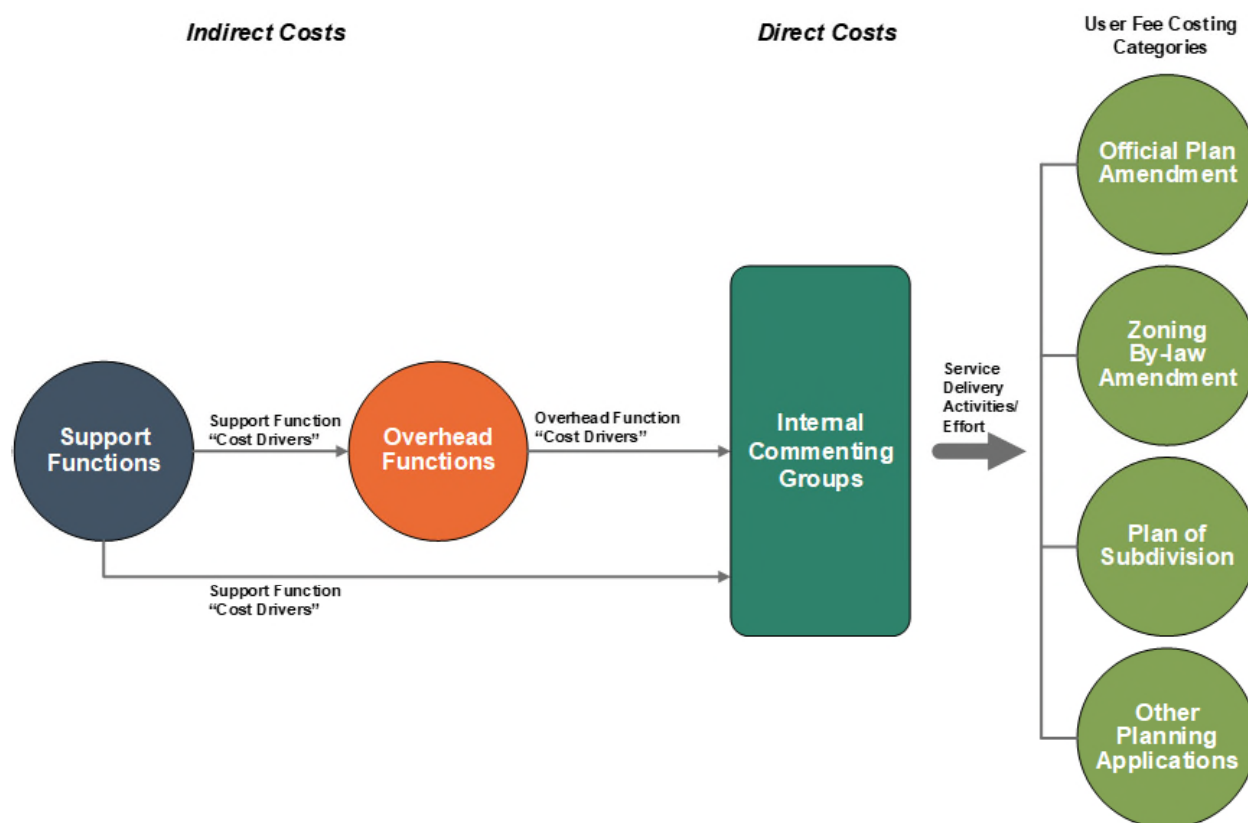
2.1 Methodology

An activity-based costing (A.B.C.) methodology, as it pertains to municipal governments, assigns an organization's resource costs through activities to the services provided to the public. One of the service channels provided by municipalities is the development review process. Conventional municipal accounting structures are typically not well suited to the costing challenges associated with development processing activities, as these accounting structures are business unit focused and thereby inadequate for fully costing services with involvement from multiple business units. An A.B.C. approach better identifies the costs associated with the processing activities for specific application types and thus is an ideal method for determining full cost recovery development application fees.

As illustrated in Figure 2-1, an A.B.C. methodology attributes processing effort and associated costs from all participating municipal business units to the appropriate development application service categories. The resource costs attributed to processing activities and application categories include direct operating costs, indirect support costs, and capital costs. Indirect support function and corporate overhead costs are allocated to direct business units according to operational cost drivers (e.g., information technology costs allocated based on the relative share of departmental personal computers supported). Once support costs have been allocated amongst direct business units, the accumulated costs (i.e., indirect, direct, and capital costs) are then distributed across the various development application service categories and other non-development services offered by the City, based on the business unit's direct involvement in development review process activities. The assessment of each business unit's direct involvement in development review process activities is accomplished by tracking the relative shares of staff processing effort across each development application category's sequence of process steps. The results of employing this costing methodology provide municipalities with a better recognition of the costs incurred in delivering development review processes, as it acknowledges not only the direct costs of resources deployed but also the operating and capital support required by those resources to provide services.



Figure 2-1
Activity-Based Costing Conceptual Cost Flow Diagram



The following sections of this chapter review each component of the A.B.C. methodology as it pertains to the City's development application fees review.

2.2 Application Category Definition

A critical component of the full cost user fees review is the selection of costing categories. This is an important first step as the process design, effort estimation, and subsequent costing is based on these categorization decisions. It is also important from a compliance standpoint where, as noted previously, the *Planning Act* requires user fees to be cost justified by application type consistent with the categorization contained within the City's tariff of fees.

The specific development applications that are included in the scope of this review and modeled in the A.B.C. analysis comprises the following:



- Official Plan Amendment applications;
- Zoning By-law Amendment applications, including Temporary use By-law and the Lifting of a Holding provision applications;
- Draft Plan of Subdivision applications;
- Draft Plan of Condominium applications;
- Site Plan applications;
- Pre-Consultation applications;
- Minor Variance applications; and
- Consent applications.

2.3 Application Processing Effort Cost Allocation

To capture each participating City staff member's relative level of effort in processing development applications, process map templates were prepared for each of the above-referenced costing categories. These process map templates outline the process steps undertaken for an application in each planning application costing category.

The development of the process maps and resulting effort estimates are fully detailed in the Phase 1 Memo and summarized herein. Through discussions with the City's staff, processing effort estimates were documented for each position and refined based on an assessment of average annual processing capacity relative to current staff utilization levels. Additionally, ancillary effort related to the oversight and management of the planning application review process by departmental management were incorporated. The resulting effort estimates were utilized to calculate the final capacity utilization for each costing category.

It is noted that the effort estimates captured through this exercise are reflective of the City's current processing activities and current application characteristics.

2.3.1 *Changes to Planning Application Processes in Response to Bill 109*

On April 14, 2022, the Province gave Royal Assent to Bill 109 (*More Homes for Everyone Act*), which introduced changes to the *Planning Act* that come into force on January 1, 2023. These changes require municipalities to refund some or all of



planning fees collected for select applications (zoning by-law amendment and site plan control) where a decision has not been reached within legislated timelines.

This review captured the processes employed by the City in reviewing planning applications prior to Bill 109. Through discussions with City staff, changes to the processing of affected applications in response to Bill 109 have been considered, but have yet to be implemented. These changes are based on the existing processes and distribute the effort into distinct stages with the introduction of mandatory, phase 2 pre-consultation for the following planning applications:

- Official Plan Amendment;
- Zoning By-law Amendment;
- Temporary Use Zoning By-law Amendment;
- Site Plan Application;
- Draft Plan of Subdivision; and
- Draft Plan of Condominium.

These changes to the processing of applications lead to the reallocation of effort from processing the application to pre-consultation analysis and review, and results in no additional effort being required. Section 3.4.1 examines the reallocation of full costs for the above mentioned planning applications in light of these proposed process changes.

2.3.2 Staff Capacity Utilization at Historical Volumes of Development Applications

The development application review process considered within this assessment involves, to varying degrees, staff from multiple departments across the organization. The development application processing effort estimates were evaluated against the City's current business processes, 2019 to 2022 average application volumes and characteristics, and staffing levels currently in place across City departments. Table 2-1 provides the average annual volume of planning applications by costing category.



Table 2-1
Planning Application Historical Volumes (2019 to 2022)

Costing Category	Historical Average Annual Volume
Pre-consultation	105.3
Official Plan Amendment	18.0
Zoning By-law Amendment (Small Scale)	16.8
Zoning By-law Amendment (Large Scale)	16.8
Temporary Use ZBA	1.5
Lifting of a Holding Provision	1.3
Site Plan (Small Scale)	26.3
Site Plan (Large Scale)	34.0
Draft Plan of Subdivision (Small Scale)	7.1
Draft Plan of Subdivision (Large Scale)	7.1
Draft Plan of Condominium	8.8
Minor Variance	247.0
Consent	27.0

Table 2-2 summarizes the number of full-time equivalent (F.T.E.) positions attributable to development application processes included in this review. In total, development application processing activities considered within the scope of this review consume approximately 82.1 F.T.E. positions annually across the organization. The majority of the staff effort is from:

- Development Services: Approximately 32.7 F.T.E. positions within the department are utilized in the processing of planning applications.
- Environment: Approximately 7.8 F.T.E. positions within the department are utilized in the processing of planning applications.
- Urban Design: Approximately 6.8 F.T.E. positions within the department are utilized in the processing of planning applications.
- Building: Approximately 6.6 F.T.E. positions within the department are utilized in the processing of planning applications.
- Development Engineering: Approximately 6.3 F.T.E. positions within the department are utilized in the processing of planning applications.
- Policy, Programs and Implementation: Approximately 4.9 F.T.E. positions within the department are utilized in the processing of planning applications.



- Public Works & Engineering: Approximately 4.4 F.T.E. positions within the division are utilized in the processing of planning applications.
- City Clerk's Office: Approximately 3.9 F.T.E. positions within the department are utilized in the processing of planning applications.
- Community Services: Approximately 3.6 F.T.E. positions within the division are utilized in the processing of planning applications.

Table 2-2
Development Application F.T.E. Utilization by Business Unit – at Average Annual Activity Volumes

City Business Unit	F.T.E.s Utilized in Processing Planning Applications
Planning, Building & Growth Management - Administration	0.6
Development Services & Design - Administration	0.7
Development Services	32.7
Urban Design	6.8
Building	6.6
Environment & Development Engineering - Administration	0.3
Development Engineering	6.3
Environment	7.8
Integrated City Planning - Administration	0.1
Policy, Programs and Implementation	4.9
Transportation Planning	0.3
Public Works & Engineering	4.4
Transit	0.5
Legislative Services - Administration	0.0
City Clerk's Office	3.9
Litigation and Municipal Law	1.2
Corporate Support Services - Administration	0.0
Information Technology	1.3
Finance	0.1
Community Services	3.6
Office of the CAO	0.0
Total	82.1



2.4 Direct Costs

The following City business units are directly involved in processing the development applications included in the review:

- Commissioner's Office - Planning, Building & Growth Management
- Development Services
- Urban Design
- Commissioner Office - Planning, Building & Growth Management
- Building
- Director's Office - Environment & Development Engineering
- Development Engineering
- Environment
- Director's Office - City Planning and Design
- Policy, Programs and Implementation
- Transportation Planning
- Commissioner's Office - Public Works & Engineering
- Director's Office - Roads Maintenance, Operations & Fleet
- Traffic Operations
- Director's Office - Engineering & Construction
- Management - Infrastructure Planning
- Survey's and Mapping
- Infrastructure Planning
- General Manager - Transit
- Service Development
- Higher Order Transit
- Hurontario LRT
- Commissioner's Office - Legislative Services
- City Clerk's Office
- Law
- Commissioner's Office - Corporate Support Services
- Director's Office - Digital Innovation and IT
- BI and Integration
- Location Intel and Data Visual
- Finance Administration
- Revenue Services Administration
- Capital & Development Finance
- Commissioner's Office - Community Services
- Director's Office - Parks Maintenance & Forestry
- Parks Planning & Development
- Office of the CAO
- Mayor's Office
- Offices of the Councillors

Based on the results of the resource capacity analysis summarized above, the proportionate share of each individual's direct costs were allocated to the respective



development application categories. The City's 2023 Operating Budget was used to generate the direct cost allocations within the model, including cost components such as:

- Salary, Wages and Benefits;
- Advertising, Marketing & Promotion;
- Contracted Services;
- Financial Services;
- Office and Administrative;
- Professional Services;
- Rent and Lease Charges;
- Repairs, Maintenance and Materials;
- Staff Development; and
- Utilities and Fuel.

2.5 Indirect Costs

An A.B.C. review includes not only the direct cost of providing service activities but also the indirect support costs that allow direct service business units to perform these functions. The method of allocation employed in this analysis is referred to as a step costing approach. Under this approach, support function and general corporate overhead functions are classified separate from direct service delivery departments. These indirect cost functions are then allocated to direct service delivery departments based on a set of cost drivers, which subsequently flow to the costing categories according to staff effort estimates.

Cost drivers are units of service that best represent the consumption patterns of indirect support and corporate overhead services by direct service delivery departments or business units. As such, the relative share of a cost driver (unit of service consumed) for a direct department determines the relative share of support/corporate overhead costs attributed to that direct service department. An example of a cost driver commonly used to allocate human resource's support costs would be a department or business unit's share of F.T.E.s relative to the City-wide total. Cost drivers are used for allocation purposes acknowledging that these business units do not typically participate directly in the delivery of services, but that their efforts facilitate services being provided by the City's direct business units.



Table 2-3 summarizes the support and corporate overhead functions included in the calculations and the cost drivers assigned to each function for cost allocation purposes. The indirect support and corporate overhead cost drivers used in the fees model reflect generally accepted practices within the municipal sector.

Table 2-3
Indirect Support and Corporate Overhead Functions and Cost Drivers

Sub-branch Cost Centres	Cost Driver(s)
Service Brampton	Budget
Corporate Support Services	Budget
Finance	Budget Operating Distribution Lines Processed
Organizational Performance & EDI	Budget
Strategic Communications	Budget
City Clerk's Office	Budget
Insurance & Risk Management	Budget
Legal Services	Budget
Mayor	Budget
Council Costs Other	Budget
Members of Council	Budget
Office of the CAO	Budget
Strategic Service & Initiatives	Budget
Building Design & Construction	Budget
Asset/Energy Management & Capital Planning	Budget
Security Services	Budget
Human Resources	Full-time Equivalents
Information Technology	Full-time Equivalents
Facilities Maintenance	Budget Gross Floor Area Occupied
Facilities Services & Operations	Budget Gross Floor Area Occupied
Transit Operations	Gross Floor Area Occupied
Fleet Services	Vehicle Replacement Cost

2.6 Capital Costs

Estimated annual lifecycle costs of assets commonly utilized to provide direct business unit services have been included in the full cost assessment. The annual lifecycle costs were estimated based on the replacement cost of the assets and estimated asset useful



life or annual reinvestment rates suggested in the Canadian Infrastructure Report Card¹ for facility assets. These lifecycle costs are then allocated across all development application categories based on the capacity utilization of direct business units.

Capital costs for the following departments/divisions were calculated:

- City Hall facility space utilized: Based on the gross floor area (G.F.A.) occupied by the business unit at a replacement value of \$410 per square foot and annual reinvestment rate of 2.1%;
- Flower City Community Campus Site 1 facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$373 per square foot and annual reinvestment rate of 2.1%;
- Flower City Community Campus Site 2 facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$419 per square foot and annual reinvestment rate of 2.1%;
- Clark Transit facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$315 per square foot and annual reinvestment rate of 2.1%;
- Sandalwood Transit facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$275 per square foot and annual reinvestment rate of 2.1%;
- Williams Parkway Operations Centre facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$477 per square foot and annual reinvestment rate of 2.1%;
- West Tower facility space utilized: Based on the G.F.A. occupied by the business unit at a replacement value of \$410 per square foot and annual reinvestment rate of 2.1%; and
- Vehicles utilized: Based on the replacement values of vehicles attributable to each business unit and a useful life of nine years.

The total annual lifecycle amount, as detailed above, was then distributed to each costing category based on staff resource capacity utilization.

¹ Informing the Future: The Canadian Infrastructure Report Card, 2016
(https://www.pppcouncil.ca/web/pdf/infra_report_card_2016.pdf)



Chapter 3

Cost Recovery Analysis and Full Cost Fees



3. Cost Recovery Analysis and Full Cost Fees

3.1 Planning Application Costing Results

As noted in the introduction, the *Planning Act* requires fees to be cost justified at the application type level. Application costs reflect the organizational direct, indirect, and capital costs based on 2023 budget estimates, and have been calculated based on the average annual volume of planning applications over the 2019 to 2022 period. Table 3-1 presents the calculated processing cost per planning application for each type considered within this review.

Table 3-1
Processing Cost per Planning Application by Type

Application Type	Cost per Application
Pre-consultation	\$ 20,011
Official Plan Amendment	\$ 48,558
Zoning By-law Amendment (Simple)	\$ 44,486
Zoning By-law Amendment (Complex)	\$ 68,821
Draft Plan of Subdivision (Simple)	\$ 73,735
Draft Plan of Subdivision (Complex)	\$ 119,935
Temporary Use ZBA	\$ 38,118
Lifting of a Holding Provision	\$ 8,316
Site Plan (Simple)	\$ 36,813
Site Plan (Complex)	\$ 69,865
Draft Plan of Condominium	\$ 27,215
Minor Variance	\$ 11,949
Consent	\$ 10,157

In regard to the planning applications included in the scope of this review, Table 3-2 summarizes the 2023 annual processing costs based on the average costs per application (as identified in Table 3-1) and the volume of applications received by the City in 2023, compared with the total application fee revenues generated from those applications in the same year. The total cost to the City of processing planning applications in 2023 has been estimated at approximately \$11.8 million. Direct service costs represent 83% (\$9.8 million) of the total, with indirect and capital costs accounting



for the remaining 16% (\$1.9 million) of costs. The City's 2023 planning application fees have been estimated to generate revenues of approximately \$10.9 million. It is noted that this estimate includes an adjustment to account for a fee increase that was implemented by the City part-way through 2023. Based on this assessment, the City's planning application fees provided a cost recovery level of approximately 93% in 2023.

Table 3-2
Planning Applications: Annual Costs of Processing and Cost Recovery Levels at
Calculated 2023 Fees

Cost Component	
Direct Costs (SW&B) ^A	\$ 9,038,010
Direct Costs (Council PDC SW&B) ^A	\$ 50,835
Direct Costs (non-SW&B) ^A	\$ 734,768
Total Direct Costs	\$ 9,823,613
Indirect Costs	\$ 1,697,853
Capital - Annual Lifecycle Costs	\$ 244,392
Grand Total Costs	\$ 11,765,858
Calculated 2023 Annual Revenues	\$ 10,923,148
Cost Recovery Level (total costs)	93%

^A "SW&B" means Salaries, Wages, and Benefits

It is noted that the calculated annual costs reflect the cost savings arising from the processing of concurrent applications (for more detail see Section 3.4.2).

Table 3-3 details the cost recovery level for each costing category. While there are some planning application types that are recovering more than the average costs of processing, the majority of application types are recovering less than 100% of full costs.



Table 3-3
2023 Planning Application Cost Recovery Levels by Application Type

Application Type	Cost per Application	2023 Application Volumes	Calculated 2023 Costs ^A	Calculated 2023 Revenues ^B	Cost Recovery %
Pre-consultation	\$ 20,011	129.0	\$ 2,581,415	\$ 645,000	25%
Official Plan Amendment	\$ 48,558	12.0	\$ 2,297,888	\$ 7,644,863	333%
Zoning By-law Amendment (Simple)	\$ 44,486	13.5			
Zoning By-law Amendment (Complex)	\$ 68,821	13.5			
Draft Plan of Subdivision (Simple)	\$ 73,735	3.5			
Draft Plan of Subdivision (Complex)	\$ 119,935	3.5			
Temporary Use ZBA	\$ 38,118	4.0	\$ 152,473	\$ 8,220	5%
Lifting of a Holding Provision	\$ 8,316	2.0	\$ 16,633	\$ 6,400	38%
Site Plan (Simple)	\$ 36,813	17.0	\$ 625,819	\$ 278,065	44%
Site Plan (Complex)	\$ 69,865	9.0	\$ 628,784	\$ 998,731	159%
Draft Plan of Condominium	\$ 27,215	6.0	\$ 163,291	\$ 472,608	289%
Minor Variance ^C	\$ 11,949	418.0	\$ 4,994,854	\$ 737,770	15%
Consent	\$ 10,157	30.0	\$ 304,701	\$ 131,490	43%
Total			\$ 11,765,858	\$ 10,923,148	93%

^A Calculated costs include cost savings resulting from the processing of concurrent applications.

^B Calculated revenues have been adjusted to account for a fee increase that was implemented by the City part-way through 2023.

^C Revenues for Minor Variances have been calculated assuming a 50/50 split between single residential/institutional and all other types of development.

Based on the above, it is estimated that in 2023 approximately \$843,000 of processing costs related to the applications included in this review were funded from the City's general property tax levy.

3.2 Full Cost Fees

Full cost fees were developed with regard to the costs presented in Table 3-1 and Table 3-3. The results are based on the A.B.C. model and historical average application characteristics underlying planning applications. Implementing the full cost fees would provide the City with approximately \$843,000 of additional planning application revenue, which would increase the annual cost recovery of planning applications to full cost recovery levels.

3.2.1 Flat Fee Applications

The full cost fee schedule for flat rate fees is provided in Table 3-4. Based on this, all flat fee planning application types considered within this review would see increases to



the 2023 fees. Included in Appendix A is a survey of planning application fees in select comparator municipalities in the Greater Toronto and Hamilton Area (G.T.H.A.).

Table 3-4
Full Cost Planning Application Fees – Flat Fees

Application Type	2023 Flat Fee	Full Cost Flat Fee
Pre-consultation	\$ 5,000	\$20,011
Official Plan Amendment	\$ 14,166	\$48,558
Temporary Use ZBA	\$ 2,055	\$38,118
Lifting of a Holding Provision	\$ 3,200	\$ 8,316
Minor Variance	\$698 (Single Unit Res./ Inst.) \$2,832 (All Other)	\$ 11,949
Consent	\$ 4,383	\$ 10,157

3.2.2 Variable Fee Applications

Full cost fee options for planning applications with a variable fee component have had several fee structure options developed. These types of planning applications consist of Zoning By-law Amendments, Draft Plans of Subdivision, Draft Plans of Condominium, and Site Plans.

By design, the costing categories for Zoning By-law Amendments, Draft Plans of Subdivision, and Site Plans were developed with two segments differing by complexity with the intent to determine the full costs of processing both small scale (i.e., simple) and large scale (i.e., complex) applications. In other words, a simple application would represent the lowest cost of processing a planning application of a given type, while the complex application would represent the highest cost. Therefore, the full cost fee options have been developed in consideration of these minimum and maximum costs and impact on annual cost recovery levels. Through discussion with City staff, it was determined that for a Draft Plan of Condominium the costs of processing a small vs. large scale application did not differ.

Three options for full cost fees have been developed for these application types. These three options are detailed below.



Option 1: Current Fee Structure with Reduced Maximum Fee

The first option developed would maintain the City's 2023 fee structure and quantum but would reduce the maximum fee to that of a complex application.

Option 2: Flat Fee Structure Differentiated by Application

Through discussions with City staff, it was communicated that the complexity of an application is not necessarily tied to the size of the application (i.e., units or gross floor area), but often other inherent characteristics of the development. These factors that increase complexity include things such as the location of development or if the application consists of infill development relative to greenfield development. Based on this, an option of imposing flat fees for simple vs. complex applications was developed. This option would remove the variable component from the fee structure and would align the basis of complexity with factors other than size. It is noted however that before the City could implement this option, it would be required to clearly and accurately define what constitutes a simple vs complex application.

Option 3: Simplified Fee Structure with Reduced Maximum Fee

The final option has been developed to be similar in nature to Option 1, but simplified by charging a uniform fee per unit rather than a differentiated fee. The maximum fee has been re-calculated in an attempt to minimize the likelihood of under-recovery of small applications that would generate revenues beneath the minimum cost of processing (as determined by the cost of processing a simple application).

3.2.2.1 Zoning By-law Amendments

Table 3-5 presents the full cost fee options for a Zoning By-law Amendment application. Options 1 and 3 would mimic the City's 2023 fee structure but would introduce adjustments to the maximum fee. Option 3 would further simplify the per residential unit rate into a uniform fee. Option 2 would impose flat fees that differ based on the complexity of the application.



Table 3-5
Zoning By-law Amendment – Full Cost Fee Options

Option	Fee	Maximum Fee	Units to Maximum
Option 1: Current Fee Structure with Reduced Maximum Fee	Base: \$ 21,922	\$ 68,821	Apartment: 65
	Per Apartment Units:		
	1-25: \$ 730		
	26-100: \$ 584		
	101-201: \$ 443		Other: 31
	200+: \$ 367		
	Per Other Unit: \$ 1,500		
Option 2: Flat Fee Structure Differentiated by Application	Per net Ha: \$ 15,045		
	Simple: \$ 44,486		
Option 3: Simplified Fee Structure with Reduced Maximum Fee	Complex: \$ 68,821	\$ 107,411	743
	Base: \$ 21,922		
	Per Unit: \$ 115		
	Per net Ha: \$ 4,566		

A survey of select G.T.H.A. municipalities was conducted to examine the Zoning By-law Amendment fee structures employed in neighbouring municipalities. These results are presented in Table 3-6 which indicates that of the thirteen municipalities surveyed, five impose a flat fee, seven impose a base and variable fee, and one imposes a flat fee for simple applications and a base and variable fee for complex applications. Additionally, four municipalities impose a maximum fee on all forms of development, and one imposes a maximum fee only on residential development.



Table 3-6
Survey of Zoning By-law Amendment Fee Structures

Municipality	Flat Fee - Simple/Complex or Minor/Major	Base fee + variable fee	Maximum
Ajax	x		
Burlington		x ^D	x
Hamilton		x	x
Markham	x		
Milton		x	
Mississauga		x	x
Oakville		x	x ^A
Oshawa	x		
Pickering	x ^B	x ^C	
Richmond Hill	x		
Toronto		x	x
Vaughan		x	
Whitby	x		

^A Maximum is only imposed on residential units.

^B Pickering imposes a flat fee on "simple" zoning by-law amendment applications.

^C Pickering imposes a base fee in combination with a variable fee on "complex" zoning by-law amendment applications.

^D Burlington imposes different base fees and variable fees depending on the complexity of the ZBA application.

3.2.2.2 Draft Plans of Subdivision

Table 3-7 presents the full cost fee options for a Draft Plan of Subdivision application. Options 1 and 3 would mimic the City's 2023 fee structure but would introduce adjustments to the maximum fee. Option 3 would further simplify the per residential unit rate into a uniform fee. Option 2 would impose flat fees that differ based on the complexity of the application.



Table 3-7
Draft Plan of Subdivision – Full Cost Fee Options

Option	Fee	Maximum Fee	Units to Maximum
Option 1: Current Fee Structure with Reduced Maximum Fee	Base: \$ 14,888	\$ 119,935	Apartment: 193
	Per Apartment Units:		
	1-25: \$ 730		
	26-100: \$ 584		
	101-201: \$ 443		Other: 70
	200+: \$ 367		
	Per Other Unit: \$ 1,500		
Option 2: Flat Fee Structure Differentiated by Application	Per net Ha: \$ 15,045		
	Simple: \$ 73,735		
Option 3: Simplified Fee Structure with Reduced Maximum Fee	Complex: \$119,935	\$ 189,863	674
	Base: \$ 14,888		
	Per Unit: \$ 260		
	Per net Ha: \$ 6,698		

A survey of select G.T.H.A. municipalities was conducted to examine the Draft Plan of Subdivision fee structures employed in neighbouring municipalities. These results are presented in Table 3-8 which indicates that of the thirteen municipalities surveyed, four impose a maximum fee. All surveyed municipalities impose a base and variable fee for Draft Plans of Subdivision.



Table 3-8
Survey of Draft Plan of Subdivision Fee Structures

Municipality	Flat Fee	Base Fee + Variable Fee	Maximum
Ajax		x	
Burlington		x	x
Hamilton		x	
Markham		x	
Milton		x	
Mississauga		x ^A	x
Oakville		x	x
Oshawa		x	
Pickering		x	
Richmond Hill		x	
Toronto		x	
Vaughan		x	
Whitby		x	x

^A Variable per unit fee applies to only single-detached, semi-detached, and townhouse units, otherwise the variable fee is charged on a per GFA basis.

3.2.2.3 Site Plan Applications

Table 3-9 presents the full cost fee options for a Site Plan application. Options 1 and 3 would mimic the City's 2023 fee structure but would introduce adjustments to the maximum fee. Option 3 would further simplify the per residential unit rate into a uniform fee. Option 2 would impose flat fees that differ based on the complexity of the application.



Table 3-9
Site Plan Application – Full Cost Fee Options

Option	Fee	Maximum Fee	Units to Maximum
Option 1: Current Fee Structure with Reduced Maximum Fee	Base: \$ 8,807	\$ 69,865	Apartment: 93
	Per Apartment Units:		
	1-25: \$ 730		
	26-100: \$ 584		
	101-201: \$ 443		
	200+: \$ 367		Other: 41
	Per Other Unit: \$ 1,500		
	Per sq.m. of GFA for new: \$ 3.50		
Option 2: Flat Fee Structure Differentiated by Application	Per sq.m. of GFA for add., alt., or conv.: \$ 8.85		
Option 3: Simplified Fee Structure with Reduced Maximum Fee	Simple: \$ 36,813		
	Complex: \$ 69,865		
	Base: \$ 8,807	\$ 184,090	279
	Per Unit: \$ 628		
	Per sq.m. of GFA for new: \$ 3.50		
	Per sq.m. of GFA for add., alt., or conv.: \$ 8.85		

A survey of select Greater Toronto and Hamilton Area (G.T.H.A.) municipalities was conducted to examine the Site Plan application fee structures employed in neighbouring municipalities. These results are presented in Table 3-10 which indicates that of the thirteen municipalities surveyed, five impose a maximum fee on all forms of development, two impose a maximum fee only on residential development, and one imposes a fee only on non-residential development. All surveyed municipalities impose a base and variable fee for Site Plan applications.



Table 3-10
Survey of Site Plan Application Fee Structures

Municipality	Flat Fee	Base Fee + Variable Fee	Maximum
Ajax		x	
Burlington		x	x
Hamilton		x	x ^A
Markham		x	
Milton		x	x ^B
Mississauga		x	x ^C
Oakville		x	x ^D
Oshawa		x	x ^D
Pickering		x	
Richmond Hill		x	x
Toronto		x	
Vaughan		x	
Whitby		x	x

^A Hamilton sets differing maximum fees for ground related and vertical development.

^B Maximum is only imposed on non-residential development.

^C Mississauga sets differing maximum fees for commercial/office/institutional and industrial development.

^D Maximum is only imposed on residential units.

3.2.2.4 Draft Plans of Condominium

Table 3-11 presents the full cost fee options for a Draft Plan of Condominium application. Options 1 and 3 would mimic the City's 2023 fee structure but would introduce adjustments to the maximum fee. Option 3 would further simplify the per residential unit rate into a uniform fee. Option 2 would impose flat fees that differ based on the complexity of the application.



Table 3-11
Draft Plan of Condominium – Full Cost Fee Options

Option	Fee	Maximum Fee	Units to Maximum
Option 1: Current Fee Structure with Reduced Maximum Fee	Base: \$ 10,543	\$ 27,215	Apartment: 21
	Per Apartment Units:		
	1-25: \$ 730		
	26-100: \$ 584		
	101-201: \$ 443		Other: 11
	200+: \$ 367		
	Per Other Unit: \$ 1,500		
	Per net Ha: \$ 15,045		
Option 2: Flat Fee Structure	Flat: \$ 27,215		
Option 3: Simplified Fee Structure with Reduced Maximum Fee	Base: \$ 10,543	\$ 52,131	325
	Per Unit: \$ 128		
	Per net Ha: \$ 3,794		

A survey of select G.T.H.A. municipalities was conducted to examine the Draft Plan of Condominium fee structures employed in neighbouring municipalities. These results are presented in Table 3-8 which indicates that of the thirteen municipalities surveyed, four impose a flat fee, two impose a base and variable fee, and seven impose a flat fee and a base plus variable fee dependent on the type of condominium development. Two surveyed municipalities impose a maximum fee.



Table 3-12
Survey of Draft Plan of Condominium Fee Structures

Municipality	Flat Fee	Base Fee + Variable Fee	Maximum
Ajax	x		
Burlington	x ^A	x ^A	x
Hamilton		x	
Markham	x		
Milton	x ^B	x ^B	
Mississauga	x ^C	x ^C	x
Oakville	x ^C	x ^C	
Oshawa	x ^D		
Pickering	x ^D		
Richmond Hill		x	
Toronto	x ^E	x ^E	
Vaughan	x		
Whitby	x		

^A Burlington imposes a flat fee for common element developments, and a base plus variable fee for vacant land developments.

^B Milton imposes a base plus variable fee for vacant land developments, and a flat fee for all other types of developments.

^C A flat fee for common element developments is imposed, and a base plus variable fee for standard developments is imposed.

^D Fees are differentiated by common element developments and all other developments.

^E Toronto imposes a flat fee for common element & vacant land developments, and a base plus variable fee for standard, phased, & leasehold developments.

3.3 Annual Revenue Impacts

The estimated annual revenues resulting from the volume and underlying characteristics of planning applications received by the City in 2023 has been calculated for each of the three fee structure options presented above. These calculations include calculated revenues for the flat fee planning applications (i.e., those identified in Section 3.2.1) at full cost recovery levels.



Table 3-13
Estimated Annual Revenues by Application Type and Fee Structure Option

Application Type	Calculated Annual Revenues ^A		
	Option 1	Option 2	Option 3
Pre-consultation	\$ 2,581,415	\$ 2,581,415	\$ 2,581,415
Official Plan Amendment	\$ 2,324,843	\$ 2,297,888	\$ 2,297,888
Zoning By-law Amendment (Simple)			
Zoning By-law Amendment (Complex)			
Draft Plan of Subdivision (Simple)			
Draft Plan of Subdivision (Complex)			
Temporary Use ZBA	\$ 152,473	\$ 152,473	\$ 152,473
Lifting of a Holding Provision	\$ 16,633	\$ 16,633	\$ 16,633
Site Plan (Simple)	\$ 255,823	\$ 625,819	\$ 278,065
Site Plan (Complex)	\$ 544,608	\$ 628,784	\$ 976,537
Draft Plan of Condominium	\$ 148,302	\$ 163,291	\$ 163,291
Minor Variance	\$ 4,994,854	\$ 4,994,854	\$ 4,994,854
Consent	\$ 304,701	\$ 304,701	\$ 304,701
Total	\$ 11,323,652	\$ 11,765,858	\$ 11,765,857

^A Calculated revenues include reductions to fees resulting from the submission of concurrent applications.

3.4 Other Matters

3.4.1 Costing Impacts of Changes to Planning Application Processes in Response to Bill 109

As discussed in Section 2.3.1, changes to the processing of select planning applications in response to Bill 109 have been made that have yet to be enacted. These changes entail the introduction of mandatory, Second Stage Detailed Pre-consultation processes for:

- Official Plan Amendments;
- Zoning By-law Amendments;
- Temporary Use Zoning By-law Amendments;
- Site Plan Applications;
- Draft Plans of Subdivision; and



- Draft Plans of Condominium.

Based on discussions with City staff, it was determined that these modified workflows would not alter the total amount of effort required to process an application, but would result in the reallocation of effort from the processing of an application to pre-consultation processes. To that end, detailed in Table 3-14 below is the share of effort and resultant portion of costs that would be reallocated from the full cost fees presented above to the Second Stage Detailed Pre-consultation and to the remaining review and processing time.

Table 3-14
Full Costs of Second Stage Detailed Pre-consultation and Remaining
Review/Processing

Application Type	Full Cost per Application	Second Stage Detailed Pre-consultation Share of Effort (%)	Full Cost per Application	
			Second Stage Detailed Pre-consultation	Remaining Review/Processing
Official Plan Amendment	\$ 48,558	26%	\$ 12,749	\$ 35,809
Zoning By-law Amendment (Simple)	\$ 44,486	28%	\$ 12,638	\$ 31,848
Zoning By-law Amendment (Complex)	\$ 68,821	26%	\$ 17,572	\$ 51,249
Temporary Use ZBA	\$ 38,118	28%	\$ 10,711	\$ 27,407
Site Plan (Simple)	\$ 36,813	42%	\$ 15,508	\$ 21,305
Site Plan (Complex)	\$ 69,865	36%	\$ 24,940	\$ 44,924
Draft Plan of Subdivision (Simple)	\$ 73,735	20%	\$ 14,949	\$ 58,786
Draft Plan of Subdivision (Complex)	\$ 119,935	20%	\$ 23,462	\$ 96,473
Draft Plan of Condominium	\$ 27,215	29%	\$ 7,900	\$ 19,315

3.4.2 Concurrent Applications

Through discussions with City staff, it was determined that some types of concurrent planning applications that are jointly submitted would benefit from reduced processing effort. These joint applications would require less total time spent processing and reviewing when compared to applications that are submitted separately due to efficiencies in reviewing all submitted materials simultaneously. As a result, the full costs of processing concurrent applications would be reduced relative to the total costs of processing the individual applications.

The following combinations of concurrent applications were examined:



- Concurrent Zoning By-law Amendment and Draft Plan of Subdivision;
- Concurrent Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.; and
- Concurrent Official Plan Amendment and Zoning By-law Amendment.

Based on discussion with City staff, the estimated reduction in effort resulting from processing concurrent application was examined and captured. These effort reduction figures were applied to the standalone effort estimates in order to calculate the full costs of processing concurrent applications. Table 3-15 presents the calculated full costs of processing individual applications and concurrent applications, by application complexity. The full costs of processing concurrent Zoning By-law Amendment and Draft Plan of Subdivision applications would be reduced to approximately 77% and 84% of the full cost of processing the applications individually for simple and complex applications, respectively. A concurrent application with all three types of planning application, the full costs of processing would be reduced to approximately 72% and 75% of the full costs of processing the applications individually for simple and complex applications, respectively. Lastly, the full costs to process a concurrent Official Plan Amendment and Zoning By-law Amendment would be reduced to 79% and 75% of the full costs of processing the applications individually for simple and complex applications, respectively.

Table 3-15
Full Costs of Processing Concurrent Applications

Application Combination	Complexity	Full Costs - Individual Applications	Full Costs - Concurrent Application	Concurrent Application Relative to Individual Applications
Zoning By-law Amendment & Draft Plan of Subdivision	Simple	\$ 118,221	\$ 90,688	77%
	Complex	\$ 188,756	\$ 158,318	84%
Official Plan Amendment, Zoning By-law Amendment, & Draft Plan of Subdivision	Simple	\$ 166,779	\$ 120,066	72%
	Complex	\$ 237,314	\$ 177,824	75%
Official Plan Amendment & Zoning By-law Amendment	Simple	\$ 93,043	\$ 73,864	79%
	Complex	\$ 117,379	\$ 88,326	75%



3.4.3 Review of Resubmitted Materials

Discussions held during the effort estimation workshops led to the identification of an average number of rounds of resubmitted materials that must be re-reviewed by City staff. Effort required to review these resubmission rounds were included in the calculation of the full costs of processing each type of planning application. Therefore, the full cost fees includes effort for a fixed number of rounds of resubmitted materials, and any rounds of resubmitted materials over-and-above this amount should be charged as a fee to applicants.

Table 3-16 identifies the number of rounds of resubmissions that have been included in the full cost for each application type. Additionally, based on the share of effort required to review resubmitted materials, the full cost of reviewing one round of resubmitted materials has been identified.

Table 3-16
Full Cost of Reviewing Resubmitted Materials

Application Type	Number of Resubmissions Included in Base Review	% of Effort to Review Resubmission	Full Cost of Reviewing Resubmission
Official Plan Amendment	2	8%	\$ 4,004
Zoning By-law Amendment (Simple)	1	21%	\$ 9,506
Zoning By-law Amendment (Complex)	2	18%	\$ 12,259
Temporary Use ZBA	1	18%	\$ 7,021
Draft Plan of Subdivision (Simple)	3	9%	\$ 6,964
Draft Plan of Subdivision (Complex)	3	14%	\$ 16,465
Site Plan (Simple)	2	10%	\$ 3,831
Site Plan (Complex)	3	14%	\$ 9,654
Draft Plan of Condominium	1	12%	\$ 3,196



Chapter 4

Conclusions



4. Conclusions

Summarized in this technical report is the legislative context for the development application fees review, the methodology and approach undertaken, A.B.C. full cost of service results, identification of full cost fees, potential fee structure options for application fees with a variable component, and associated impacts on the City's financial position.

Full costs, as investigated through this review, are representative of the true costs of service based on current processing efforts of City staff. The immediate implementation of the full cost fees would be compliant with all applicable legislation as well as industry best practices related to the regular review of fees to ensure alignment with costs of service.

The intent of the fees review is to provide the City with the identification of the full costs of processing planning applications for Council's consideration to appropriately recover the service costs from benefiting applicants. The City will ultimately determine the level of cost recovery and implementation strategy that is suitable for its objectives.



Appendix A – Market Survey



Market Survey – Planning Application Fees

Type	Ajax	Burlington	Hamilton	Markham	Milton	Mississauga	Oakville	Oshawa	Pickering	Richmond Hill	Toronto	Vaughan	Whitby
Pre-Consultation		\$ 2,060		\$ 791	\$ 371		\$ 26,673				\$ 700	\$ 1,646	\$ 622
Pre-consultation (Phase 1)	\$ 3,296							\$ 1,750					
Pre-consultation (Phase 2 - Subdivision, Condo)	\$ 5,000												
Pre-consultation (Phase 2 - All Others)	\$ 12,246							\$ 500					
Pre-consultation (Development Application Review Committee - OPA/ZBA)						\$ 8,876							
Pre-consultation (Development Application Review Committee - Subdivision)						\$ 7,726							
Pre-consultation (Development Application Review Committee - Site Plan)						\$ 6,082							
Pre-Submission Consultation (Simple)									\$ 350				
Pre-Submission Consultation (Complex)									\$ 1,200				
Official Plan Amendment		\$ 118,030			\$ 47,036	\$ 27,053	\$ 29,110	\$ 25,000			\$ 124,286		
Official Plan Amendment (Simple)	\$ 36,772			\$ 31,192									\$ 25,457
Official Plan Amendment (Complex)	\$ 96,674			\$ 82,797									\$ 38,485
Official Plan Amendment (Minor)									\$ 42,400	\$ 33,296		\$ 28,338	
Official Plan Amendment (Major)									\$ 89,000	\$ 56,104		\$ 45,679	
Official Plan Amendment (Urban Boundary Expansion)			\$ 78,850										
Official Plan Amendment (Rural or Urban)			\$ 42,520										
Temporary Use ZBA	\$ 30,478			\$ 28,916	\$ 18,539	\$ 5,546	\$ 28,064		\$ 13,190	\$ 14,426			\$ 13,922
Lifting of a Holding Provision	\$ 8,942	\$ 2,330		\$ 9,773	\$ 4,049	\$ 2,223	\$ 5,893	\$ 4,500	\$ 3,810	\$ 2,326		\$ 5,980	\$ 7,734
Lifting of a Holding Provision (Complex)			\$ 23,310										
Lifting of a Holding Provision (Routine)			\$ 8,250										
Minor Variance			\$ 3,900				\$ 3,984			\$ 4,418			
Minor Variance (Residential)	\$ 1,550	\$ 6,160		\$ 2,824	\$ 2,799	\$ 1,246		\$ 782			\$ 4,027	\$ 3,299	\$ 993
Minor Variance (Residential Minor)									\$ 1,100				
Minor Variance (Residential Major)									\$ 2,400				
Minor Variance (Non-Residential)	\$ 3,875	\$ 7,220		\$ 6,653	\$ 9,386	\$ 1,583		\$ 1,874	\$ 3,040		\$ 5,212	\$ 3,838	\$ 2,829
Consent	\$ 6,063		\$ 3,360	\$ 15,329		\$ 2,637	\$ 9,324	\$ 787	\$ 3,900	\$ 5,951	\$ 6,494	\$ 4,051	\$ 962
Consent (Minor - Lot Line Adjustment, Easement)		\$ 8,325											
Consent (Major - Lot Creation)		\$ 10,715											
Consent (Type 1)					\$ 7,809								
Consent (Type 2)					\$ 5,922								



Type	Ajax	Burlington	Hamilton	Markham	Milton	Mississauga
Zoning By-law Amendment						
Zoning By-law Amendment					Base Fee: \$24,361 ≤25 Units (per Unit): \$577 26 to 100 Units (per Unit): \$344 ≥101 Units (per Unit): \$208 Per m² GFA: \$2.36	
Zoning By-law Amendment (Simple)	\$30,478					
Zoning By-law Amendment (Complex)	\$32,495					
Zoning By-law Amendment (Minor)				\$28,916		
Zoning By-law Amendment (Major)				\$58,167		
Zoning By-law Amendment (Minor - Residential)		Base Fee: \$16,715 ≤25 Units (per Unit): \$310 26 to 100 Units (per Unit): \$235 ≥101 Units (per Unit): \$155				
Zoning By-law Amendment (Minor - Non-Residential)		Base Fee: \$16,715 Per 100 m² net site area: \$50				
Zoning By-law Amendment (Major - Residential)		Base Fee: \$23,370 ≤25 Units (per Unit): \$450 26 to 100 Units (per Unit): \$340 ≥101 Units (per Unit): \$220				
Zoning By-law Amendment (Major - Non-Residential)		Base Fee: \$23,370 Per 100 m² net site area: \$70				
Zoning By-law Amendment (Residential)			Base Fee: \$29,290 ≤10 Units (per Unit): \$0 11 to 60 Units (per Unit): \$400			Base Fee: \$35,427 ≤25 Units (per Unit): \$1,303 26 to 100 Units (per Unit): \$1,008 101 to 200 Units (per Unit): \$442 ≥201 Units (per Unit): \$172
Zoning By-law Amendment (Non-Residential)			Base Fee: \$29,290 ≤5,000 m² GFA: \$7			
Zoning By-law Amendment (Commercial & Institutional)						Base Fee: \$35,427 Per m² GFA: \$20
Zoning By-law Amendment (Industrial & Office)						Base Fee: \$35,427 Per ha: \$11,803
Zoning By-law Amendment (Mixed Use)						
Draft Plan of Subdivision						
Draft Plan of Subdivision		Base Fee: \$31,740 ≤25 Units (per Unit): \$575 26 to 100 Units (per Unit): \$435 ≥101 Units (per Unit): \$145	Base Fee: \$55,615 1 to 25 Units (per Unit): \$560 26 to 100 Units (per Unit): \$300 ≥101 Units (per Unit): \$245 Per Block: \$950	Base Fee: \$44,578 Unit Fee Component (per Unit/Lot): \$442 Land Area Component (per ha): \$22,959	Base Fee: \$53,760 ≤25 Units (per Unit): \$436 26 to 100 Units (per Unit): \$259 ≥101 Units (per Unit): \$121 Per m² GFA: \$1.44	Base Fee: \$9,604 Per Detached, Semi-detached, & Townhouse Unit (per Unit): \$623 All other Residential, Commercial, & Institutional (per m² >500 m²): \$3.11 Industrial & Office (per ha): \$5,271
Draft Plan of Subdivision (Residential)	Base Fee: \$27,408 ≤200 Units (per Unit): \$643 ≥201 Units (per Unit): \$322					
Draft Plan of Subdivision (Non-Residential)	\$69,936					



Type	Oakville	Oshawa	Pickering	Richmond Hill	Toronto	Vaughan	Whitby
Zoning By-law Amendment							
Zoning By-law Amendment							
Zoning By-law Amendment (Simple)							\$15,226
Zoning By-law Amendment (Complex)							\$28,278
Zoning By-law Amendment (Minor)		\$10,444	\$6,690	\$10,023			
Zoning By-law Amendment (Major)		\$20,000		\$15,793			
Zoning By-law Amendment (Minor - Residential)							
Zoning By-law Amendment (Minor - Non-Residential)							
Zoning By-law Amendment (Major - Residential)			Base Fee: \$10,100 ≤25 Units (per Unit): \$240 26 to 100 Units (per Unit): \$180 101 to 200 Units (per Unit): \$145 ≥201 Units (per Unit): \$60				
Zoning By-law Amendment (Major - Non-Residential)			Base Fee: \$10,100 Per ha of Land Area: \$485				
Zoning By-law Amendment (Residential)	Base Fee: \$29,110 ≤25 Units (per Unit): \$130 26 to 100 Units (per Unit): \$103 101 to 200 Units (per Unit): \$77 201 to 1,000 Units (per Unit): \$52				Base Fee: \$47,227 ≤500 m² GFA: \$0 >500 to ≤100,000 m² GFA: \$8.55	Base Fee: \$10,347 ≤25 Units (per Unit): \$780 26 to 100 Units (per Unit): \$290 101 to 200 Units (per Unit): \$79 ≥201 Units (per Unit): \$35	
Zoning By-law Amendment (Non-Residential)	Base Fee: \$29,110 Per m² GFA: \$0.67				Base Fee: \$47,227 ≤500 m² GFA: \$0 >500 to ≤100,000 m² GFA: \$7.07	Base Fee: \$10,347 Per ha of Land Area: \$6,922	
Zoning By-law Amendment (Commercial & Institutional)							
Zoning By-law Amendment (Industrial & Office)							
Zoning By-law Amendment (Mixed Use)					Base Fee: \$47,227 ≤500 m² GFA: \$0 >500 to ≤100,000 m² GFA: \$4.50 >100,000 m² GFA: \$4.76		
Draft Plan of Subdivision							
Draft Plan of Subdivision	Base Fee: \$23,070 ≤25 Units (per Unit): \$715 26 to 100 Units (per Unit): \$569 101 to 200 Units (per Unit): \$430 201 to 1,000 Units (per Unit): \$285	Base Fee: \$35,000 ≤200 Units/Blocks (per Unit): \$450 ≥201 Units/Blocks (per Unit): \$200	Base Fee: \$34,600 ≤25 Units (per Unit): \$575 26 to 100 Units (per Unit): \$465 101 to 200 Units (per Unit): \$365 ≥201 Units (per Unit): \$230 Per ha of Land Area: \$185	Base Fee: \$2,506 Per Unit: \$612 Per ha of Land Area: \$7,824	Base Fee: \$65,071 Per Lot: \$3,261	Base Fee: \$54,291 ≤25 Units (per Unit): \$1,401 26 to 100 Units (per Unit): \$700 101 to 200 Units (per Unit): \$211 ≥201 Units (per Unit): \$63 Per ha of Blocks: \$14,694	Base Fee: \$42,509 Per Unit/Lot: \$850
Draft Plan of Subdivision (Residential)							
Draft Plan of Subdivision (Non-Residential)							



Type	Ajax	Burlington	Hamilton	Markham	Milton	Mississauga
Draft Plan of Condominium						
Draft Plan of Condominium	\$19,606			\$48,795		
Draft Plan of Condominium (Common Element)		\$5,960				\$22,333
Draft Plan of Condominium (Standard)		\$60,250				Base Fee: Base Fee Apartment Per Unit: \$39 Non-apartment or Vacant Land Per Unit: \$95 Non-Residential Per ha: \$188
Draft Plan of Condominium (Vacant Land)					Base Fee: \$53,760 ≤25 Units (per Unit): \$436 26 to 100 Units (per Unit): \$259 ≥101 Units (per Unit): \$121 Per m² GFA: \$1.44	
Draft Plan of Condominium (Phased & Leasehold)						
Draft Plan of Condominium (Vacant Land - Residential)		Base Fee: \$21,860 ≤25 Units (per Unit): \$575 26 to 100 Units (per Unit): \$435 ≥101 Units (per Unit): \$145				
Draft Plan of Condominium (Vacant Land - Non-Residential)		Base Fee: \$21,860 Per 100 m² net site area: \$60				
Draft Plan of Condominium (with Public Process)			Base Fee: \$20,380 Per Unit: \$85			
Draft Plan of Condominium (without Public Process)			Base Fee: \$16,980 Per Unit: \$85			
Draft Plan of Condominium (All Others)						

Type	Oakville	Oshawa	Pickering	Richmond Hill	Toronto	Vaughan	Whitby
Draft Plan of Condominium				Base Fee: \$6,243 Single & Semi Detached Per Unit: \$1,860 Res. Or Non-res. Blocks Per ha: \$23,591		\$30,112	\$10,152
Draft Plan of Condominium (Common Element)	\$20,044	\$15,000	\$19,300		\$22,365		
Draft Plan of Condominium (Standard)	Base Fee: \$20,044 Not Subject to Site Plan Per Unit: \$1,034 Subject to Site Plan Per m² Site Area: \$0.67				Base Fee: \$10,626 Per Unit: \$28.49		
Draft Plan of Condominium (Vacant Land)					\$22,365		
Draft Plan of Condominium (Phased & Leasehold)					Base Fee: \$10,626 Per Unit: \$28.49		
Draft Plan of Condominium (Vacant Land - Residential)							
Draft Plan of Condominium (Vacant Land - Non-Residential)							
Draft Plan of Condominium (with Public Process)							
Draft Plan of Condominium (without Public Process)							
Draft Plan of Condominium (All Others)		\$11,749	\$13,600				



Type	Ajax	Burlington	Hamilton	Markham	Milton	Mississauga
Site Plan						
Site Plan (Residential)	Base Fee: \$4,675 ≤25 Units (per Unit): \$441 26 to 100 Units (per Unit): \$342 101 to 200 Units (per Unit): \$167 ≥201 Units (per Unit): \$89	Base Fee: \$10,950 ≤25 Units (per Unit): \$395 26 to 100 Units (per Unit): \$305 ≥101 Units (per Unit): \$200		Base Fee: \$13,588 Unit Fee Component (per Unit): \$2,316 Calculated GFA Fee Component (per m², less GFA of units): \$6.32	Base Fee: \$13,767 ≤25 Units (per Unit): \$574 26 to 100 Units (per Unit): \$196 ≥101 Units (per Unit): \$160	Base Fee: \$11,132 ≤25 Units (per Unit): \$654 26 to 100 Units (per Unit): \$298 ≥ 101 Units (per Unit): \$68
Site Plan (Non-Residential)	Base Fee: \$4,675 Per m² GFA: \$0.48	Base Fee: \$10,950 Per 100 m² GFA: \$230			Base Fee: \$13,767 Per ha: \$22,713	
Site Plan (Non-Residential - With No Units Accomodating Overnight Stay)				Base Fee: \$13,588 Calculated GFA Fee Component (per m²): \$6.32		
Site Plan (Non-Residential - With Units Accomodating Overnight Stay)				Base Fee: \$13,588 Unit Fee Component (per Unit): \$2,316 Calculated GFA Fee Component (per m², less GFA of units): \$6.32		
Site Plan (Residential & Institutional)			Base Fee: \$8,760 ≤10 Units (per Unit): \$1,005 11 to 50 Units (per Unit): \$605			
Site Plan (Commercial)			Base Fee: \$8,760 ≤50,000 m² GFA: \$10			
Site Plan (Industrial)			Base Fee: \$8,760 ≤5,000 m² GFA: \$10			Base Fee: \$11,132 ≤2,000 m² GFA (per GFA): \$8.39 2,001 to 4,500 m² GFA (per GFA): \$5.85 4,501 to 7,000 m² GFA (per GFA): \$3.04 ≥7,001 m² GFA (per GFA): \$1.37
Site Plan (Institutional)						
Site Plan (Commercial, Office, & Institutional)						Base Fee: \$11,132 ≤2,000 m² GFA (per GFA): \$15.15 2,001 to 4,500 m² GFA (per GFA): \$10.86
Site Plan (Industrial, Office, & Institutional)						
Site Plan (Mixed Use)						



Type	Oakville	Oshawa	Pickering	Richmond Hill	Toronto	Vaughan	Whitby
Site Plan							
Site Plan (Residential)	Base Fee: \$8,950 ≤25 Units (per Unit): \$655 26 to 100 Units (per Unit): \$175 101 to 200 Units (per Unit): \$133 201 to 1,000 Units (per Unit): \$78	Base Fee: \$5,500 Per Unit: \$358	Base Fee: \$5,425 ≤25 Units (per Unit): \$145 26 to 100 Units (per Unit): \$115 101 to 200 Units (per Unit): \$85 ≥201 Units (per Unit): \$20	Base Fee: \$2,807 Per Unit: \$612	Base Fee: \$24,095 ≤500 m² GFA: \$0 >500 to ≤700 m² GFA: \$12.84 >700 to ≤1,400 m² GFA: \$9.92 >1,400 to ≤4,400 m² GFA: \$6.44 >4,400 m² GFA: \$3.20	Base Fee: \$11,926 ≤25 Units (per Unit): \$952 26 to 100 Units (per Unit): \$475 101 to 200 Units (per Unit): \$334 ≥201 Units (per Unit): \$199	Base Fee: \$10,966 ≤25 Units (per Unit): \$488 26 to 100 Units (per Unit): \$281 ≥101 Units (per Unit): \$134
Site Plan (Non-Residential)	Base Fee: \$8,950 Per m² GFA: \$7.05	Base Fee: \$5,500 Per m² of Land Area: \$0.42	Base Fee: \$5,425 Per m² GFA: \$0.85	Base Fee: \$2,807 Per ha of Land Area: \$1,137	Base Fee: \$24,095 Per m² GFA: \$6.04		
Site Plan (Non-Residential - With No Units Accomodating Overnight Stay)							
Site Plan (Non-Residential - With Units Accomodating Overnight Stay)							
Site Plan (Residential & Institutional)							
Site Plan (Commercial)						Base Fee: \$11,926 ≤4,500 m² GFA (per GFA): \$11.64 ≥4,501 m² GFA (per GFA): \$3.49	Base Fee: \$10,966 Per m2 GFA: \$5.37
Site Plan (Industrial)							Base Fee: \$10,966 Per m2 GFA: \$5.37
Site Plan (Institutional)							Base Fee: \$10,966 Per m2 GFA: \$4.75
Site Plan (Commercial, Office, & Institutional)							
Site Plan (Industrial, Office, & Institutional)						Base Fee: \$11,926 ≤4,500 m² GFA (per GFA): \$3.55 ≥4,501 m² GFA (per GFA): \$1.80	
Site Plan (Mixed Use)					Base Fee: \$24,095 Per m² GFA: \$4.13		

Appendix C: Calculated Impact of Proposed Fee Structure and Rates based on 2023 Application Volumes

Minor Variance Applications

Application Type	2023 Application Volume	Proposed Fees	Proposed Revenue	Calculated 2023 Costs	Cost Recovery %
Residential Minor Variances					
Above/Below Grade Entrance (Door and/or Window) Variances	131	11949	\$ 1,565,319.00		
Driveway Variances	46	11949	\$ 549,654.00		
Parking Variances	11	11949	\$ 131,439.00		
Garden Suite Variances to Section 10.16 of the Zoning By-law	N/A	11949	N/A		
All other Variances (per variance, to a maximum fee of \$11,949)					
Single 'Other' Variance	117	2990	\$ 349,830.00		
Two 'Other' Variances	40	5980	\$ 239,200.00		
Three Other variances	11	8970	\$ 98,670.00		
Four or More Variances	2	11949	\$ 23,898.00		
			\$ 2,958,010.00		
Institutional/Commercial/Industrial Minor Variances	51	11949	609399		
Total revenue generated for MV in this scenario			\$ 3,567,409.00	\$ 4,994,584	71%

Consent Applications

Application Type	2023 Application Volume	Proposed Fees	Proposed Revenue	Calculated 2023 Costs	Cost Recovery %
Consent Application (lot creation)	14	10157	142198		
Consent Application (Other)	17	5078	86326		
Total revenue generated for Consents in this scenario			\$ 228,524.00	\$ 304,701.00	75%



Minutes

Brampton Heritage Board

The Corporation of the City of Brampton

Tuesday, November 19, 2024

Members Present: Stephen Collie (Co-Chair)
Douglas McLeod (Co-Chair)
Nick Craniotis
Roy de Lima
Sharron Goodfellow
Hunyah Irfan
Dian Landurie
Christiana Nuamah
Naveed Suleman
Paul Willoughby
Regional Councillor P. Vicente - Wards 1 and 5

Members Absent: Prianka Garg
Rajesh Vashisth

Staff Present: Charlton Carscallen, Principal Planner/Supervisor
Arpita Jambekar, Heritage Planner
Chandra Urquhart, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:03 p.m. and adjourned at 7:53 p.m.

2. **Approval of Agenda**

Staff requested consideration to add a report to the agenda.

The following motion was considered.

HB046-2024

That the agenda for the Brampton Heritage Board Meeting of November 19, 2024 be approved, as amended:

To add:

9.3 Report by Arpita Jambekar, Heritage Planner, re: Revised Scoped Heritage Impact Assessment and Heritage Permit Phase II of 10254 Hurontario St – Ward 2

Carried

3. **Declarations of Interest under the Municipal Conflict of Interest Act**

Nil

4. **Previous Minutes**

4.1 Minutes - Brampton Heritage Board - October 15, 2024

The minutes were considered by Planning and Development Committee on November 4, 2024, and approved by Council on November 6, 2024. The minutes were provided for the Board's information.

5. **Consent**

Nil

6. **Presentations\Delegations**

Nil

7. **Sub-Committees**

Nil

8. Designation Program

8.1 Report by Arpita Jambekar, Heritage Planner, re: Heritage Designation of 18 River Road - Ward 6

Arpita Jambekar, Heritage Planner, provided an overview of the subject report, noting that the property was listed on Brampton's Municipal Register of Cultural Heritage Resources. A Heritage Impact Assessment (HIA) was requested pursuant to a land severance application. The HIA has recommended the designation of the property due to its cultural heritage value or interest.

The following motion was considered:

HB047-2024

1. That the report from Arpita Jambekar, Heritage Planner to the Brampton Heritage Board Meeting of November 19, 2024, re: **Heritage Designation of 18 River Road - Ward 6**, be received;
2. That designation of the property at 18 River Road under Part IV, Section 29 of the Ontario Heritage Act (the "Act") be approved;
3. That staff be authorized to publish and serve the Notice of Intention to Designate for the property at 18 River Road in accordance with the requirements of the Act;
4. That in the event that no objections to the designation are received, a by-law be passed to designate the subject property;
5. That in the event that any objections to the designation are received, staff be directed to refer the proposed designation to the Ontario Land Tribunal, and;
6. That staff be authorized to attend any hearing process held by the Ontario Land Tribunal in support of Council's decision to designate the subject property.

Carried

9. Heritage Impact Assessment (HIA)

9.1 Report by Arpita Jambekar, Heritage Planner, re: Heritage Permit, Documentation, Salvage and Interpretation Plan for 10020 Mississauga Road - Ward 6

Arpita Jambekar, Heritage Planner, provided an overview of the subject report, noting that the relocation of the farmhouse on the property was explored and it was determined that relocation was not feasible due to its poor overall condition.

A heritage permit application was submitted requesting demolition of the property to allow for a development proposal which would include residential and retail mixed uses. The Heritage Impact Assessment recommended documentation of a salvage strategy and an interpretation plan for the property.

In response to a question from the Board, staff advised that the documentation and salvaging efforts were recommended only for the farmhouse.

The following motion was considered:

HB048-2024

1. That the report from Arpita Jambekar, Heritage Planner, to the Brampton Heritage Board Meeting of November 19, 2024, re: **Heritage Permit, Documentation, Salvage and Interpretation Plan for 10020 Mississauga Road - Ward 6**, be received;
2. That the Heritage Impact Assessment Addendum, Heritage Documentation and Salvage Plan and Heritage Interpretation Plan for 10020 Mississauga Road prepared by ERA, dated September 10, 2024, be received; and,
3. That the Heritage Permit application for demolition of the house at 10020 Mississauga Road be approved, as recommended by the Heritage Impact Assessment Addendum, subject to the following conditions:
 - I. that the demolition and deconstruction of the subject property follow the process elaborated in the Appendix II of the Documentation and Salvage Plan for the property;
 - II. that the architect and/or heritage consultant monitors demolition and deconstruction work to ensure that salvaged material is inventoried and stored appropriately and reused as part of the new commemoration features as recommended in the Documentation and Salvage Plan.

Carried

9.2 Report by Arpita Jambekar, Heritage Planner, re: Heritage Impact Assessment, 76 Main Street South - Ward 3

Charlton Carscallen, Principal Planner/Supervisor, provided an overview of the subject report, noting that the property at 76 Main Street was listed in the Municipal Register of Cultural Heritage Resources. A land severance application was approved for the creation of two parcels at the site as 76 and 76A. The original structure remained as 76 Main Street. A Heritage Impact Assessment (HIA) was prepared and it was determined that 76 Main Street met the criteria for

designation. The proposed construction for the severed parcel at 76A is of similar scale and massing with no negative impacts on the existing property and the character of neighbourhood.

Board discussion took place and staff responded to comments and questions as follows:

- A separate driveway will be constructed for the proposed new residence
- The Heritage Impact Assessment recommended designation of the property at 76A Main Street
- The loss of trees will be minimal, and an extensive landscape plan was proposed to mitigate the loss

The following motion was considered:

HB049-2024

1. That the report from Arpita Jambekar, Heritage Planner, to the Brampton Heritage Board Meeting of November 19, 2024, re: **Heritage Impact Assessment, 76 Main Street South – Ward 3**, be received;
2. That the Heritage Impact Assessment Report for 76 Main Street South, prepared by GBCA Architects, dated July 13, 2023 be deemed complete;
3. That the following recommendations as per the Heritage Impact Assessment by GBCA Architect be followed:
 - I. That the proposed new residence on the newly created severed property at 76 Main Street South, as shown in the attached design drawings in the HIA, generally respects the intent of the policies and guidelines described in the Draft Main Street South Heritage Conservation District Plan, 2018.
 - II. That the property at 76A Main Street South meets the criteria for designation under Section 29 of Part IV of the Ontario Heritage Act and that the property is worthy for designation; and,
4. That staff recommend that the process for heritage designation under Section 29 Part IV of the Ontario Heritage Act, for the existing property at 76A Main Street South be initiated.

Carried

9.3 Report by Arpita Jambekar, Heritage Planner, re: Revised Scoped Heritage Impact Assessment and Heritage Permit Phase II of 10254 Hurontario St – Ward 2

Charlton Carscallen, Principal Planner/Supervisor, provided an overview of the Heritage Impact Assessment (HIA) for the second phase of the application for the property at 10254 Hurontario Street. The property will be operated as a daycare and this requires alterations which include the construction of a two-storey addition at the rear of building. The HIA was required for the proposed addition, to ensure the proposed design was compatible and to determine how the addition affects the heritage attributes of the building.

The following motion was considered:

HB050-2024

1. That the report from Arpita Jambekar, Heritage Planner, dated November 18, 2024, to the Brampton Heritage Board Meeting of November 19, 2024, re: **Revised Scoped Heritage Impact Assessment and Heritage Permit of Phase II for 10254 Hurontario St - Ward 2** be received;

2. That the revised scoped Heritage Impact Assessment for 10254 Hurontario St prepared by AREA Architects, dated November 1, 2024 for Phase 2 of the proposed alterations and additions to the property be received; and,

3. That the Heritage Permit application submitted on November 12, 2024 for Phase 2: Daycare Ground and Second floor addition on West (rear) façade of 10254 Hurontario St, be approved, as recommended by the Heritage Impact Assessment, subject to the following condition, as recommended by heritage staff:

I. that the architect and/or heritage consultant monitors construction work to ensure that original features are preserved wherever possible and that all new work is compatible and completed to the same high standard as the existing.

Carried

10. **Correspondence**

Nil

11. **Other/New Business**

Nil

12. Current Heritage Issues

Nil

- 12.1 Charlton Carscallen, Principal Planner/Supervisor, re: Update on Current Heritage Issues

13. Referred/Deferred Items

Nil

14. Information Items

Nil

15. Question Period

Nil

16. Public Question Period

Nil

17. Closed Session

Nil

18. Adjournment

HB051-2024

That Brampton Heritage Board do now adjourn to meet again on January 21, 2025 at 7:00 p.m.

Carried

Douglas McLeod (Co-Chair)

Stephen Collie (Co-Chair)