



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

Date: Monday, February 24, 2025
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in 4th Floor Boardroom – 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)

Accessibility of Documents: Documents are available in alternate formats upon request. If you require an accessible format or communication support contact the Clerk's Department by email at city.clerksoffice@brampton.ca or 905-874-2100, TTY 905.874.2130 to discuss how we can meet your needs.

Note: This meeting will be live-streamed and archived on the City's website for future public access.

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. General Delegations

6. Statutory Public Meetings

7. Planning Applications

7.1 File: OZS-2023-0010

Application to Amend the Official Plan and Zoning By-law

Applicant/Consultant: Corbett Land Strategies Inc., Glen Rouge Developments Inc.

Purpose: To allow the development of four high-rise mixed-use buildings and three blocks of back-to-back townhouses, comprising a total of 1,240 residential units and 1,454 parking spaces.

Location: 2036 Bovaird Drive and 10020, 10024, 10042, and 10054 Mississauga Road (The “Apple Factory” site), Ward 6

7.1.1 Staff Report by Ramsen Yousif, Planner, Development Services

*7.1.2 Delegations

1. John Corbett, Nick Wood, and Lee Parsons, on behalf of Glen Rouge Developments Inc.

Note: The Additional Delegation was published on the City's website on February 20, 2025.

7.1.3 Correspondence

Recommendation

7.2 File: City Initiated - Report 2025-089

Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking

Applicant/Consultant: City-initiated

Purpose: To expand the outdoor storage permissions in existing Industrial zones that permit outdoor storage by allowing unrelated businesses to use excess parking spaces for truck parking, subject to the requirements set out for outside storage, and subject to zoning parking standards.

Location: City-wide

7.2.1 Staff Report by Andrew Ramsammy, Planner, Development Services, and Allyson Sander, Strategic Leader, Legislative Services

7.2.2 Delegations

7.2.3 Correspondence

Recommendation

7.3 File: OZS-2024-0004

Application to Amend the Official Plan, Zoning By-law, and Proposed Draft Plan of Subdivision

Applicant/Consultant: Candevcon Group Inc., Siva Rama Kirshna Prasad Ari

Purpose: To permit 5 residential units in the form of detached dwellings.

Location: 11038 The Gore Road, North of Countryside Drive and west of The Gore Road, Ward 10

7.3.1 Staff Report by Sadaf Shahid Hussain, Planner, Development Services

7.3.2 Delegations

7.3.3 Correspondence

Recommendation

7.4 File: City Initiated - Report 2025-097

Housekeeping Amendment to Schedule A of Planning Application Fee By-law (By-law 85-96)

Applicant/Consultant: City-initiated

Purpose: To provide additional clarity/notes to assist with the interpretation of fees as how they are calculated and to better align fees with Pre-Consultation requirements; and recirculation fees and refunds to be proportional to the application fee amounts.

Location: City-wide

7.4.1 Staff Report by Andrew Ramsammy, Planner, Development Services

7.4.2 Delegations

7.4.3 Correspondence

Recommendation

7.5 File: OZS-2024-0028

Application to Amend the Zoning By-law

Applicant/Consultant: The Biglieri Group Ltd, on behalf of 1000469464 Ontario Inc.

Purpose: To permit 116 residential units comprised of 4 single-detached dwellings, 22 regular towns and 90 back-to-back towns. A total of 263 parking spaces are proposed with 240 private parking and 23 visitor spaces.

Location: 0 Rollingwood Drive, Ward 4

7.5.1 Staff Report by Satwant Hothi, Planner, Development Services

7.5.2 Delegations

7.5.3 Correspondence

Recommendation

8. **Staff Reports**

9. **Committee Minutes**

9.1 Minutes - Active Transportation Advisory Committee - February 11, 2025

To be approved

10. **Other Business/New Business**

11. **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.

12. **General Correspondence**

12.1 Correspondence from Minister Prabmeet Sarkaria, MPP Brampton South, re: Peel Village and Rooming Houses

Referred from the January 29, 2025 Committee of Council meeting

13. **Councillor Question Period**

14. **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.

15. **Closed Session**

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

16. **Adjournment**

Revised February 20, 2025 (* Denotes revised/added items)

Next Regular Meeting: Monday, March 17, 2025 at 7:00 p.m.



Report
Staff Report
 The Corporation of the City of Brampton
 2/24/2025

Date: 2025-01-31

File: OZS-2023-0010

Subject: **Recommendation Report - Application to Amend the Official Plan and Zoning By-law**
(To allow the development of four high-rise mixed-use buildings and three blocks of back-to-back townhouses, comprising a total of 1,240 residential units and 1,454 parking spaces.)
Corbett Land Strategies Inc. – Glen Rouge Developments Inc.
2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road (The “Apple Factory” site)
Ward: 6

Contact: Ramsen Yousif, Development Planner, Development Services,
 Mana Zavalat, Manager, Development Services, 905-874-2619,

Report number: Planning, Bld & Growth Mgt-2025-051

RECOMMENDATIONS:

1. That the recommendation report from Ramsen Yousif, Development Planner, Development Services to the Planning and Development Committee of February 24th, 2025, re: **Recommendation Report, Application to Amend the Official Plan and Zoning By-law**, Corbett Land Strategies Inc. – Glen Rouge Developments Inc., City File: OZS-2023-0010, 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road, Ward 6, be received;
2. That the application to Amend the Official Plan and Zoning By-law submitted by Corbett Land Strategies Inc. on behalf of Glen Rouge 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 Official Plan generally accordance with the attached Attachment 13 to this report be adopted;
4. That the amendments to the Zoning By-law generally in accordance with the attached Attachment 12 to this report be adopted;

5. That no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22 and Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- This report recommends approval of an amendment to the Official Plan and Zoning By-law to permit the development of the proposal for 4 high-rise (ranging from 10 to 35 storeys) mixed-use (residential, commercial, office) apartment buildings, and back-to-back townhouses.
- The lands are designated 'Northwest Brampton Urban Development Area' and 'Designated Greenfield Areas' in Schedule 1 City Concept; and 'Corridor Protection Area' and 'Special Policy Area 4' in the City of Brampton Official Plan (2006). The lands are designated 'Osmington Mixed Use Special Policy Area (Mixed Use Centre)' in Mount Pleasant Secondary Plan Area 51. An amendment to the Official Plan including the Secondary Plan is required to facilitate this proposal.
- Limitations for Office Uses - the current land use policies of the Official Plan and Secondary Plan do not identify any requirements for a minimum amount of office use to be delivered on this site. The applicant has submitted a Market Impact Assessment noting that significant commercial and office development would be difficult to realize on the site due to:
 - Natural Features being located on 2 of the 4 corners of the Mississauga Rd and Bovaird Dr. intersection.
 - A large storm-water management pond (SWMP) located north of the site.
 - Access constraints to the site.
- Notwithstanding these limitations, Planning staff and Economic Development staff has worked diligently with the applicant to determine how offices can be maximized on the site, and aligned with market demand. Factors supporting office on this site include:
 - Planned Hospital - synergies with the Hospital that is planned for the lands south of the subject site (south of Bovaird Dr).

However, Secondary Plan policy notes that the "Hospital" designation may be removed if the Province has not committed Capital funding for its construction by 2030.

- **Planned Highway 413 corridor** – this will provide higher-order transportation and accommodate convenient trips to and from the site from across the Greater Toronto Area.
- Due to the expected correlation between the planned hospital and the extent of demand for office uses, as well as the potential for the hospital to not materialize, the recommended zoning by-law amendment uses a “sliding scale” for the amount of office space to be required. In this respect, the following is proposed:
 - a required minimum of 4,600 sq.m. (50,000 sq.ft.) of office, which may be reduced to 2,400 sq.m. (25,833 sq.ft.) in the event that 5 years have passed and it is determined by the Commissioner of Planning, Building and Growth Management.
- Further to the above noted office zoning provisions, a minimum amount of commercial use (2,400 sq.m./25,833 sq.ft.) is also proposed and to be required by the zoning by-law amendment.
- The subject lands are located within the Mount Pleasant Precinct/Block Plan (Area 51-3).
- The property is zoned ‘Commercial Agricultural (CA)’; ‘Agricultural (A)’; and ‘Industrial Four – 254 (M4-254)’ in the City of Brampton Zoning By-law (270-2004) which does not permit the proposed development. An amendment to the Zoning By-law is required.
- The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on October 23, 2023. 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’s Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.
- The proposed Official Plan and Zoning By-law Amendment represents good planning, has regard for the Planning Act, is consistent with the provincial Policy Statement, and is in conformity with a Place to Grow: The Growth Plan for the Greater Golden Horseshoe and City of Brampton Official Plan.

BACKGROUND:

The lands subject to the Official Plan and Zoning By-law Amendments is comprised of 5 contiguous properties 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Rd (The “Apple Factory” site). The lands are located north of Bovaird Drive and east of Mississauga Road. Corbett Land Strategies submitted an application on behalf of Glen Rouge Developments on April 12, 2023. This application was deemed complete on June 29, 2023, in accordance with Section 22 (6.1) and Section 34(10.4) of the Planning Act.

Since the time of receipt of the application and the public meeting, the applicant has submitted two (2) submission packages to be able to resolve various technical issues associated with the proposal. The first submission concept consisted of six (6) blocks of back-to-back townhouses and three (3) high-rise mixed-use buildings with a total of 1,302 units. The original proposal included approx. 3,700 sq metres of commercial space and has since been revised to 2,433 sq metres of commercial space.

Following the initial submission, the concept plan has evolved, influenced by the comments received at the Urban Design Review Panel on November 28, 2023. The current proposal presents a mix of dwelling types, including three blocks of back-to-back townhouses with 72 units, and four high-rise mixed-use buildings. The high-rise buildings are proposed at varying heights: 35 storeys at the edge, 23 storeys, 22 storeys, and 10 storeys. The development also includes three levels of underground and surface parking, providing a total of 1,449 parking spaces. The applicant has informed that the intended ownership type for the proposed units is a condominium tenure.

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on October 23, 2023. No members of the public spoke at the meeting, and no written correspondence was received. Consequently, the revised proposal was deemed generally consistent with the original application, and it was determined that a second public meeting was not necessary.

CURRENT SITUATION:

Proposal

The current concept plan proposes four (4) high-rise mixed-use buildings and back-to-back townhomes comprising of 1,240 residential units. The application proposes that non-residential (office and commercial uses) be permitted at the base of the high-rise buildings, as noted below:

- Minimum 2,400 sq.m. of commercial use
- Minimum 4,600 sq.m. of office use; but which may be reduced to 2,400 sq.m. if the market conditions do not support that quantum of office – to the discretion of the Commissioner of Planning, Building & Growth Management.

Details of the proposed dwelling units and other features are noted below:

- Four high-rise mixed-use building ranging from 10 to 35 storeys, comprising a total of 1,240 residential units , with the following unit mix:
 - Bachelor: 9 (0%)

- One-bedroom: 255 (21%)
 - One + den: 422 (34%)
 - Two-bedroom: 478 (39%)
 - Two bedroom + den: 3 (0%)
 - Three-bedroom units: 73 (6%)
- Three back to back townhouse blocks, 3 storeys (72 units)
 - 1,454 parking spaces, consisting of 1,326 residential parking spaces and 128 retail parking spaces
 - A new east-west public road providing access to the proposed development & the residential development that had been approved for the lands located to the west being developed by ARGO TFP (City File: OZS-2021-0052).
 - Proposed density: 428 units per hectare (FSI 3.8).
 - Indoor/outdoor amenity area of 4,816 square metres throughout the site. All specific landscape details and programming elements of the common amenity areas
 - A total of 440 bicycle parking spaces (surface/underground)

Property Description and Surrounding Land Use

The lands have the following characteristics:

- located at 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
- a total area of approximately 2.91 hectares (7.19 acres)
- a frontage of approximately a frontage of approximately 166 metres onto Bovaird Drive and 153 metres onto Mississauga Road
- currently occupied by five (5) existing buildings including a storage facility, the Apple Factory farm market, and three residential dwellings, which are proposed to be demolished to accommodate the proposed development.

The surrounding land uses are described as follows:

North:	Draft approved plan of subdivision (OZS-2021-0052/21T-21022B) comprising of storm water management pond, low/medium/ mixed-use, public school, office development and public park
East:	Mississauga Road, beyond are open space/natural heritage area, and the draft approved plan of subdivision (OZS-2019-0007/21T-19017B) comprising low/medium/high density residential development
West:	Draft approved plan of subdivision (OZS-2021-0052/21T-21022B) comprising low/medium/high-density mixed-use, public school, planned Highway 413 route, and office development

South: Bovaird Drive, beyond are Petro Canada gas station, and The Old Pro Driving Range

Application to Amend the Official Plan and Zoning By-Law

Brampton's Official Plan (2023) identifies the subject lands as part of the 'North West Designated Brampton Area' in Schedule 2 and as 'Community Areas' with the 'Gateways' overlay in Schedule 1A. The lands are located within the Area 51 – Mount Pleasant Secondary Plan Area and include policies for the Osmington Special Policy Area (Mixed Use Centre). It is noted that the land use designation schedule under the new Official Plan is currently under appeal and, as such, does not apply to this application.

To facilitate the development, the applicant is seeking to amend the, in-effect 2006 Official Plan Schedule A – General Land Use Designations, which currently designates the site as 'N-W Brampton Urban Development Area,' to 'Residential' (see Attachment 3 - Official Plan Designations). The Draft Official Plan Amendment (Attachment 13) proposes a designation allowing high-rise mixed-use development, including residential and office uses. The proposed land use designation change facilitates a compact, high-rise mixed-use development that integrates residential, commercial, and office components, promoting an urban and complete community.

Office and Commercial Uses:

The current land use policies of the Official Plan and Secondary Plan do not identify any requirements for a minimum amount of office use to be delivered on this site. However, staff has been working diligently with the applicant to achieve consensus on how office uses can be maximized on the site, but to an extent that aligns with market demand.

The applicant has submitted a Market Impact Assessment noting that significant commercial and office development would be difficult to realize on the site due to:

- Natural Features located on 2 of the 4 corners of the Mississauga Rd and Bovaird Dr. intersection.
- A large storm-water management pond (SWMP) located north of the site.
- Access constraints to the site.

Nonetheless, City staff and the applicant expect that the delivery of some office is appropriate considering the following:

- Planned Hospital - synergies with the Hospital that is planned for the lands south of the subject site (south of Bovaird Dr).

However, Secondary Plan policy notes that the “Hospital” designation may be removed if the Province has not committed Capital funding for its construction by 2030.

- Planned Highway 413 corridor – this will provide higher-order transportation and accommodate convenient trips to and from the site from across the Greater Toronto Area.

Considering that the extent of demand for office uses on this site is directly tied to whether the planned Hospital will be achieved and the associated market conditions – the recommended zoning by-law amendment uses a “sliding scale” for the minimum amount of office uses to be required.

In this respect, the zoning proposes a required minimum of 4,600 sq.m. (50,000 sq.ft.) of office, which may be reduced to 2,400 sq.m. (25,833 sq.ft.) in the event that 5 years have passed and it is determined by the Commissioner of Planning, Building and Growth Management.

Further, with respect to commercial uses, the proposed and recommended zoning by-law provisions will identify a required minimum amount of commercial use (2,400 sq.m./25,833 sq.ft.), which will support the needs of the surrounding residential community.

Economic Development Considerations

Demand for Class A office space in the GTA remains strong, particularly for properties with premium amenities and transit access (Cresa, *Toronto Office Market Insight Report 2024*).

As companies refine their return-to-office strategies, hybrid work models and workforce-oriented solutions are reshaping space requirements. The end of 2024 saw the rollout of new hybrid strategies—such as flexible scheduling, shared office spaces, and dedicated collaboration zones—positioning organizations for a more optimized office setup in 2025. This ongoing shift has reinforced demand for premium office spaces that offer flexibility and wellness-focused amenities, further solidifying the GTA as a tenant-driven market (Cresa, *Toronto Office Market Insight Report 2024*).

Return-to-office mandates are now largely embedded in occupancy plans, shifting the focus to how internal workforce growth will shape future space needs rather than simply managing existing staff. Despite rising unemployment in the GTA over the past year, office occupancy has been increasing. Growth in sectors such as healthcare, life sciences, and professional services is expected to drive demand for specialized office spaces tailored to their unique requirements (Cresa, *Toronto Office Market Insight Report 2024*).

In Brampton, office vacancy rates are below 1%, with even tighter availability for Class A office space. This strong demand and limited supply present an opportunity to attract high-end employers to the city. In 2024, City Council approved a Development Charges By-law that waives development charges for office spaces over 20,000 square feet—sending a clear signal that Brampton is committed to encouraging office development and supporting business growth.

One key area to address this shortage is the underserved region near the Apple factory lands, bordering Caledon, Georgetown, and Halton Hills. This area lacks essential professional services such as legal, accounting, and medical firms, presenting a prime opportunity to meet rising demand. Additionally, the upcoming third hospital is expected to be a catalyst for investment and economic development, making this region even more promising for office expansion. Developing Class A office spaces alongside complementary professional services would significantly enhance Brampton's ability to support its growing entrepreneurial and professional sectors.

Further strengthening Brampton's healthcare and life sciences ecosystem, Toronto Metropolitan University's new School of Medicine—set to open in 2025—will have a significant impact on the local community. The combination of a medical school and a potential third hospital can create a thriving hub for healthcare innovation, training, and research, fostering long-term economic development. Medical schools often attract top-tier faculty, researchers, and healthcare professionals, while their partnerships with hospitals provide hands-on training opportunities for local students and professionals. This synergy will enhance Brampton's reputation as a center for healthcare excellence and increase demand for high-quality office and research space in the region.

With a strong foundation in health and life sciences and excellent transportation connections, Brampton has strategic advantages in attracting businesses—particularly those in health-related industries. To fully capitalize on this potential, efforts should focus on expanding office developments around the third hospital and medical school, ensuring businesses have access to the professional services and high-quality office space they need to thrive

Additional Zoning Details:

The subject property is currently zoned as the following: 'Commercial (CA)' Zone, 'Agricultural'(Z) Zone, and 'Industrial Four'(M4-254) Zone as per By-law 270-2004.

To permit the proposed development the site will be rezoned with two site-specific residential zones to permit:

- the back-to-back townhouses on the northerly portion of the site, and
- the high-rise mixed use buildings along Bovaird Drive and Mississauga Road.

Additional site-specific zoning standards are to include:

- Maximum GFA of 1,050,000 square feet (97,548.2 square metres)
- Minimum building height of 4-storeys for the townhouses;
- Maximum building height for apartment buildings: 35 storeys
- Minimum Rear Yard Depth: 3.0 metres
- Minimum Front Yard Depth: 3.0 metres
- Maximum Gross Floor Area: 97,550 square metres

Some further refinement to the draft zoning by-law amendment is required prior to forwarding the by-law to Council for enactment. The refinements will include:

- Creating two residential zones on the lands, one each for the back-to-back townhouses and the high-density apartment buildings;
- adjustment to the extent to which the Holding (H) symbol will apply to the site to accommodate the revisions to the minimum quantum of office floor area.

Public Road

A public road is proposed in conjunction with this development, which would be constructed along the northern boundary of the site, in alignment with the approved Heritage Heights Secondary Plan (see Attachment 1 – Concept Plan). This new public right-of-way will serve as a key connection to the proposed road network located within the Argo TFP lands to the west. This strategic connection will support the transportation infrastructure required to accommodate future development in the area. In addition to this primary access route, a second direct point of entry to the site is also planned via Bovaird Drive West, further enhancing accessibility and ensuring efficient traffic flow to and from the development. This public road will be created through either a Plan of Subdivision process, or a Master Site Plan Application process that utilizes a municipal works agreement.

Phased Development Approach

Glen Rouge Developments plans to deliver the development project through a phased approach, facilitated by a Master Site Plan Agreement that will identify associated deliverables (i.e. road construction and improvements) with each of the phases. An associated agreement will serve as the overarching framework, addressing key considerations for the entire site, including infrastructure, utilities, environmental impact. The goal is to ensure that the development aligns with long-term planning objectives and enhances both functionality and livability.

Following the approval of the Master Site Plan, detailed site plan applications for each of the various phases of the development will be required. City staff will ensure that these future approvals adhere to specific design guidelines, zoning regulations, and technical standards.

Cost Sharing Agreement (CSA)

The development of the site is subject to formal Cost Sharing Agreement (CSA) obligations with other lands within Precinct Area 51-3. Staff anticipate receiving a written confirmation from Glen Rouge Developments that they agree in principle to cost sharing infrastructure and that they will execute the associated CSA prior to the enactment of the amending zoning by-law for this development.

In the event that the above is not completed, a Holding ("H") provision may be applied to the implementing zoning by-law amendment for this development, whereby the H would be lifted upon receipt of a clearance letter from the 51-3 Landowner Group Trustee, confirming that the applicant has executed the CSA. Site Plan approvals, for any phase, would not be issued until the 51-3 Landowner Group Trustee issues the necessary clearance letter confirming compliance in this regard.

Heritage

The property at 10020 Mississauga Road is designated under Part IV, Section 29 of the Ontario Heritage Act ("OHA"). Although the designation applies to the entire property, the cultural heritage value and attributes are specifically associated with the circa 1880s farmhouse (see Attachment 7 – Heritage Properties).

The proposed development will recognize and conserve the site's heritage features through the careful reuse of materials from the heritage house, ensuring its historical significance is preserved. Salvaged bricks from the heritage house are proposed to be repurposed as part of a new interior feature wall in the lobby of one of the towers.

In accordance with the Heritage Commemorative Plan, the site design and landscape plan will integrate repurposed building materials to retain the cultural value and key attributes of the heritage house. These measures will help ensure the heritage character of the site is meaningfully incorporated into the new development while preserving its historical context.

Urban Design

The proposed mid-to-high-density development has been designed to align with municipal urban design objectives, incorporating appropriate building heights, separation, and articulation to support a well-integrated urban environment. The architectural approach reflects the area's cultural heritage while minimizing shadow impacts and enhancing the pedestrian experience. The development includes a mix of back-to-back townhouses and a range of unit sizes within mid- and high-rise buildings, contributing to housing diversity and supporting planned density targets.

Key design elements include varied rooflines, such as a four-storey podium in Building 4 that transitions to lower heights, as well as three-storey back-to-back townhouses with rooftop terraces. Resident parking is primarily accommodated underground, with guest and short-term commercial parking provided at grade to support an active streetscape.

The proposed massing strategy has been structured to respond to the surrounding context while reinforcing the urban character at the intersection of Mississauga Road and Bovaird Drive. The placement and scale of buildings contribute to a defined streetscape, with the tallest structures and highest densities strategically located along these key corridors. Height and scale transitions have been incorporated to ensure compatibility with adjacent lower-intensity areas. The design employs step-backs, varied rooflines, and articulation to mitigate massing impacts and support a pedestrian-oriented public realm (refer to Attachment 14 – 3D Model Rendering of the Development and Surrounding Area).

Update of Existing Studies

While key technical matters have been sufficiently addressed for staff to recommend approval of this development application, some technical studies still require revisions. Prior to staff advancing the amending by-laws (official plan amendment and zoning by-law amendment) to Council, we will require revisions to the existing Wind Study, Functional Servicing Report (FSR), Traffic Impact Study (TIS), and Parking Study. Alternatively, a Holding (H) symbol can be used in conjunction with the zoning by-law amendment to ensure these documents are completed to the satisfaction of the Commissioner of Planning, Building and Growth Management.

Further details are provided below with respect to each of these studies:

- **Windy Study** - A revised Wind Study is required to maintain comfortable and safe pedestrian level wind conditions that are appropriate for the time of year and the intended use of pedestrian areas. Staff will continue working with the applicant to finalize this review and ensure the development aligns with the City's urban design guidelines.
- **FSR** - A revised FSR is required to address concerns related to the 100-year flood event, the high elevation of the northerly road, and potential risks of backflow and flooding. Staff will work with the applicant to confirm that the proposed stormwater management strategy meets municipal and provincial requirements.
- **Traffic** - To address traffic concerns, the applicant must submit a revised TIS and Parking Study. This should confirm the parking rate assumptions, access design for the auxiliary turning lane, intersection analysis, and a trip analysis to assess potential transportation impacts. Staff will collaborate with the applicant to ensure the study justifies the parking supply and evaluates any required mitigation measures.

Sustainability Score

The subject application has submitted a sustainability score of 77 (pending final confirmation from staff), attaining the gold threshold. Through the site plan process, staff

will continue to work with the applicant to ensure that the sustainability score metrics are achieved through the detailed site plan review (see Attachment 9 for more details).

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed Official Plan and Zoning By-law Amendments, generally in accordance with Attachments 12 and 13. The proposal and supporting documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the City of Brampton Official Plan (see further details in Attachment 10 – Planning Analysis).

MATTERS OF PROVINCIAL INTEREST

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 of the Planning Act R.S.O 1990. The proposed Official Plan and Zoning By-law Amendment 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:

- (h) the orderly development of safe and healthy communities;*
- (k) the adequate provision of employment opportunities;*
- (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 development exhibits well-designed and high-quality elements that will enhance the character of the area and support the creation of sense of place that is safe, accessible, attractive, and vibrant. This includes considerate landscaping treatment, pedestrian amenities, walkway connections, and architectural features that respect the surrounding mid-20th century modernist architecture.

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 Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The proposed development supports livable, healthy communities by introducing residential and commercial/ retail uses in a compact urban form on lands that are served by existing infrastructure and public services including rapid transit. The subject property is in close proximity to the Mount Pleasant GO station, representing an appropriate and supportable form of intensification that promotes efficient development patterns that reinforces transit investments. The proposed development is included in the settlement area and optimizes existing land within built-up areas, is transit supportive, minimizes land consumption, and maximizes existing servicing infrastructure.

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 subject property is served by existing municipal water and wastewater services, which supports the efficient use of existing servicing infrastructure. A Functional Servicing Report has been submitted to the City in support of the proposed development. The Report includes stormwater management strategies, which are described in greater detail within the provided Stormwater Management Report.

Staff is satisfied that the recommendations of this report for the development are consistent with the applicable sections of the Provincial Policy Statement (PPS).

MUNICIPAL PLANNING DOCUMENTS

City of Brampton Official Plan (2006):

The subject lands are located within the 'N-W Brampton Urban Development Area' on the City of Brampton Official Plan Land Use Schedule A. Furthermore, on Schedule A General Land Use Designations, the subject lands are located within the 'Corridor Protection Area', and 'Special Policy Area 4'. The Special Policy Area 4 allows the existing farm related industrial/retail uses on these lands.

According to Schedule 1 – City Concept, the subject lands are 'Designated Greenfield Area' and 'Northwest Brampton Urban Development Area'. On the Schedule 1- City Concept, the subject lands are located on Bovaird Drive West, which is identified as a Primary Intensification Corridor. Both Bovaird Drive and Mississauga Road are designated rapid transit corridors on Schedule C.

It is also identified as a potential future Rapid Transit node, as shown on Schedule 3B— Transit Network. Additionally, the subject lands are in close proximity to the Mount Pleasant Go Station, a Primary Major Transit Station Area.

The development proposal offers a diverse range of housing sizes and dwelling types, catering to various household needs and preferences. This includes back-to-back townhouses, which provide compact, family-friendly options, as well as mid-rise and high-rise buildings, which contribute to a denser, mixed-use urban environment. This variety enhances housing choice, promotes inclusivity, and supports the creation of a vibrant, sustainable community.

The existing five (5) buildings that occupy the site will be demolished to support the development. One of the existing dwellings 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 planned urban area in proximity to future parks, rapid transit, 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 Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, 2023:

On May 16, 2024, the Region of Peel issued an approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The new Official Plan for the City of Brampton provides the path forward to implement the aspirations of the Brampton 2040 Vision and achieve a sustainable, urban, and vibrant future for the city.

The subject property is designated as 'North West Brampton Area' and 'Neighbourhoods' as per Schedule 2 – Designations of the Brampton Plan. The property is situated at the northwest corner of the major arterial roads, Mississauga Road and Bovaird Drive, within a designated 'Gateway' area, as identified in Schedule 1A – City Structure. 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 nearby rapid transit.

The subject lands are also fronting on 'Priority Bus or Zum' and 'Potential Future Rapid Transit' as outlined in Schedule 3B – Transit Network. Finally, the lands are near the Mount Pleasant Go Station, a Primary Major Transit Station Area. Access to the nearby transit infrastructure will aide future residents in reaching community amenities, services, and destinations within and around the City.

As of the date of this report, Schedule 2 – Designations of the Brampton Plan is currently under appeal before the Ontario Land Tribunal (OLT) and has not yet come into full effect.

Consequently, the application will be reviewed and considered in accordance with the policies set forth in the 2006 Brampton Plan.

Mount Pleasant Secondary Plan (Area 51) / Block Plan 51-3:

The applicant is seeking to amend the Mount Pleasant Plan Area 51 to add the subject lands and redesignate the lands to 'High-Density Residential' and 'Mixed-Use' designation.

On March 21, 2022, City Council approved a City-initiated Official Plan Amendment (OPA) that reclassified the Apple Factory Lands. This amendment removed the lands from Area 52, 'Mount Pleasant West,' and incorporated them into Area 51, 'Mount Pleasant.' The lands were also designated as the 'Osmington Special Policy Area (Mixed Use Centre)' and form part of Precinct/Block Plan 51-3. Mount Pleasant Heights Precinct/Block Plan 51-3 will be largely developed as a high-density that meet transit-orient principles and defined by medium and high-rise buildings.

The proposed development promotes the integration of land use planning as it maintains the intent of the secondary plan by proposing a high-density mixed-use development on the subject lands as envisioned by the Mount Pleasant Secondary Plan Area and Block Plan 51-3. The proposed development includes a diverse mix of residential units, offering a variety of housing forms, types, sizes, and price ranges that will help address the City of Brampton's housing needs. Office uses are also proposed to support the planned hospital, to be located generally to the south of the subject site as designated in the Secondary Plan, and commercial uses are proposed to support the surrounding residential community. The proposed uses will help to enhance the overall livability and accessibility within this new community.

Staff is satisfied with the proposed amendment to permit high-rise mixed-use development, as it aligns with the established policies of the Mount Pleasant Secondary Plan and Block Plan.

City of Brampton Zoning By-law:

The property is currently zoned the following by By-Law 270-2004, as amended:

- Commercial (CA)
- Agricultural (A)
- Industrial Four – (M4-254)

This application will amend the Zoning By-law to facilitate the development of high-density residential apartments with accessory commercial and office uses; and back-to-back townhouses.

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 10) 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 12 – 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 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 October 23, 2023. 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 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 Official 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 Official Plan Amendment and Zoning By-law Amendment 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 Mount Pleasant Secondary Plan (Area 51).

The report recommends that Council enact the Official Plan Amendment and Zoning By-law Amendment attached hereto as Attachment 12 and 13. The Official Plan Amendment and the Zoning By-Law Amendment 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, densities and commercial uses which conform to the City of Brampton Official Plan and Mount Pleasant Secondary Plan (Area 51); and,

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

Authored by:

Reviewed by:

Ramsen Yousif, MCIP, RPP
Development Planner
Planning, Building and Growth
Management

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

Approved by:

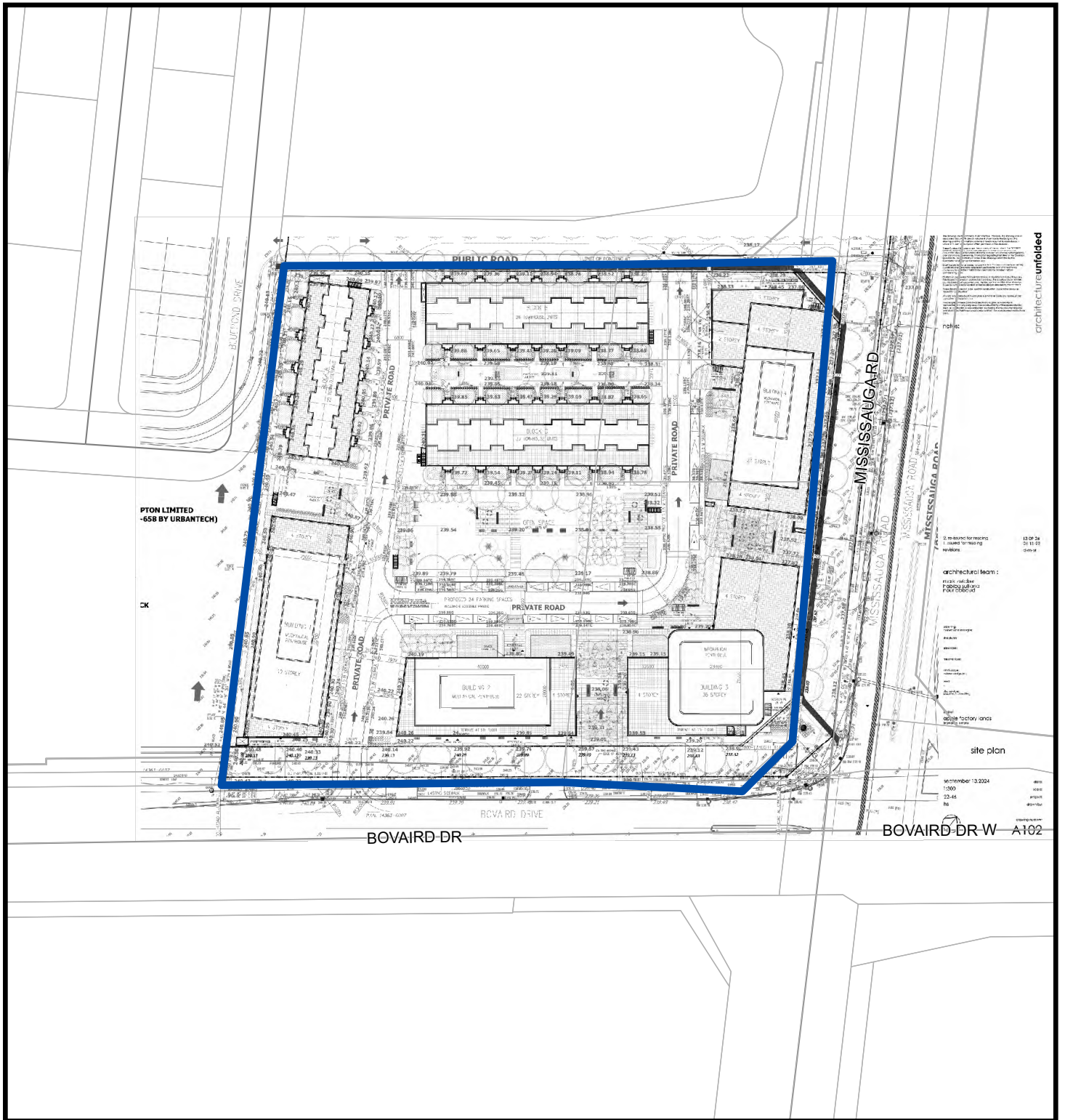
Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

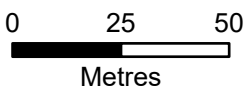
- Attachment 1: Concept Plan
- Attachment 1a: Renderings
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 5: Zoning Designations
- Attachment 6: Aerial & Existing Land Use
- Attachment 7: Heritage Properties
- Attachment 8: Results of Public Meeting
- Attachment 9: Sustainability Assessment Snapshot
- Attachment 10: Detailed Planning Analysis
- Attachment 11: Results of Circulation
- Attachment 12: Draft Zoning By-law Amendment
- Attachment 13: Draft Official Plan Amendment
- Attachment 14: 3D Model Rendering of the Development and Surrounding Area



Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/01/31

APPENDIX 1 CONCEPT PLAN

Applicant: CORBETT LAND USE STRATEGIES

Owner: GLEN ROUGE DEVELOPMENTS INC.

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CITY FILE: OZS-2023-0010

10020 MISSISSAUGA ROAD, APPLE FACTORY BRAMPTON, ON L7A 0B8



drawing list		
A100 series		
A101	Site Context, Statistics	1:500
A102	Site Plan	1:300
A200 series		
A201	P3	1:300
A202	P2	1:300
A203	P1	1:300
A300 series		
A301	Ground Floor Plan	1:300
A302	2nd Floor Plan	1:300
A303	3rd Floor Plan	1:300
A304	4th Floor Plan	1:300
A305	Typical Tower Floor Plan	1:300
A306	Roof Plan	1:300
A400 series		
A401	South Elevation	1:300
A402	East Elevation	1:300
A403	North Elevation	1:300
A404	West Elevation	1:300
A405	Internal North Elevation	1:300
A406	Internal South & East Elevations	1:300
A407	Internal West Elevation	1:300
A410	Rendering	n.t.s
A411	Rendering	n.t.s
A500 series		
A501	Sections	1:300
A502	Sections	1:300
A503	Sections	1:300
A600 series		
A601	Shadow Study	1:4000
A602	Shadow Study	1:4000
A603	Shadow Study	1:4000

CLIENT:
GLEN ROUGE HOMES
2061 McCOWAN ROAD, SUITE 203,
SCARBOROUGH, ON
M1S 3Y6
TEL: (416) 282 2296

ARCHITECT:
ARCHITECTURE UNFOLDED
368 DUFFERIN ST.
TORONTO, ON
M6K 1Z8
TEL: (416) 601 5416

SURVEYOR:
GENESIS LAND SURVEYING INC.
10 FOUR SEASONS, 10TH FLOOR
TORONTO, ON
M6B 6H7
TEL: (905) 499 2956

SITE SERVICE:
URBANTECH CONSULTING
3670 14TH AVENUE
SUITE 301,
MARKHAM, ON
L3R 3T7
TEL: (905) 946 9461

PLANNER:
CORBETT LAND STRATEGIES INC.
5045 SOUTH SERVICE ROAD,
SUITE 301
BURLINGTON, ONTARIO
L7L 5Y7
TEL: (416) 806-5164

LANDSCAPE:
ADESSO DESIGN INC.
69 JOHN ST. S. SUITE 250
HAMILTON, ON
L8N 2B9
TEL: (905) 526-8876



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Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the architect before commencing work.

Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the architect.

These drawings are not to be used for construction unless noted below as "Issued for Construction".

All work to be carried out in conformance with the Code and bylaws of the authority having jurisdiction.

The Designer of these plans and specifications gives no warranty or representation to any party about the constructability of the represented by them. All contractor or subcontractor must satisfy themselves when bidding and at all times that they can properly construct the work represented by these plans.

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notes:

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 1. issued for rezoing 25-11-22
 revisions: d-m-yr

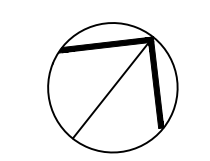
architectural team :
 mark zwicker
 habiba sultana
 nour abboud

planning:
 corbett land strategies
 structural:
 -
 electrical:
 -
 mechanical:
 -
 landscape:
 adesso design inc.
 leed:
 -
 site services:
 urbanTECH consulting

project:
 apple factory lands
 brampton, ontario

rendering

september 13.2024 date:
 nts scale:
 22-46 project:
 hs drawn by:



drawing number:
A410



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architectureunfolding

notes:

2. re-issued for rezoning
 1. issued for rezoning
 revisions:

13-09-24
 25-11-22
 d-m-yr

architectural team :

mark zwicker
 habiba sultana
 nour aboud

planning:
 corbett land strategies

structural:
 -

electrical:
 -

mechanical:
 -

landscape:
 adesso design inc.

leed:
 -

site services:
 urbantech consulting

project:
 apple factory lands
 brampton, ontario

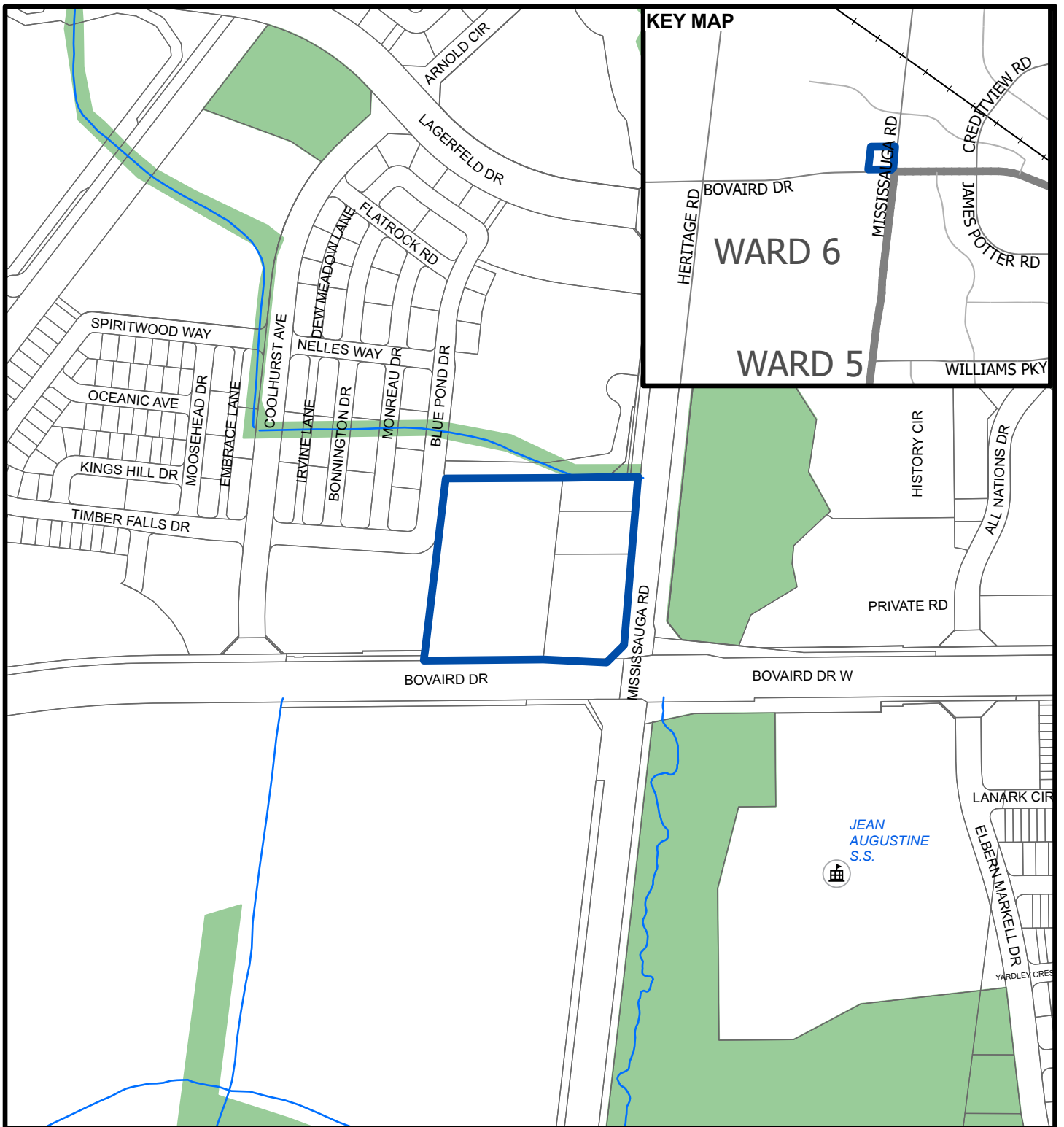
rendering

september 13.2024
 nts
 22-46
 hs

date:
 scale:
 project:
 drawn by:



drawing number:
A411



-  Subject Lands
-  School
-  Park
-  Major Watercourse
-  Parcel Fabric
-  Railway



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 65 130



Metres

Date: 2025/01/31

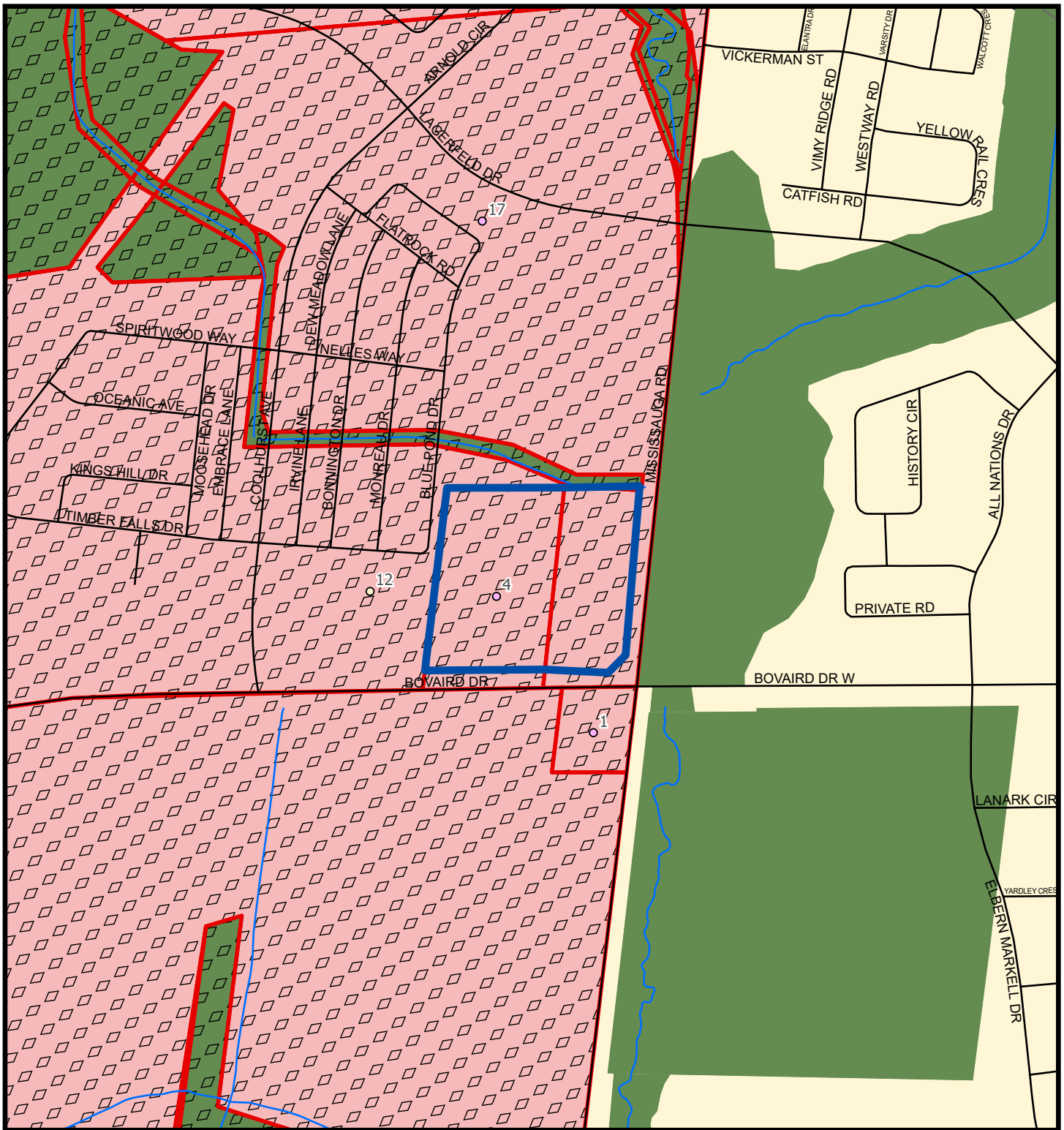
APPENDIX 2 LOCATION MAP

Applicant: CORBETT LAND USE STRATEGIES

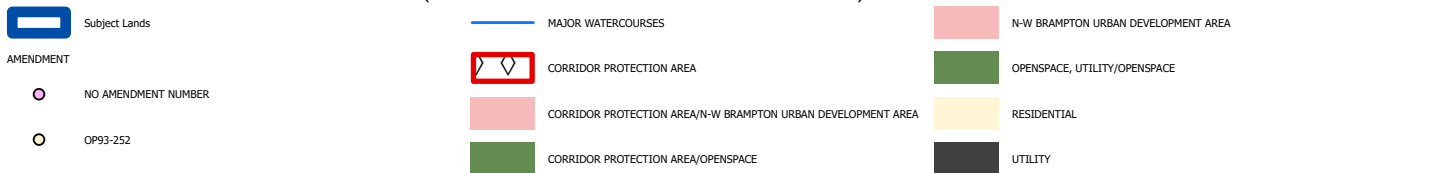
Owner: GLEN ROUGE DEVELOPMENTS INC.

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CITY FILE: OZS-2023-0010



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



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 75 150

Author: CAntoine

Date: 2025/01/31

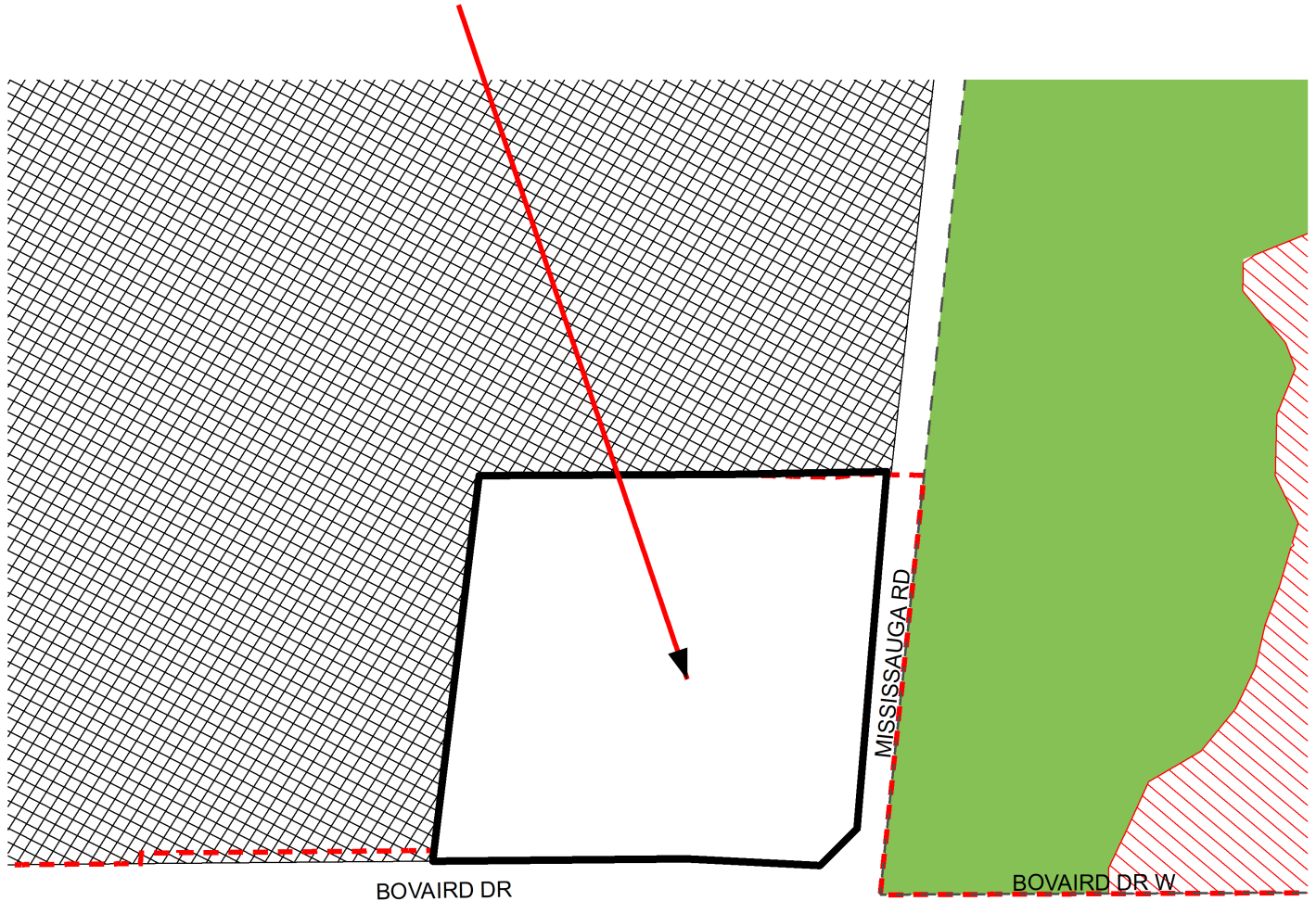
Metres

**APPENDIX 3
OFFICIAL PLAN DESIGNATIONS**

**Applicant: CORBETT LAND USE STRATEGIES
Owner: GLENROUGE DEVELOPMENTS INC.**

CITY FILE: OZS-2023-0010

SUBJECT LANDS



EXTRACT FROM SCHEDULE SP51(A) OF THE DOCUMENT KNOWN AS THE MOUNT PLEASANT SECONDARY PLAN

ROAD NETWORK

- ■ ■ Transit Spine Collector Road
- - - Arterial Road
- Collector Road
- ↔ Potential Connection

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- ◇ Grade Separation
- ⊙ SWM Stormwater Management Facility

RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- △ Parkette
- T Town Square
- ▽ Vest Pocket

OTHER

- HD Heritage Resource Designation under the Ontario Heritage Act
- HL Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- Mixed Use Area
- 1-2 Special Policy Area 1-2
- Peel Regional Police Association Special Policy Area
- Area Subject to this Amendment
- Osmington Special Policy Area (Mixed Use Centre)

NATURAL HERITAGE SYSTEM

- NATURAL HERITAGE SYSTEM AREA

INSTITUTIONAL

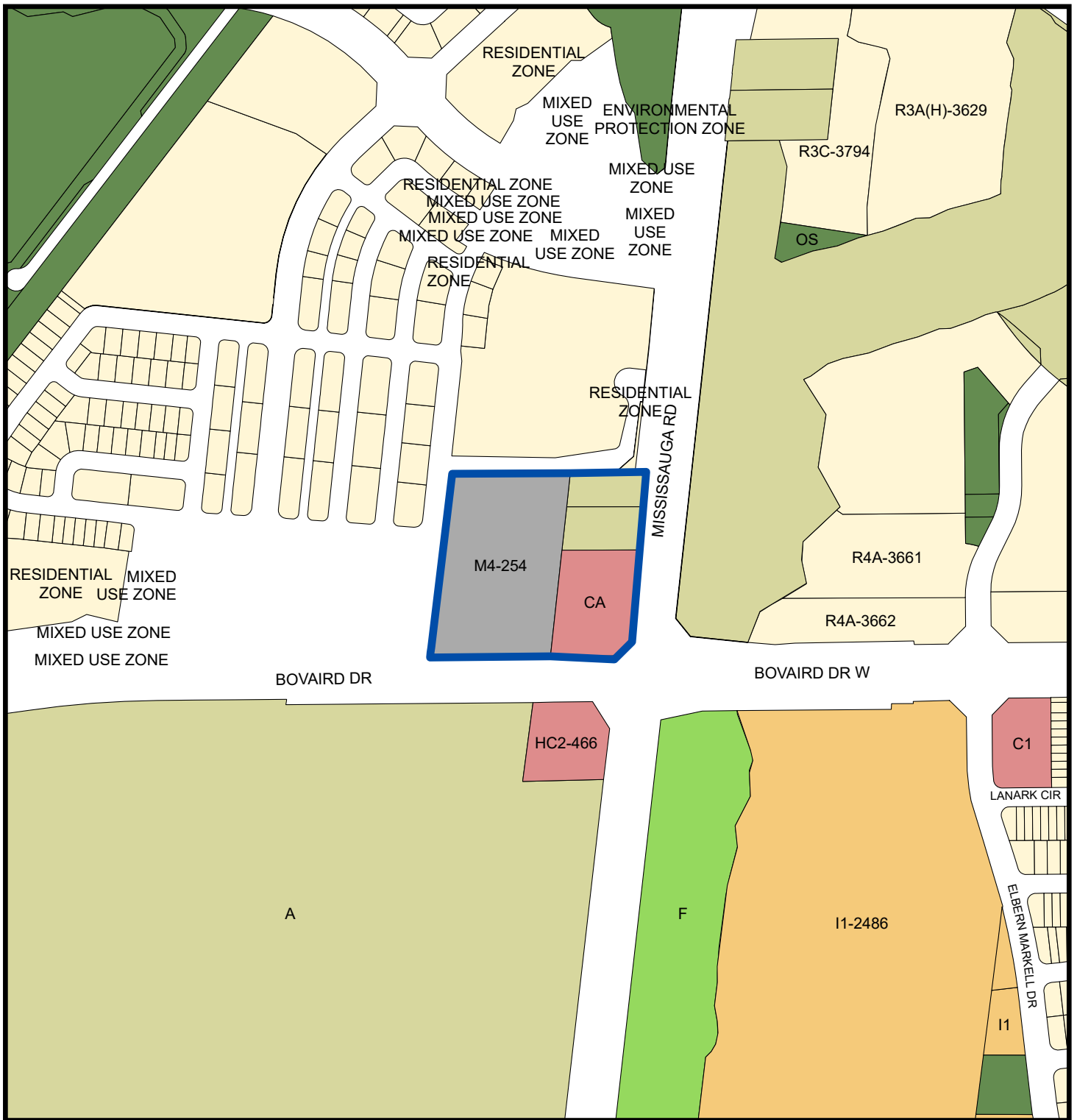
- K-5 Public Junior Elementary School Site
- 6-8 Public Senior Elementary School Site
- SE Separate Elementary School Site
- PS Public Secondary School Site
- SP Separate Secondary School Site
- W Place of Worship

RETAIL

- District Retail
- CR Convenience Retail
- NR Neighbourhood Retail
- MVC Motor Vehicle Commercial

RESIDENTIAL

- LOW / MEDIUM DENSITY
- MEDIUM DENSITY



- | | |
|-----------------|----------------------------------|
| Subject Lands | FLOODPLAIN |
| GISPRD.RAILWAYS | INSTITUTIONAL_1; INSTITUTIONAL_2 |
| AGRICULTURAL | OPEN SPACE |
| COMMERCIAL | RESIDENTIAL |



**APPENDIX 5
ZONING MAP**

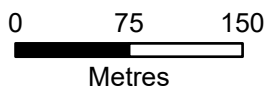
PLANNING, BUILDING AND GROWTH MANAGEMENT

Applicant: CORBETT LAND USE STRATEGIES

Owner: GLEN ROUGE DEVELOPMENTS INC.

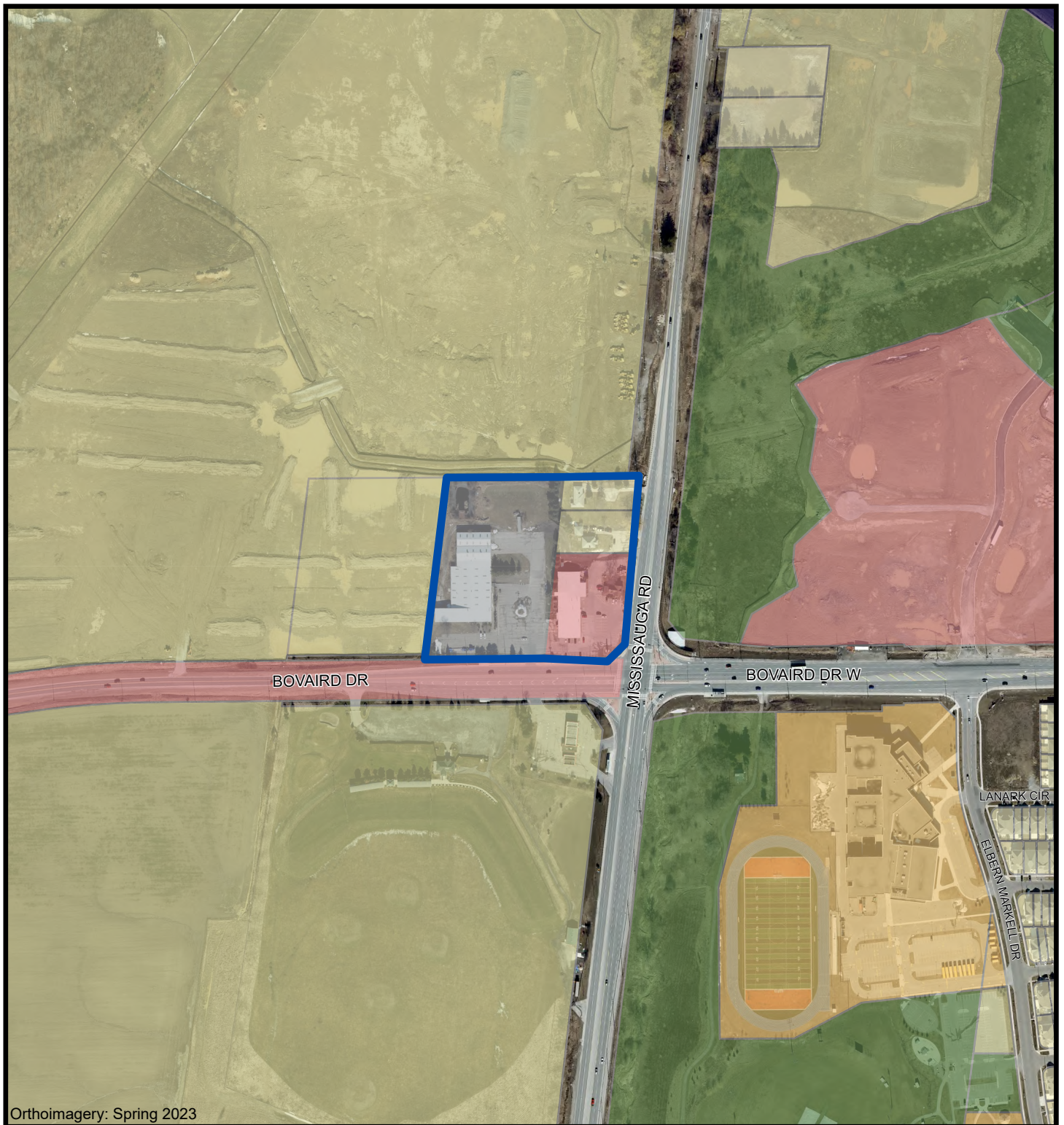
Page 32 of 288

CITY FILE: OZS-2023-0010



Author: CAntoine

Date: 2025/01/31

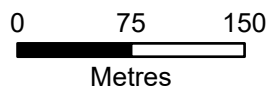


Orthomage: Spring 2023

- | | | | | | |
|-------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------|-------------|
|  | Subject Lands |  | Industrial |  | Residential |
|  | Agricultural |  | Institutional |  | Utility |
|  | Commercial |  | Open Space | | |



PLANNING, BUILDING AND GROWTH MANAGEMENT

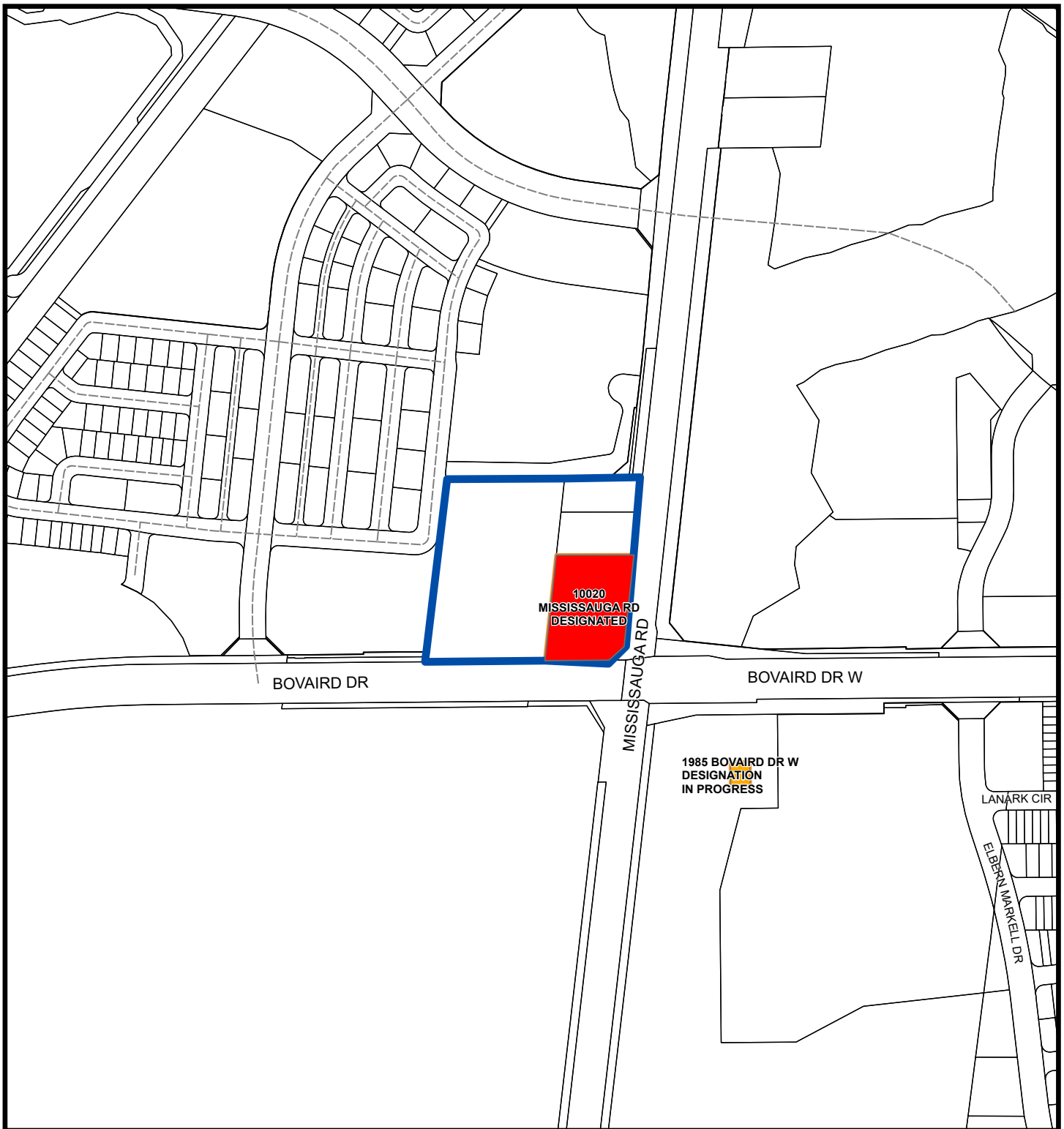


Author: CAntoine
Date: 2025/01/31

**APPENDIX 6
AERIAL & EXISITNG LAND USE**

**Applicant: CORBETT LAND USE STRATEGIES
Owner: GLEN ROUGE DEVELOPMENTS INC.**

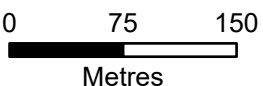
Page 33 of 288
CITY FILE: OZS-2023-0010



- Subject Lands
- HERITAGE PORPERTIES OUTSIDE 50M
- HERITAGE PORPERTIES WITHIN 50M
- GISPRD.RAILWAYS
- PARCEL FABRIC



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/01/31

**APPENDIX 7
HERITAGE PROPERTIES**

**Applicant: CORBETT LAND USE STRATEGIES
Owner: GLEN ROUGE DEVELOPMENTS INC.**

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CITY FILE: OZS-2023-0010

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – October 23, 2023
City File Number – OZS-2023-0010

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
Jeffrey Humble, Manager, Policy Planning
David Vanderberg, Manager, Planning Building and Economic Development
Henrik Zbogor, Director, Integrated City Planning
Angelo Ambrico, Manager, Development Services
Tristan Costa, Planner, Integrated City Planning
Arjun Singh, Planner, Development Services
Charles Ng, Planner, Development Services
Francois Hemon-Morneau, Planner, Development Services
Samantha Dela Pena, Planner, Development Services
Wang Kei (Edwin) Li, Planner, Development Services
Nasir Mahmood, Planner, Development Services
Alex Sepe, Planner, Development Services
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Gagandeep Jaswal, Legislative Coordinator

Staff Report:

Staff Presentation re: Application to Amend the Official Plan and Zoning Bylaw, Corbett Land Strategies Inc., on behalf of Glen Rouge Developments Inc.,

2036 Bovaird Drive and 10020, 10024, 10042, 10054 Mississauga Road, Ward:

6, File: OZS-2023-0010

Item 6.4 was brought forward and dealt with at this time.

Nasir Mahmood, Planner, Development Services, presented an overview of the application that included location overview, area context, site context, site photos, development proposal, planning framework summary, official plan designation, secondary plan designation, official plan amendment, zoning by-law, zoning by-law amendment, issues and considerations, and current status.

Jonabelle Ceremuga, Planner, Corbett Land Strategies Inc., presented an overview of the application that included location and property description, development proposal, and secondary plan designation.

The following motion was considered:

PDC 149-2023

1. That the staff presentation re: Application to Amend the Official Plan and Zoning By-law, Corbett Land Strategies Inc., on behalf of Glen Rouge Developments Inc., 2036 Bovaird Drive and 10020, 10024, 10042, 10054 Mississauga Road, Ward: 6, File: OZS-2023-0010 to the Planning and Development Committee meeting of October 23, 2023, be received; and

2. That the following delegation re: Application to Amend the Official Plan and Zoning By-law, Corbett Land Strategies Inc., on behalf of Glen Rouge Developments Inc., 2036 Bovaird Drive and 10020, 10024, 10042, 10054 Mississauga Road, Ward: 6, File: OZS-2023-0010 to the Planning and Development Committee meeting of October 23, 2023, be received:

1. Jonabelle Ceremuga, Alicia Monteith, and John Corbett, Corbett Land Strategies Inc.

Sustainable New Communities Program: Snapshot

City File Number: PRe-2022-0033

Municipal Address: 2036 Bovaird Drive West

Applicant Name: Corbett Land Strategies

Property Owner Name: Carom Management Inc.

Application Type: Site Plan

SUSTAINABILITY SCORE: 77

THRESHOLD ACHIEVED: Gold

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
Whole-building air leakage testing will be undertaken.		Excellent	4
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
Mixed-Use Development			
BE-2	A mix of uses are provided on the same lot or block.	Good	1
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	Two accommodation types listed are provided: Live-work, Purpose-Built Rental, Studio, 1 bedroom, and/or 2 or more bedrooms.	Good	1
Cultural Heritage Conservation			

BE-5	A portion of reusable materials from the cultural heritage resource being removed are being salvaged and reused on site.	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	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
Salt Management			
BE-7	At least two salt management measures are provided.	Good	2
Surface Parking Footprint			
BE-9	All surface parking on site is located at the side or rear of buildings.	Good	1
BE-9	Less than 15% of the total developable area is provided to parking at grade and it is located at the rear or side of buildings.	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 spaces are provided at a rate 20% higher than municipal standards/guidelines.	Good	1
MB-6	Bicycle parking spaces are provided at a rate 50% higher than municipal standards/guidelines.	Great	1
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
Traffic Calming residential			
MB-10	75% of new local streets/roads have traffic calming strategies.	Good	1
Traffic Calming non-residential			
MB-10	50% of new non-residential and/or mixed-use streets have traffic calming strategies.	Good	1

MB-10	75% of new non-residential and/or mixed-use streets have traffic calming strategies.	Great	2
Natural Environment and Parks			
Indicator	Metric	Level	Points
Soil Quantity & Quality for New Trees			
NE-2	A minimum of 30 cubic metres (m ³) of soil and a minimum of 100 centimetres (cm) of uncompact soil depth is provided for each new tree.	Good	2
NE-2	An uncompact 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 300 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Great	1
Supporting Pollinators			
NE-6	Native plants that support pollinators make up 25% of total quantity of plants proposed.	Good	1
NE-6	Native plants that support pollinators make up 50% of the total quantity of plants proposed.	Great	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
IB-2	For multi-unit residential buildings a minimum of 35% of the dwelling units incorporate accessibility features outlined in the Ontario Building Code (OBC).	Great	1
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
IB-4	40% of concrete on site includes a minimum of 40% Supplementary Cementitious Materials (SCMs).	Great	1
Material Efficient Framing			
IB-6	At least 3 advanced framing measures are used for lowrise wood-framed construction methods.	Great	3
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
Solar Gain Control residential and mixed use only			

IB-9	Exterior shading by planting at least one deciduous tree (50 to 70 millimeter DBH) per lot on the east, west, or south side of each low density residential dwelling	Good	1
Solar Gain Control			
IB-9	Exterior shading is provided for all east and west facing windows (e.g. operable shutters, overhangs, brise soleil canopy, awnings, solar blinds, screens, horizontal louvers, or jalousies).	Great	2
Solar Readiness			
IB-10	All buildings are designed for solar readiness.	Great	3
Rainwater and Greywater Use			
IB-13	Rainwater or greywater is captured on-site and used for exterior uses (e.g. landscape irrigation), and buildings are designed and will be constructed for rainwater and/or greywater use readiness.	Good	1
Back-Up Power			
IB-14	72 hours of back-up power to essential building systems is provided.	Great	3
Extreme Wind Protection			
IB-15	Roof rafters, roof trusses or roof joists are tied to load-bearing wall framing in a manner that will resist a factored uplift load of 3 kN, and metal straps or connectors to connect lower storey wall studs to the sill plate are provided.	Good	2
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 (m ²) 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	A minimum of 10 square meters (m ²) 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	16
Mobility	15
Natural Environment and Parks	8
Infrastructure & Building	38

Detailed Planning Analysis
City File Number: OZS-2023-0010

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 Mount Pleasant Secondary Plan (Area 51) 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.

Planning Act, R.S.O. 1990, c. P.13

The application will be evaluated against the *Planning Act* to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the *Planning Act* sections applicable to this application includes but is not limited to:

Section 2(c) - the conservation and management of natural resources and the mineral resource base;

Section 2(d) - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Section 2(e) - the supply, efficient use and conservation of energy and water;

Section 2 (f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

Section 2(h) – the orderly development of safe and healthy communities;

Section 2(j) – the adequate provision of a full range of housing, including affordable housing;

Section 2(p) – the appropriate location of growth and development; and,

Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.

The proposed development takes into account the matters of provincial interest outlined in Section 2 of the Planning Act, as detailed above.

The proposed development contemplates a high-density mixed-use residential that includes four (4) high-rise mixed use buildings and three (3) back-to-back townhouse blocks with pedestrian connections, underground parking, landscaping treatments, indoor and outdoor amenity spaces, and a built form with architectural elements that is considerate of the planned area context.

To ensure the availability of municipal services, the full development of the Block 51-3 area will be cost-shared among the landowners in the area. For the subject lands, a direct watermain connection is planned from Bovaird Drive West, where municipal services are readily accessible. This includes finalizing the existing water system and establishing secondary connections within the local area. As a result, the proposed development makes efficient use of existing and planned infrastructure and will be adequately serviced by public service facilities.

The proposal supports the orderly development of safe and healthy communities by efficiently utilizing the land and nearby services to accommodate growth. The proposed development provides residents with nearby access to Mount Pleasant Go Station to the east, future Highway 413 to the west, future hospital to the south, Regional Police to the north, and secondary schools to the east and west of the subject lands. The development of the subject lands optimizes the use of underutilized lands and contributes to achieving a complete community.

The recommendations align with the above-noted matters by contributing to Brampton's housing stock through the intensification and redevelopment of the subject lands in a compact and efficient form. 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 (2024)

The Provincial Planning Statement (PPS), effective October 20, 2024, sets out key principles and policy direction on matters of provincial interest related to land use planning and development. The Province's vision is to increase housing supply by building at least 1.5 million homes to meet a wide range of affordability needs. It aims to support a strong economy, prioritize compact and transit-supportive design, and optimize infrastructure investments to ensure convenient access to housing, employment, services, and recreation for all Ontarians.

Section 3(5) of the Planning Act requires that planning decisions conform with the PPS. The policies in the PPS promote efficient land use and development patterns, contributing to the creation of strong communities.

The following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendment align with the PPS and support the Province's objectives of increasing housing supply, fostering economic growth, and promoting efficient, transit-oriented development. In this regard, the PPS states the following:

Section 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.

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.

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.

2.4.1 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;

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.*

The proposed development is consistent with the policy direction of the 2024 Provincial Policy Statement (PPS), which emphasizes building strong, healthy, and sustainable communities through efficient land use and infrastructure planning.

The proposed development contributes to compact urban growth by integrating residential and commercial uses in a high-density form on lands within a designated settlement area. This aligns with the PPS directive to promote efficient development patterns that optimize the use of land and resources while minimizing urban sprawl. The site's location within the Mount Pleasant area ensures it capitalizes on existing municipal infrastructure, reducing the need for costly expansions and adhering to principles of fiscal sustainability outlined in the PPS.

The subject property is strategically located near key existing and planned transit infrastructure, including Mount Pleasant GO Station, the planned Highway 413 and MTO Transit Way (BRT), and future local BRT services. This proximity directly supports PPS policies that prioritize development near transit hubs and corridors to enhance connectivity and reduce dependence on automobiles. By encouraging the use of public transit and alternative transportation modes, the proposed development fosters sustainable mobility and reduces greenhouse gas emissions, consistent with the PPS focus on climate change mitigation and adaptation.

With 1,168 residential apartment units and 72 townhouse units comprising a mix of one-, two-, and three-bedroom options, the development addresses PPS objectives to provide an appropriate range and mix of housing types. This increase in housing supply will help meet the evolving needs of Brampton's growing population, ensuring access to affordable, diverse, and inclusive housing options. The development's focus on intensification within a settlement area aligns with the PPS directive to optimize the housing supply without encroaching on prime agricultural lands or natural heritage features.

The subject lands are located within a strategic growth area identified in the City of Brampton's Official Plan, envisioned to accommodate significant growth through intensification. The PPS prioritizes directing growth to settlement areas where infrastructure and public services are already in place. This development embodies this policy by optimizing underutilized land within the urban boundary while supporting the creation of complete communities.

The proposal contributes to a livable, healthy, and safe community by integrating residential uses with commercial opportunities, fostering a complete community where residents can live, work, and access essential services. The development's compact design reduces land consumption and promotes walkability, enhancing residents' quality of life and aligning with PPS goals for creating resilient and vibrant communities.

The development's design incorporates measures to protect heritage features, reflecting the PPS emphasis on conserving biodiversity and safeguarding ecological systems. By situating growth within a settlement area and minimizing environmental disruption, the project supports sustainable development objectives.

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 2006 (Jan 2025 – In Effect)

In consultation with City Legal staff, it was confirmed that the Brampton Plan 2024 does not apply due to its current appeal before the Ontario Land Tribunal (OLT). As a result, the policies of the 2006 Official Plan (OP 2006) are applicable to the Official Plan Amendment.

The subject property is designated as 'Designated Greenfield Area,' within the 'North West Brampton Development Area' and 'Special Land Use Policy Area 18: Northwest Quadrant of Mississauga Road and Bovaird Drive West' in Schedule A – General Land Use Designations. The Subject Property has been added to the Mount Pleasant Secondary Plan (Area 51) and made subject to the policy framework set out below to ensure that all appropriate matters are considered in the processing of any application that might permit the development of the Subject Property.

As shown on Schedule 1 – City Concept, the subject lands are located with the Northwest Brampton Urban Development Area and within the Designated Greenfield Area and are located within Special Area Policy 4, which allows the existing agricultural/retail uses on the lands. Furthermore, the subject lands are located fronting Bovaird Drive West which is identified as a Primary Intensification Corridor.

The applicant is seeking to amend Schedule A – General Land Use Designation, to redesignate the lands from 'North-West Brampton Urban Development Area' to 'Residential' to facilitate the proposed development. Additionally, the Draft Official Plan Amendment (see Attachment 13) proposes to amend Schedule G – Secondary Plan Areas, applying the 'New Housing and Density Category' to the subject lands.

The application will be reviewed to ensure conformity with the City of Brampton Official Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

Built Boundary and Designated Greenfield Area

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City and places the subject site outside of the 'Built Boundary' and within the 'Communities' area. It also shows the subject lands as within the 'Designated Greenfield Area' overlay.

3.2.2 *Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.*

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.*

Corridor Protection Area – North West Brampton

4.14.2.11 Consent to sever, minor variance, subdivision, site plan and zoning applications and applications for approval of mineral aggregate operations within the Corridor Protection Area coincident with the Special Study Area designation identified on Schedule "A" to this Plan shall not be approved if it is determined that the development proposal may unduly restrict the alternatives for the planning or construction of a North-South higher order transportation facility as contemplated by Section 4.14.2 of this Plan.

The Ministry of Transportation (MTO) has reviewed the proposal and confirmed that the development is located outside the Focused Analysis Area (FAA 2020) land protection boundary for the Highway 413 project. As such, the Highway 413 project team has no objections to the proposal

Intensification Corridors

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

land use designation. The detailed permitted land uses are further defined within the land use designations in this plan. To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted. Uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage are discouraged. Superior urban design is also required to achieve the intended vision for the City's corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

North West Brampton Urban Development Area

3.2.9 North West Brampton Urban Development Area is planned to be a compact, complete and connected community that is centered around a multi-modal transit node (Mount Pleasant GO Station). Opportunities for mixed-use development including a range of housing types, densities and tenures as well as employment lands will be planned. As a transit oriented community, North West Brampton will be generally planned at higher densities in accordance with the density targets of the Gateway Mobility Hub policies in order to maximize the use of transit.

Residential

4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will 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, sub-watershed studies and block plans.

- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

Affordable Housing

- 4.2.5 The Provincial Policy Statement requires that a suitable proportion of new housing within the City of Brampton be affordable housing. An appropriate amount of housing is to be provided to cater to the needs of present and future residents who are in the low to moderate income brackets. The City will ensure that the location of Affordable housing are well integrated and fit with the general design of the community.*

Heritage

- “4.10.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the Ontario Heritage Act to help ensure effective protection and their continuing maintenance, conservation and restoration.*
- 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.*
- 4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority: i. On-site retention in the original use and integration with the surrounding or new development; ii. On site retention in an adaptive re-use; iii. Relocation to another site within the same development; and, iv. Relocation to a sympathetic site within the City.*

4.10.4.3 *Cultural Heritage Character Impact Assessment shall be required for any development, redevelopment and alteration works proposed with the area.”*

The intersection of Bovaird Drive and Mississauga Road is identified as a ‘Gateway’ location, envisioned to enhance the public realm with high-quality, pedestrian-focused open spaces, public art, and amenities. These features may be defined by prominent building entrance designs, emphasizing the significance of this gateway location.

The proposed development contributes meaningfully to the City of Brampton’s housing targets, helping address long-term housing needs. While specific details of the contribution remain subject to negotiation with the City, the development aligns with Brampton’s housing strategy by providing appropriate infill development along a Primary Intensification Corridor, optimizing existing municipal services.

The proposal features a high-density, compact urban form with four high-rise mixed-use buildings: a 10-storey, a 22-storey, and a 35-storey building along Bovaird Drive, as well as a 23-storey building along Mississauga Road. The ground floors of these buildings will include commercial and office spaces, such as a daycare facility, providing employment opportunities within the Mount Pleasant Secondary Planning Area. The Zoning By-Law Amendment outlines additional special provisions for these commercial spaces (see Attachment 12).

In addition to high-rise buildings, the proposed development incorporates a diverse range of housing types, including townhouses and mid-rise structures, catering to various needs and preferences. Safe multi-use trail systems along Bovaird Drive will promote active transportation and recreational opportunities. Pedestrian sidewalks throughout the site will connect seamlessly to existing and future communities, as well as the Natural Heritage System, ensuring accessibility and integration. Traffic calming measures will be implemented to create a safe environment for cyclists, pedestrians, and vehicles, while the majority of parking spaces will be located underground to enhance the pedestrian experience and minimize surface parking.

The development will revitalize underutilized lands in the area, introducing aesthetically appealing built forms that coexist harmoniously with the existing neighborhood. The proposal enhances the public realm with landscaped treatments along Bovaird Drive and throughout the site, visually screening parking areas and essential maintenance structures (e.g., hydro transformers). Resident amenity areas will be thoughtfully landscaped to create a safe buffer from parking areas and potential secondary access points.

To ensure compatibility with the surrounding area, the proposed design considers massing, scale, and the use of similar building materials, facilitating a fluid transition with the existing neighborhood fabric. Stepped building features will provide sensitivity to the established built form, with neighboring apartments to the west and east offering appropriate transitions that align with local context.

The development supports key transit investments and reinforces the Major Transit Station Area as a hub for growth, high-quality development, urban placemaking, and transit-oriented uses. Situated approximately 1 km west of Mount Pleasant GO Station, the subject property benefits from regional connectivity provided by the Brampton Gateway Terminal, which includes local and rapid transit options.

The proposed development aligns with land-use policies for Major Transit Stations and Gateway Mobility Hubs by optimizing existing transit infrastructure with a compact, intensified built form. This transit-oriented development supports the City's density targets while promoting sustainable growth and creating a vibrant, connected community.

Brampton Plan 2024

On June 6, 2024, the Brampton Plan came into effect, with the exception of specific policies and sections currently under appeal. The Official Plan establishes clear direction and principles to guide city-building efforts, supporting Brampton's vision of becoming a vibrant urban city with a population exceeding 1 million by 2051.

The proposed development contributes to the growth forecasts and housing targets outlined in the Brampton Plan. According to Section 2.2.1.15, the Region of Peel is expected to grow by 985,000 residents, 355,000 jobs, and 290,000 households by 2051. This development proposes 15 new residential units, including a mix of single-detached homes and townhouses. These units will help achieve housing targets by addressing population growth needs and providing an appropriate range and mix of housing for residents of various ages, life stages, incomes, and abilities.

The subject property is designated as 'Community Area' and 'Support Corridor,' with a 'Gateways' overlay in Schedule 1A – City Structure of the Brampton Plan. Additionally, the site is located within a 'Designated Greenfield Area' and identified as 'Neighborhood' within the North West Brampton Development Area. It also falls under Area 51 – Mount Pleasant Secondary Plan Area, specifically within the Area 51-3 Precinct Plan Area. Bovaird Drive, adjacent to the subject lands, is designated as a 'Support Corridor' and a 'Potential Future Rapid Transit (Priority Bus or Zum)' route, pending further study.

'Community Areas' are designed to support mixed-use development where residents can live, work, shop, and play. These areas include a mix of residential, commercial, and institutional uses, along with amenities such as parks and open spaces. They aim to provide essential services and daily needs within a 15-minute walk or bike ride from residents' homes, fostering complete communities.

It is important to note that Schedule 2 of the Brampton Plan is currently under appeal. As a result, the application will need to amend the in-effect Brampton Plan 2006.

Mount Pleasant Secondary Plan Area 51

The property is designated 'Osmington Special Policy Area (Mixed Use Centre)' in the Mount Pleasant Secondary Plan Area 51.

Mixed Use (General Provisions)

5.2.1.1 Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this chapter. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage.

5.2.1.2 Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors' residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

Osmington Special Policy Area (Mixed Use Centre)

5.2.2 The processing of a development application for lands subject to the Special Policy Area (Mixed Use Centre), to permit the Proposal described in Section 4.14.3.17.1 of the Official Plan, shall require a further amendment to this secondary plan and will be guided in accordance with the policy framework established in Section 4.14.3.17 of the Official Plan, other policies of the Official Plan, and the policies of the Mount Pleasant Secondary Plan.

The proposed increase in density will contribute to Brampton's housing supply and help create a complete community by diversifying the range of housing types in the area. Future provisions, including public schools, transit services, pedestrian networks, and local amenities, will support both existing and future residents of the development. Additionally, the proposed mix of residential units will offer a variety of housing forms, types, tenures, sizes, and price ranges, addressing the City of Brampton's housing needs.

A subsequent site plan application will be required to support the proposed development. During the site plan application stage, City staff will collaborate with the applicant to ensure the proposed road works and design facilitate a smooth transition and physical integration with the surrounding area. The development will also be required to comply with the 45-degree angular plane, minimizing shadowing and overlooking of lower-density residential areas.

The proposed amendment will enable the redevelopment of the subject properties into a more complete and sustainable community, making efficient use of existing and planned infrastructure. Based on the above, staff is recommending approval of the Official Plan Amendment, generally in accordance with Attachment 13.

Mount Pleasant Precinct/ Block Plan 51-3

The subject lands are located within the Block 51-3 Area of the Mount Pleasant Secondary Plan, as outlined in Schedule 11 – Precinct Plan Areas of the Brampton Plan (2023). To ensure municipal services are available, the full development of the Block 51-3 Area will be cost-shared among the landowners in the area. The applicant is collaborating with adjacent landowners, including ARGO TFP Limited and Cortell Developments, to establish cost-sharing arrangements for public works within the Block 51-3 Precinct Area.

3.12.2 Mount Pleasant Heights Precinct/ Block Plan 51-3 will be largely developed as a high-density, transit-supportive, walkable mixed-use area, defied by its access to the Central Area Precinct GO Station, Mount Pleasant Village GO Station and the South Major Transit Station Area.

The full development of Block 51-3 represents the complete build-out of the Mount Pleasant Secondary Plan Area. The proposed high-density, mixed-use development will be implemented through a Phased Master Site Plan.

This development will kickstart growth on lands west of Mississauga Road, where existing infrastructure and services can be easily extended. Additionally, the Region's infrastructure improvements along Mississauga Road and Bovaird Drive West will further support and encourage future developments in the area.

Zoning By-law

The subject lands are currently zoned 'Commercial Agricultural (CA)'; 'Agricultural (A)'; and 'Industrial Four – 254 (M4-254)' which do not permit the proposed land use.

The applicant has applied for a Zoning By-law Amendment to permit the development of 72 townhouse and 4 high-rise mixed-use buildings on the subject lands.

The proposed zoning designation permits a range of residential and non-residential developments. The recommended By-law allows for the proposed housing types (apartments) and includes minimum gross floor area requirements for office (4,600 sq.m) and commercial (2,400 sq.m.) uses on the ground floor. The amount of office use may be reduced to 2,400 sq.m., once 5 years has passed if it is determined to the satisfaction of the Commissioner of Planning, Building and Growth Management that insufficient market demand exists for the office use. The Zoning By-law also establishes development standards, such as building setbacks, open space requirements, and parking standards, to ensure an appropriate built form and compatibility with adjacent land uses.

If the proposal is approved, the applicant will still be required to undergo the Site Plan Approval process to review the detailed design of the buildings.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications.

The application has demonstrated a contribution to the City of Brampton' Sustainable New Communities Program by achieving a score of 77 points at this time, which meets the "Gold" threshold. It should be noted that some metrics are subject to further verification, which may impact the final score. City Staff is committed to working with the applicant to confirm that the proposed development intends to achieve the metrics that have been submitted. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage.

Technical Requirements

Land Use

This application seeks to amend the Official Plan and Zoning By-law to permit a mixed-use development consisting of:

- A 10-storey mid-rise apartment building along the western edge of the property.
- Three high-rise apartment buildings (22, 23, and 35 storeys) along Bovaird Drive and Mississauga Road.
- Three blocks of back-to-back stacked townhouses at the rear of the apartment buildings, totaling 72 townhouse units.

The residential apartment and back-to-back townhouse use, and accessory office and commercial uses in the lower storeys of the apartments are in line with the amended Official Plan and Mount Pleasant Secondary Plan Area 51(a) policies for mixed-use, high-density development.

Residential apartment dwelling types will be comprised of one and two bedroom unit types, and all 72 townhouse units will be three-bedroom units. In total, 94% of the proposed residential units will be smaller (one- and two-bedroom) units, which will provide more affordable housing options.

A total of 1,326 parking spaces (mostly underground), including 248 visitor parking spaces, and 128 retail parking spaces (24 surface and 104 underground parking spaces) will be provided. The total parking space number will include 27 accessible parking spaces. A total of 414 bicycle parking spaces (all underground) will also be provided. The development will be served with 1,180.3 square metres of indoor amenity space to be

provided within the apartment buildings, and five outdoor amenity areas totalling approximately 3,635.8 square metres located throughout the development.

The vehicular access to the site will be from two accesses, one located on Bovaird Drive West, and the other on Mississauga Road. The Mississauga Road access will be provided through a new municipal road which will run east-west along the northern periphery of the property between Mississauga Road to the east and Bluepond Drive to the west within the westerly subdivision. The municipal road will be delivered through a master site plan application which is to follow the current development application. The retail/office uses on the ground level of the apartment buildings will also have pedestrian access from Bovaird Drive and Mississauga Road. The mid-rise apartment building and the townhouse blocks will also be served with a private road located within the development.

The site forms part of the City's Designated Greenfield Area, where new communities will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located at the intersection of Bovaird Drive and Mississauga Road; each of them a BRT Corridor, which provides it with a high degree of connectivity and walkability. Additionally, the property is located generally in the proximity of the Mount Pleasant GO rail station which supports regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing and planned recreational facilities, park and open space in the area via existing/planned road network.

The proposal will result in a compact and intensified mixed-use development of a property which is served by the existing/planned municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community, and meet the retail/commercial and office need of the area residents. The proposed gross floor area for retail and office uses will result in the creation of some employment opportunities in the area. In association with the surrounding existing/planned residential subdivisions, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the Designated Greenfield Area.

From a density and intensification perspective, the proposal is a good fit for the key location of the property along Bovaird Drive (which is a Primary Intensification Corridor) at the intersection of Bovaird Drive/Mississauga Road, and served with BRT. Architecturally, it is intended that the proposed townhouses and mixed-use apartment buildings will be developed with an attractive architectural design to make them a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detail design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

Public Road (Ad Road)

In order to provide access to the proposed development from Mississauga Road and connectivity with the Bluepond Drive within the TFP Argo plan of subdivision located to the west, the applicant has proposed a public road along the northern periphery of the site. A Master Site Plan approval process will accommodate the delivery of the road, as a subdivision application is not required to accommodate any other development blocks. The subdivision approval process is the typical process to accommodate road creation, but in this case staff are agreeable to the use of the site plan process for road creation purposes. Staff will review efficiencies associated with this process in relation to what we have experienced with the subdivision process and accommodate this process type in a regular manner in the future if it is demonstrated to have more efficiency than the subdivision process.

Market Impact Study/ Retail Planned Function Assessment

The proposed development originally proposed a gross floor area of approximately 3,691 square metres for non-residential uses at the ground floor of the mixed-use apartment buildings. In view of the property's strategic location at the intersection of major arterial roads, its proximity to both current and future transit stations, and the significant densities proposed in the proposed development, staff recommended that additional non-residential gross floor area (including but not limited to offices, medical offices, retail, private school, commercial services, and personal service uses) may be appropriate to be provided in this development. The purpose was to adequately satisfy the needs of the area residents by enhancing community convenience and supporting local employment; and creating a complete transit oriented community. This additional non-residential GFA could be integrated into upper storeys of the proposed high-rise buildings. In order to determine the optimal amount of non-residential/commercial gross floor area to be provided, staff required a Market Impact/Retail Planned Function Assessment to be submitted by the applicant.

In the revised/current development proposal, the applicant has proposed to deliver the following minimum quantum of office and commercial uses:

- 2,400 sq.m of commercial use
- 4,600 sq.m of office use, which may be reduced in 5 years at the discretion of the Commissioner of Planning, Building and Growth Management if it is determined that the market cannot support the minimum floor area for office use.

The Market Impact Study/Retail Planned Function Assessment submitted by the applicant in support of their proposal is dated September 24, 2024 and was prepared by MGP City Plan Ltd.

Urban Design Brief

An Urban Design Brief dated October 2024 prepared by Adesso Design Inc. was submitted in support of the proposed development to demonstrate its compatibility with and enhancement of the City's Development Design Guidelines. The proposed development the following principles and design objectives:

Built Form

- The mid-high density development will incorporate upscale architectural design, reflective of the cultural heritage known in the area;
- To encourage higher density and contribute to lower housing costs, this site features back-to-back townhouses and a variety unit sizes within the mid and high-rise buildings;
- Roof lines (e.g. 4-storey podium in Building 4 transition to 2-storey and 1-storey) and 3-storey back-to-back townhouses with rooftop terraces; and,
- To ensure vibrant aesthetics of the ground floor, all unit parking will be underground, with guest and short term parking for commercial units on the ground floor level.

Heritage

- Significant cultural and built heritage of the Mount Pleasant and Heritage Heights Secondary Plan existing districts will be integrated into the proposed architectural design of the units; and,
- The proposed built form will incorporate contemporary red masonry façade at the podium level as a node to the heritage home on site. The towers will be combined with modern finishes such as glass and white masonry and curved balconies to provide unique identities for the towers.

Environmental and Cultural Sustainability

- A vibrant and 'Green' community is to be achieved through street tree planting within the development and along major arterial roads and incorporating urban agriculture amenities;
- Establish a sustainable and healthy environment through incorporating predominately native plant species and sustainable materials;
- A contemporary style in both the architecture and landscape elements will reinforce district community character; and,
- Recognition for the heritage of the site will be incorporated through re-use of the heritage house materials and commemoration elements throughout the site and within the outdoor amenity spaces.

Accessibility

- Mixed-use buildings fronting close to Bovaird Drive and Mississauga Road to promote active realm and accessibility to public transportation; and,
- Incorporate AODA standards throughout the site.

Livability

- Provide a vibrant, safe, aesthetic and complete community that blends seamlessly with the surrounding approved subdivision to the northwest; and,
- Incorporate shared outdoor amenity spaces for residents and visitors to enjoy.

Active Transportation

- Promote a variety of housing styles and types, through proposed townhouses, mid-rise and high-rise buildings;
- Provide safe multi-use trail systems along Bovaird Drive;
- Intersection of Bovaird Drive and Mississauga Road to be developed as per City of Brampton Std. intersection detail No.244;
- Pedestrian sidewalks throughout proposed development will connect to existing and future communities, as well as Natural Heritage Systems;
- Traffic calming measures will be integrated to ensure proposed driveway network is a safe environment for cyclists, pedestrians, and vehicles.
- Site to be pedestrian focused with the majority of unit parking spaces located underground.

Streetscape

- Street tree planting and high quality street lights will be implemented to reinforce the residential community structure and street network;
- The streetscape will accommodate multiple modes of transport for cyclist, pedestrians and vehicular traffic through bike parking throughout the site, well connected pedestrian sidewalks and on-street parking for public amenity and retail users; and,
- Site furniture and plantings will be used to help create a pedestrian focused and comfortable streetscape.

Outdoor Amenity

- Differentiate between commercial and residential outdoor amenity spaces by introducing distinct typologies for each, such as different materials and design styles;
- Four proposed amenities are located throughout the site; one open space between the westerly townhouse block and the mid-rise apartment building; two landscaped amenities located between the proposed towers, and one landscaped amenity located on the eastern property line of the site;
- Each amenity space provides functionality throughout the four seasons through implementation of shade structures, community gardens, flexible open space and a variety of group and individual seating options. These spaces provide a range of both passive and active amenities; and,
- Create connections to the broader community with a network of pathways.

Parking

- Parking is predominately underground for residents. Commercial and short term parking is located on the ground floor and is not visible from Bovaird Drive and Mississauga Road.

Servicing Areas

- Garbage loading areas will be located in Building 1 and Building 4 on the ground floor. Garbage rooms will be located within the underground levels of the development. Bins will be brought to the loading areas via the underground ramp;
- Garbage rooms to be located in the P1 level for each building; and,
- The townhouses will have a central garbage chute at the surface.

Staff have reviewed the submitted Urban Design Brief and generally satisfied with the submission. However, there are certain minor issues to be resolved with the applicant. The applicant is currently working with the City staff to resolve the remaining issues. This matter will need to be resolved and clearance from the City staff for the Urban Design Brief issued prior to a draft zoning by-law amendment being brought to Council.

Shadow Study

The Urban Design Brief includes a Shadow Study dated November 2022 completed by Architecture Unfolded displaying the proposed development's shadow cast at various times of the year (March 21, June 21, September 21 and December 21) on the surrounding properties and public amenities. The study demonstrates that the shadow cast by the proposed development will not significantly impact the surrounding properties or public amenities. Staff have reviewed the study and found its findings to be satisfactory.

Wind Study

It was agreed with the applicant at the time of the application submission that they could delay the submission of a Wind Study to a later stage prior to the Recommendation Report going to a PDC meeting. The applicant has advised that their consultant is still working to finalize the study to determine if the proposal will result into any potential wind related impacts, and the manner they can be addressed. Staff will review the Wind Study when submitted and provide clearance as part of the site plan approval, to be submitted in the future. In order to ensure that a Wind Study is approved prior to the zoning by-law amendment becoming effective, staff recommends that the proposed amending Zoning By-law not be brought to Council for adoption until staff is satisfied that a Wind Study has been approved and the approved mitigation measures have been incorporated into the site plan prior to site plan approval.

Functional Servicing Report

A Functional Servicing & Storm Water Management Report (FSR) dated September 2024 prepared by URBANTECH was submitted in support of the proposed development which concluded that the development can be adequately serviced via a combination of existing and proposed infrastructure as follows:

- Stormwater quantity and quality control are generally provided by the Argo TFP Brampton Limited SWM Pond which has previously accounted for this

development. A separate oil-grit separator will control a portion of the new road which drains towards Mississauga Road culvert due to grading constraints.

- Sanitary servicing will be provided by the proposed sewers within the Argo TFP Brampton Limited site draining to the existing trunk sanitary sewer on Mississauga Road.
- Two water supply connections will be provided from Blue Pond Drive and Bovaird Drive as part of the Argo TFP Brampton Limited servicing program.
- Details of the stormwater management system will be finalized during the detailed design stage of the site plan.

The City and the Regional staff have reviewed the submitted Functional Servicing & Storm Water Management Report and generally agree with the above conclusions. City staff have highlighted that there is an elevation difference between the inlet headwall and the 100-year water elevation of the storm water pond, which suggests that backflow from the pond will occur during a 100-year storm event. The applicant is currently working with the City's Engineering staff to explore options to eliminate the backflow from the pond. This matter will need to be resolved and clearance from the City staff for the FSR issued prior to the proposed zoning by-law amendment being effective. Staff recommends that the proposed amending Zoning By-law not be brought to Council for adoption until the outstanding servicing issues have been resolved, and the FSR has been approved by staff.

Environmental Noise and Vibration Assessment

An Environmental Noise and Vibration Assessment dated December 2022 prepared by SLR Consulting (Canada) Ltd. has been submitted in support of the proposed development to assess the potential for noise impacts on and from the proposed development. Impacts of the environment on the development, the development on the surrounding area, and the development on itself have been considered. Based on the results of this assessment, the following conclusions have been reached:

- Impacts of the environment on the proposed development are expected to meet the applicable guideline limits with upgraded glazing, acoustic barriers, inclusion of ventilation and warning clause requirements, and without noise controls for surrounding stationary sources.
- Impacts of the proposed development on the surrounding area are anticipated to be adequately controlled by following the design guidance outlined in the report.
- Impacts of the proposed development on itself are anticipated to be adequately controlled by following the design guidance outlined in the report.

- The Noise Attenuation Statement included in the report summarizes the noise control requirements indicated above.
- As generic room dimensions were applied in the assessment, the final glazing requirements should be reviewed by an acoustical consultant once detailed suite layouts and elevation drawings are available.
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements indicated above should be confirmed by an acoustical consultant as part of the final building design.

Staff have reviewed the submitted Environmental Noise and Vibration Assessment and concluded that the study is capable of supporting the proposed development.

Environmental Impact Study

An Environmental Impact Study dated December 2022 prepared by Beacon Environmental Limited has been submitted in support of the proposed development. The report characterizes the existing biophysical conditions on the property based on the field studies and the available background information, assesses potential impacts to natural heritage features resulting from the proposed development, and recommends mitigation measures to prevent or minimize anticipated impacts.

According to the study, the property does not support any components of the City's Natural Heritage System or the Regional Greenland System. The property does not support habitat for threatened and endangered species, including Barn Swallow and contributing habitat for Redside Dace. The proposed development will require the removal of all existing vegetation, buildings and HDF HV81. The study recommends that:

- Compensation for tree removals should be provided in accordance with the City of Brampton's Tableland Tree Assessment Guidelines (2018);
- Vegetation clearing or removal of nesting bird habitat should be avoided between March 31 and August 31. For any clearing or removals proposed between these dates, it is recommended that an ecologist with appropriate avian knowledge survey the area to confirm lack of nesting.
- Barn Swallow nesting habitat may be removed in accordance with the requirements of Ontario Reg 830/21 of the Endangered Species Act. An overall benefit permit is required for the removal contributing habitat for Redside Dace.
- Further study of the buildings is recommended to determine if endangered bats/or Chimney Swift are present.

Staff have reviewed the study and found it to be satisfactory to support the proposed development.

Stage 1 & 2 Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment dated July 2022 prepared by ACC Archaeological Consultants Canada has been submitted in support of the proposed development. According to the study, the Stage 1 background research indicates that the subject property has general archaeological potential due to proximity to historic transportation routes, a tributary of the Credit River, and the presence of eighteen previously registered archaeological sites within 1 km. A visual property inspection determined that 1.93 ha, 66%, of the subject property has low to no archaeological potential because it has been previously disturbed by modern construction activities for commercial buildings and parking lots. 0.03 ha, 1%, is a pond and permanently wet and has low to no archaeological potential.

The balance of the subject property, 0.96 ha, 33%, consisted of greenspace that did not display evidence for disturbance that would have destroyed or removed archaeological resources. Therefore, Stage 2 assessment of the undisturbed portions of the subject property in the form of a Stage 2 archaeological assessment was conducted by test pit survey at 5 m intervals. Test pits indicated that the entirety of the study area has been extensively disturbed and did not retain archaeological potential. No artifacts or other archaeological resources were identified during the Stage 2 property assessment. The following recommendations are provided for consideration by the City of Brampton and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries:

- No artifacts or other archaeological resources were identified during the Stage 2 archaeological assessment. The subject property has now been fully assessed according to the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries' 2011 Standards and Guidelines for Consultant Archaeologists. No further archaeological assessment of the property is required.

The report has been submitted with the Ministry Compliance Letter with no further archaeological assessment of the property required. Staff reviewed the report and find it satisfactory for the purposes of the proposed development.

Heritage Impact Assessment

A Heritage Impact Assessment dated May 2023 prepared by ERA Architects Inc. has been submitted in support of the proposed development to assess the impact of the proposed development on the heritage resource located on the subject lands (10020 Mississauga Road), a one-and-a-half-storey brick farmhouse. According to the report, the property is designated under Part IV, Section 29 of the Ontario Heritage Act ("OHA"). In order to accommodate future growth in the area, the Region of Peel is planning to widen Mississauga Road from four to six lanes, necessitating the demolition or relocation of the farmhouse at 10020 Mississauga Road. As part of the proposed development, the farmhouse is proposed to be documented, salvaged, and demolished. While the proposed demolition constitutes a negative impact to the property's cultural heritage value and attributes, the farmhouse has been disconnected from both its on-site and surrounding agricultural context for many years. Currently, the farmhouse is the only remaining component of the historic farmstead on the Site, which originally included other built and

landscape features. As a result, the property has lost the integrity of its original design, and no longer possesses the elements necessary to express its cultural heritage value as an historic Ontario farmstead. The report concludes that:

- The recommended conservation and mitigation strategy is documentation, salvage, and interpretation of the existing heritage resource at 10020 Mississauga Road.
- This involves documenting the existing farmhouse through measured drawings and high-resolution photographs, salvaging materials (e.g. brick, stone), and interpreting the Site's agricultural heritage.
- A Commemoration Plan (with offsite - onsite strategies) is recommended.
- The documentation and salvage strategy needs to be detailed in a Documentation and Salvage Plan, prior to the issuance of a demolition permit for the farmhouse.
- A Commemoration Plan is also recommended as the development process moves forward to detail the full interpretation program.

Staff who have reviewed the study concur with its recommendations, and have required appropriate securities to ensure smooth implementation of its recommendations.

Phase 1 & 2 Environmental Site Assessment

As Phase 1 Environmental Site Assessment dated July 13, 2022 and a Phase 2 Environmental Site Assessment dated October 11, 2022 both prepared by DS Consultants Ltd. have been submitted in support of the proposed development. The Phase One Environmental Site Assessment (ESA) conducted on the subject property identified Potentially Contaminating Activities (PCAs) on and in the vicinity of the site, contributing to three Areas of Potential Environmental Concern (APECs) on the site. Subsequently, a Phase Two ESA was conducted on the subject property, to investigate the APECs identified on site.

The Phase Two investigation concluded that no exceedances of the applicable standards (Table 2 Ministry of Environment and Climate Change publication "Soil, Ground Water and Sediment Standards for Use Under Par XV.1 of the Environmental Protection act" for residential/parkland/institutional property use) were found, for select parameters in the soil and groundwater samples analyzed. Based on their review of these reports, staff support the proposed development subject to the following condition:

1. A Record of Site Condition (RSC) must be filed (the RSC property limits must match the limits of the proposed development) with the Ministry of Environment, Conservation and Parks (MECP), prior to site plan approval and a copy be provided to the City. The RSC shall certify that the subject site is suitable for the intended use.

2. The septic systems and domestic well on site must be decommissioned as part of the site development activities and a copy of the decommissioning report provided to the City prior to the issuance of a building permit.

Traffic Impact Study & Parking Justification Study

A Traffic Impact Study (TIS) dated December 2022 (along with an Addendum to Traffic Impact Study dated September 2024), and a Parking Justification Study (PJS) dated December 2022 (along with an Addendum to Parking Justification Study dated September 2024) prepared by C. F. Crozier & Associates Inc. have been submitted in support of the proposed development. The purpose of the TIS is to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted. Based on the study findings, the development application can be supported from a traffic operations perspective as the boundary road network is forecast to adequately accommodate the increase in traffic volumes attributable to the proposed development. Further, the proposed accesses are forecast to be functionally adequate.

The Parking Justification Study presents the municipal parking requirements associated with the proposed development and assesses the adequacy of the proposed parking supply. According to the study, based on the peak parking demand forecast of the ITE Parking Generation Manual and surrogate sites as well as the existing and planned TDM measures to reduce SOV trips, the proposed development can be supported from a parking justification perspective. The study recommends that the City of Brampton permit the proposed parking supply of 1454 spaces (as against a minimum of 1,616 parking spaces required by the Zoning By-law) for the site as it can accommodate the forecasted future peak parking demands at the site.

The City and Region of Peel staff have reviewed the TIS/PJS, and have required the applicant to revise the studies to address certain outstanding issues that staff have highlighted. Staff have required that an updated TIS be approved prior to the proposed zoning by-law amendment becoming effective. To achieve this, staff recommend that the approval of the TIS be added to the list of studies that must be approved by the City prior to bringing the proposed amending Zoning By-law to Council for adoption. These studies should be approved to the satisfaction of the Commissioner of Planning, Building, and Growth Management.

Tree Evaluation Report & Tree Protection Plan

A Tree Evaluation Report & Tree Protection Plan dated August 2024 prepared by Adesso Design Inc. have been submitted in support of the proposed development. According to the report, a total of 95 trees (86 on the subject site, 1 neighbouring, 8 boundary) have been inventoried and assessed for possible preservation in the context of the proposed work. One tree (neighbouring) is recommended for preservation and 94 trees (86 subject site, 8 boundary) are recommended for removal due to direct conflict with the proposed work. As per City of Brampton's Tree Preservation By-law (317-2012), a permit to Injure

or Remove Trees on Private Land is required for trees to be removed with a DBH of 30cm or greater.

A total of 131 trees are required as compensation for trees recommended for removal per the City of Brampton's Tableland Tree Assessment Guidelines (2018). If all required compensation trees cannot be planted within the subject site, the City may consider a cash-in-lieu payment at the rate of \$500.00 per compensation tree not planted. Compensation tree quantities and cash-in-lieu payment amounts are subject to the approval of the City of Brampton.

Staff have reviewed the Tree Evaluation Report and the Tree Protection Plan and agree with the report's recommendations. The cash-in-lieu, if required, will be collected through the site plan application approval process which is to follow the current Official Plan/Zoning By-law amendment application.

Conclusion

While key technical matters have been sufficiently addressed for staff to recommend approval of this development application, some technical studies still require revisions. Prior to staff advancing the amending by-laws (official plan amendment and zoning by-law amendment) to Council, we will require revisions to the existing Wind Study, Functional Servicing Report (FSR), Traffic Impact Study (TIS), and Parking Study. Alternatively, a Holding (H) symbol can be used in conjunction with the zoning by-law amendment to ensure these documents are completed to the satisfaction of the Commissioner of Planning, Building and Growth Management

RESULTS OF CIRCULATION

November 28th, 2024

Nasir Mahmood MCIP, RPP
Development Planner III
Planning, Building and Growth Management
Corporation of the City of Brampton
2 Wellington Street West Brampton, ON L6Y 4R2
nasir.mahmood@brampton.ca

Public Works

10 Peel Centre Dr.
Suite B
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L6T 4B9
tel: 905-791-7800

peelregion.ca

Re: Region of Peel Comments
2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
Corbett Land Strategies
Region File: RZ-23-010B
City File: OZS-2023-0010

Dear Mr. Mahmood,

Region of Peel staff have reviewed the submission materials received on October 8th, 2024, for the above noted re-zoning application for a zoning by-law amendment and official plan amendment to demolish 5 existing buildings to construct four (4)-story stacked townhouses and high-rise mixed use building fronting Bovaird Drive West and Mississauga Road. The lands are located with the Heritage Heights Secondary Plan (Area 52) which was the subject of post-appeal multi-party mediation culminating in a settlement endorsed by the Ontario Land Tribunal (Decision Issued August 21, 2024, OLT Case No. OLT-22-003840).

Kindly note as discussed on several occasions with City staff that the Region of Peel has yet to receive the required updated Infrastructure Servicing Study as agreed upon during mediation and subsequent adoption of Heritage Height Secondary Plan policies; therefore, any comments provided here are high level and preliminary. Without the required Infrastructure Servicing Study, the timeline for phasing and staging is yet to be determined and will rely on achieving key milestones at the southern extent of the Secondary Plan area. The following comments are provided on that basis.

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.

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
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tel: 905-791-7800

peelregion.ca

Therefore, as of 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

- The Region acknowledges receipt of the required Zoning By-law Amendment fee of \$4,817.50 on August 1st, 2023.
- As of July 1, 2024, conformity with and implementation of the Region of Peel Official Plan became the responsibility of the City of Brampton. In considering Peel’s interest in affordable housing opportunities, should the City require assistance in interpreting the Regional Official Plan, Regional housing staff are happy to assist.

We require the following outstanding revisions and clarifications to advance the application:

Servicing Connections

- The FSR component of the submitted report, last revised September 30th, 2024, by UrbanTech/ Jeff Ormonde has been deemed satisfactory.
- The FSR review fee has not been paid, the fee has since increased to \$1025, as seen in the below table.
- Any updates or changes to the proposal that may result in demands or flows in the future will have to be circulated to the Region.
- Site must be serviced as per OBC.

Payment Process

- Note to applicant Please ensure all fields are filled out. Prior to reaching out to make payment.
- Please complete the table below with your information and return the completed table to Iwona Frandsen (iwona.frandsen@peelregion.ca) for payment processing (all fields are mandatory).
- We will not be able to accept or process the payment without the completed table.
- Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer’s Name (Individual or Company)	
Payer’s Phone Number	
Payer’s Address (Where the securities will be returned to)	
Payer’s Email Address	

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
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Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	
Dollar Amount of Payment	
Region of Peel File Number (C#####)	C603669
Credit Card if Under \$1,000.00 (Yes/No)	\$1,025 FSR fee and \$420.25 1 st sub fee.
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	

Owner name	
Owner contact person	
Owner address	
Owner contact person phone number	
Owner contact person email	

Transportation Development:

Access/Study Requirements

- The Region is in receipt of a Traffic Impact Study (TIS); please see comments below:
 - An auxiliary right turn lane is warranted for Bovaird Drive access. Please provide a functional design for the right turn lane, storage and taper (TAC standards & charts) lengths are to be included.
 - An auxiliary right turn lane may be required for the Mississauga Road access, trip distribution required for all accesses, did not see in TIS. Please provide page number or copy of the trip distributions.
 - AUTO turn analysis/turning templates for the largest vehicle type turning in and out of the proposed accesses onto Mississauga Road and Bovaird Drive West.
 - Please provide analysis for the following intersections:
 - Bovaird Drive West & Heritage Road
 - Bovaird Drive West & James Potter Road / Creditview Road
 - Mississauga Road & Williams Parkway
 - Mississauga Road & Sandalwood Parkway West
- Brampton Transit approval for the relocation of the bus pad will be required, please send notice of approval to the Region along with new location.
- Based on EA designs of the future widened Mississauga Road and Bovaird Drive intersection, a reverse taper with a roll-over curb for the transition between the auxiliary right turn lane and the bus bay is required for the proposed private access along Bovaird Drive as a future bus bay will be installed closer to the intersection.

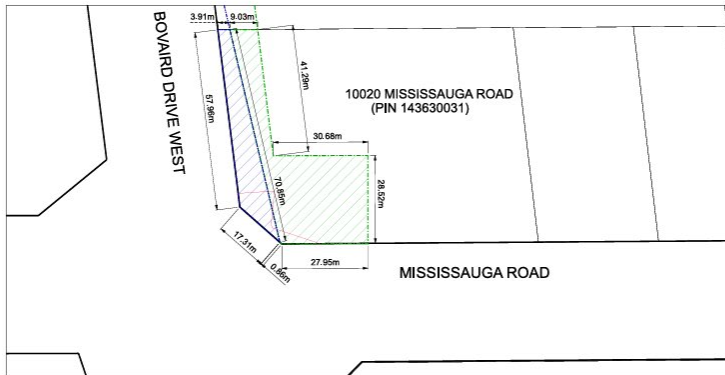
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- The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for any and all accesses proposed off a Regional Road. Please include the proposed taper and storage lengths.
- Please be advised that there are ongoing Capital Projects in the vicinity - #10-4040 and #19-4040 and future Capital Projects #24-4030 and #27-4010 (Road Widening) taking place along Mississauga Road and Bovaird Drive West. The Project Manager for these projects is Scott Durdle (scott.durdle@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed designs.
 - Site/grading/stormwater plans shall demonstrate clear consideration of/and compatibility with the EA's proposed ultimate roadway cross sections and their proposed finish grade elevations along the new property line, with both Bovaird Drive and Mississauga Road, in accordance with the [roadway EA](#) and recommended [plan and profile](#).
 - A functional design will be required to review the access works along with the site grading and storm water compliance.
- The Region's wastewater group has also initiated a Capital Project - PF-24034 – Heritage Heights Watermain and Sanitary Trunk Sewer – Mississauga Road to Heritage Road, City of Brampton - PROJECT No. 24-1130, 24-2223 & 2022-222vPC01-2b-005 and has identified permanent and temporary easement requirements. The Project Manager for this project is Greg Beams (Greg.Beams@peelregion.ca).
 - Below are the Property Impact Plans for 2036 Bovaird Drive West and 10020 Mississauga Road showing both the identified permanent and temporary easement requirements.

See images on next page



REVISIONS		DATE	BY	REASON
1	ISSUED FOR REVIEW			
2	REVISED FOR REVIEW			
3	REVISED FOR REVIEW			

N

LEGEND

- EXISTING R.O.W.
- PERMANENT EASEMENT (± 469 sq.m.)
- TEMPORARY EASEMENT (± 1186 sq.m.)

AFFECTED AMOUNT			
DESCRIPTION	UNIT	QUANTITY	
LIGHT STANDARD	eb.		
DRIVEWAYS	sq. m.	1	
SOO	sq. m.	180	
TREES	eb.		
SHRUBS	LS	1	
SIGNS	eb.	1	

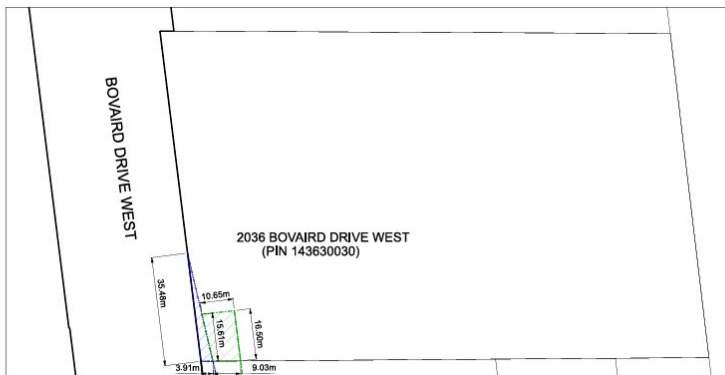
NOTE:
1. ALL MEASUREMENTS ARE IN METRES (AND UNLESS OTHERWISE NOTED)

0 10 20 METRES
HORIZONTAL SCALE

Region of Peel
working with you

HERITAGE HEIGHTS PHASE 1
PROPERTY IMPACT PLAN
10020 MISSISSAUGA ROAD
(PIN 143630031)

DATE	BY	APP.	DATE	BY	APP.	DATE	BY	APP.
DATE	BY	APP.	DATE	BY	APP.	DATE	BY	APP.
JUNE 2024								



REVISIONS		DATE	BY	REASON
1	ISSUED FOR REVIEW			
2	REVISED FOR REVIEW			
3	REVISED FOR REVIEW			

N

LEGEND

- EXISTING R.O.W.
- PERMANENT EASEMENT (± 69 sq.m.)
- TEMPORARY EASEMENT (± 157 sq.m.)

AFFECTED AMOUNT			
DESCRIPTION	UNIT	QUANTITY	
LIGHT STANDARD	eb.		
DRIVEWAYS	sq. m.	1	
SOO	sq. m.	37	
TREES	eb.		
SHRUBS	LS		
SIGNS	eb.		

NOTE:
1. ALL MEASUREMENTS ARE IN METRES (AND UNLESS OTHERWISE NOTED)

0 10 20 METRES
HORIZONTAL SCALE

Region of Peel
working with you

HERITAGE HEIGHTS PHASE 1
PROPERTY IMPACT PLAN
2036 BOVAIRD DRIVE WEST
(PIN 143630031)

DATE	BY	APP.	DATE	BY	APP.	DATE	BY	APP.
DATE	BY	APP.	DATE	BY	APP.	DATE	BY	APP.
JUNE 2024								

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Site Plan

- All comments provided should be reflected on the site plan, including;
- Centreline of roadways with property dimensions reflected;

Property Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West), both, which have a right of way of 54 metres, 27 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region requires 15 metre × 15 metre daylight triangles at the intersection of Mississauga Road and Bovaird Drive as well as the intersection of Mississauga Road and the proposed public road (Ad Road);
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West) behind the property line and daylight triangles, except at any approved access point;
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;
- A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Landscaping/Encroachments

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits; and
- Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.

Engineering Requirements

- 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 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 to 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

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works along Regional Road 1 (Mississauga Road) and along Regional Road 107 (Bovaird Drive West);

- 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 PUC approval (minimum six-week process). Please note that PUC 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;

Stormwater Management:

Please note that there are two future capital works projects for Bovaird Drive and Mississauga Road. In accordance with the [roadway EA](#) recommended [plan and profile](#), provide consideration and acknowledgement in your drawings and report that the proposed stormwater management strategy including proposed finish grades along new property line (with both Bovaird Drive and Mississauga Road) are compatible with the EA's proposed ultimate roadway cross sections and their proposed finish grade elevations such that future Peel Region capital projects can proceed without necessitating any future private side grading/easements.

Waste Management:

The Ground Floor Plan A301 submitted are missing the following requirements, which must be verified and/or labelled on the drawings as per the [Waste Collection Design Standards Manual](#):

The Turning Radius from the centre line along the waste collection vehicle access route including the entrance to the collection point areas must be a minimum of 13 metres on all turns. Please confirm this requirement has been met on the Ground Floor Plan.

The collection point areas must show all the bins of the larger stream (Recycling Bins) positioned correctly in both the staging areas for collection. Please have the developer refer to WCDSM Appendix 4: for collection point requirements and correct bin placement.

The collection point areas should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to

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pick up) by property management staff. The Region discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.

However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements.

1. The bins should be properly positioned in the collection area on the day of collection before 7 am.
2. The driver is not required to exit the collection vehicle to facilitate collection.
3. Property management is responsible for moving bins during collection.
4. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
5. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
6. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
7. Property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection.

If jockeying of the bins is required on collection days, please provide the following jockeying notes stated above 1 to 7 on the Ground Floor Plan.

Private waste collection is required for non-residential waste within mixed-use residential buildings. Garbage Rooms that are intended for non-residential waste storage must be shown on the Ground Floor Plan, kept, and arranged separately from residential waste. Please illustrate where the retail waste will be stored on the Ground Floor 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>.

Concluding Comments:

Should you have any questions or concerns, please contact me (nicole.capogna@peelregion.ca or 905.791.7800 ext 6330 / dana.jenkins@peelregion.ca or 905.791.7800 ext 4027) at your earliest convenience. Thank you, Nasir.

Regards,



Nicole Capogna
Development Services

On behalf of,

Dana Jenkins

Dana Jenkins

Development Services

cc: John Hardcastle, Manager, Development Services, Region of Peel
Mana Zavalat, Manager, Development Services, City of Brampton
Jonabelle Ceremuga, Corbett Land Strategies

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November 3, 2023

Nasir Mahmood, MCIP, RPP
Development Planner III
Corporation of the City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Nasir.Mahmood@brampton.ca

**RE: Region of Peel Comments
Zoning By-law Amendment
2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
City of Brampton
Glen Rouge Developments Inc.
Regional File: RZ-23-010B
City File: OZS-2023-0010**

Dear Mr. Mahmood,

Region of Peel staff have reviewed the first submission for the above noted Rezoning Application received on July 7th, 2023, to demolish the existing five (5) buildings and redevelop the lands with four (4)-storey stacked townhouses and a high-rise mixed use building fronting Bovaird and Mississauga Road. The proposal includes a total of 1,302 residential units, 238 of which are townhouse dwellings, and 1,064 apartment units, for a total density of 447 units per hectare. We offer the following comments:

General Development Services Comments

- The Region will be party to any future site plan, site servicing, external works, and condominium agreements as appropriate.
- Private Servicing Easements may be required prior to Region of Peel Site Servicing connection approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed.
- There is a regional easement on the property. No unauthorized encroachments will be permitted.
- The applicant is required to provide updated PINS prior to execution of any future agreement.
- The submitted FSR dated November 2022 will have to be updated to reflect latest servicing changes in the area.

Waste Management Requirements

The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0, 4.0 and 5.0 of the Waste Collection Design Standards Manual and the remaining requirements being **met and labelled** on the Architectural Floor Plans and or TIS Drawings.

- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, 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.
- 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 points and entrance and exit of the site. Drawings are showing 12 metres which does not meet the requirement.
- In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
- A minimum 18 meter straight head-on approach to the all the Collection Point areas is required.
- The collection point areas must have overhead clearance of 7.5 m with minimum width of 6 m and can hold all waste bins of the larger stream. The Collection Point must also show 10 square meters for the set-out of Bulky Items.
- For the collection point, 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 proposed waste collection point area is a safety concern for the waste collection vehicle to reverse out of. A flashing warning light system to prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle exiting the collection point areas is required. A convex mirror is also recommended at the collection point area to help assist the driver to safely exit the collection point area.
- Waste Storage Rooms must be large enough for all the required bins. The Waste Storage Rooms must also show 10 square meters for the set-out of Bulky Items. If present, the location of the compactor must be

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shown and labelled. The developer will need to identify the chute system to be used.

- All bins must be shown in the Garbage Room. The number, size, and type (Garbage/ Recyclable Materials) of bins must also be labelled. The calculation showing the required number of front-end bins must also be shown on the drawing. Please refer to WCDSM Appendix 6 Front-End Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.
- Drop-off points for the stacked townhouses must be convenient for all residents (within 100m walking distance of the furthest unit).
- Please Note: Under the Food and Organic Waste Framework in Ontario statement and the potential that the Region of Peel may have an organics collection program for residential buildings in the future, the Region of Peel is recommending residential buildings install a dedicated chute for organic material. In addition, the Region is recommending the storage area rooms will need to be larger to accommodate future organics bins. The rooms will also need to be well ventilated, equipped with running water and sewer drain for washdown, be well lit, located away from fresh air intakes and have measures for pest control.
- For mixed-use building with non-residential space more than 500 Sq meters within a building, private waste collection is required for non-residential waste. Private waste for the building must be stored and set out separate from residential waste and labeled on a Waste Management Site 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>

WATER SERVICING

An existing 600 /900 mm diameter water main is located on Mississauga Rd
An existing 1200 mm diameter water main is located on Mississauga Rd

There is proposed 300mm diameter along Bovaird Dr

Additional infrastructure is being planned and close to IFC for 21T-21022B subdivision

- Due to the size and function of the 900/1200 mm diameter watermain on Mississauga Rd, connection will not be permitted (Watermain Design Criteria 6.1)
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.
- All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- This proposal may require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply where

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possible (**Highrise buildings**)

- This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2 (**Townhomes**)
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications. If applicable.

SANITARY SEWER SERVICING

An existing 1200mm diameter sanitary sewer is located on Mississauga Road

- This site does not have frontage on an existing municipal sanitary sewer.
- Due to the size and function and depth of the 1200 mm diameter sanitary sewer on Mississauga Rd, connection will not be permitted (Peel Linear Wastewater Standards 5.1.2)
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- The engineering submission shall be submitted prior to site plan approval.

REGIONAL ROADS AND STORM WATER REQUIREMENTS

- 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 ROW, and that no new connections are made to Regional Roads. To view the Region's CLI ECA please go to this link: <https://peelregion.ca/public-works/design-standards/pdf/cli-ca-swm-criteria.pdf>
- Development flows 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.
- The Region will require a satisfactory Stormwater Management Report prior to Site Plan Approval
- The Storm Water Management report shall adhere to the Region's report criteria found on-line at <https://peelregion.ca/public-works/design-standards/pdf/stormwater-management-report-requirements-december-2022.pdf>
- Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections
- No grading will be permitted within any Region of Peel ROW to support adjacent developments
- Grading and Drainage approval by the Region of Peel is required prior to Site Plan Approval

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- A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval, if applicable.
- We have received the SWMR dated 2022-12-01 and prepared by Urbantech/ Scott Riemer, P. Eng The Report will be reviewed and preliminary comments will be provided
- Please be advised that the Stormwater Management plan for the development proposes a connection to Regional storm sewer and/or additional drainage to the Region of Peel road allowance. As this is not in compliance with Region of Peel standards and the Region's current CLI ECA, additional time will be required for review of a nonstandard proposal and to allow for collaboration with our Transportation division. To reduce the review timeframe, the consultant is encouraged to revise the proposal to meet Region of Peel standards and resubmit the report. Please advise the Region if there will be a resubmission, the non-refundable Stormwater Management Report Review Fee of \$1500 is required as per the current Fees By-law, prior to SP approval.

FUNCTIONAL SERVICING REVIEW REQUIREMENTS

- A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval.
- Please refer to the Region's Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line
- We have received the FSR dated 2022-12-01 and prepared by Urbantech/ Scott Riemer, P. Eng The Report is complete and will be sent for modelling the non-refundable Functional Servicing Report/Demand Table Review Fee of \$1000 is required as per the current Fees By-law, prior to OZ/RZ approval.

SITE SERVICING REQUIREMENTS

- A satisfactory site servicing submission and the 1st submission fee as per the latest fee by-law are required prior to site plan approval.
- The 1st submission fee as per the latest fee by-law is required prior to site plan approval.
- Municipal addresses, confirmed by the Local Municipality, are required prior to issuance of the Region of Peel's Site Servicing Connection approval. The approved addresses are entered into the Region's system and included on the receipt once the final payment has been made.
- To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval.
- As the proposed connection is within an easement and on private property, evidence of Permission/Authorization to enter will be required following site servicing connection approval and with the Notice to Commence work documentation to address construction and inspection on private property.
- All Servicing and Grading drawings shall reflect the Region's road's widening requirements, if applicable.
- The Region will not accept property line chambers and maintenance holes within foundation walls and in the road allowance. These appurtenances shall be to Region standards, accessible, separated from the foundation and accommodated with a notch out in the foundation wall.
- Fire protection approval from the City of Brampton is required prior to Region of Peel site servicing connection approval. It is the applicant's responsibility to provide the Region with evidence of fire approval i.e. email and/or the Building Division's approved or latest drawing revision.
- Regional site servicing connection approval and Regional preliminary acceptance of the municipal servicing connections is required prior to the City of Brampton issuing full building permit.

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- Satisfactory engineering submission for external works project 21T-21022Bis required prior to Regional site servicing connection approval.
- The applicant shall verify the location of the existing service connections to the subject site and the contractor shall locate all existing utilities in the field. Requests for underground locates can be made at <https://www.ontarioonecall.ca/portal/>
- If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca

PAYMENT PROCESS

Note to the applicant:

Please ensure all fields are filled out prior to reaching out to make payment.

Please complete the table below with your information and return the completed table for payment processing (all fields are mandatory).
 We will not be able to accept or process the payment without the completed table.
 Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer's Name (Individual or Company)	
Payer's Phone Number	
Payer's Address (Where the securities will be returned to)	
Payer's Email Address	
Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	
Dollar Amount of Payment	
Region of Peel File Number (C#####)	C603669
Credit Card if Under \$1,000.00 (Yes/No)	1500\$ SWM fee/1000\$ FSR fee and 420.25\$ 1 st sub fee.
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	
Owner name	
Owner contact person	
Owner address	

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Owner contact person phone number	
Owner contact person email	

GENERAL SERVICING COMMENTS

- All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <https://www.peelregion.ca/public-works/design-standards/#procedures>
- Please refer to Section 3 of our Site Plan Procedure document found on-line.
- Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws <https://www.peelregion.ca/council/bylaws/archive.asp>
- Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.
- Servicing for the proposed development must comply with the Local Municipality’s requirements for the Ontario Building Code and most current Region of Peel standards.
- Should the tenure change to multiple ownerships/condominium/phases, please notify us if the servicing drawings are revised to reflect the Local Municipality’s Requirements for the Ontario Building Code. We may have additional comments and requirements.

Housing Comments

[Table 4](#) of the Peel 2051 Regional Official Plan identifies new Peel-wide housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy.

For planning applications of approximately 50 units or more, Regional policies require applicants to submit a housing assessment that is consistent with local and Regional housing objectives and demonstrates contributions towards the housing targets. It is acknowledged that the applicant included housing analysis within the planning justification report.

Affordability: It is greatly appreciated that the applicant has committed to contributing 5 per cent of the apartment units as per CMHC’s definition on affordable housing (housing that costs less than 30% of a household’s before-tax income). This contribution responds to Brampton Official Plan policy section [\ 4.2.5](#) and SPA 52 Heritage Heights [\ 6.2.2](#) and [\ 11.1](#). It is acknowledged that the applicant notes that market conditions make it impossible to estimate unit price ranges. In a future submission, once more information is known, the applicant can provide information on pricing (sale price, average rent) and affordability period (i.e., 25 years or more) of units.

It is appreciated that the applicant has met with Region of Peel staff to explore options for an affordable housing contribution. Should the applicant require more information about options (e.g., donation of land/units, etc.) identified in the Planning and Justification Report, Regional staff would be pleased to meet with the applicant and the City as needed to provide any further information and support.

Density: It is appreciated that the applicant has demonstrated a contribution towards the density target by proposing a mixed-use development that contains apartment and some townhome units that provide units of various sizes and housing options to create a more

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complete community. While it is appreciated that there are one-bedroom plus den and two bedrooms in the proposed unit mix, there are currently no three bedroom apartment units as part of this development. The applicant is encouraged to explore opportunities to include an appropriate number of three-bedroom apartment units, where feasible, that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate income households.

Rental: It is acknowledged that a condominium type is being contemplated for this development. Staff request clarification on whether a form of rental is still being contemplated for the affordable housing contribution as part of the development. If so, the applicant is encouraged to explore all available funding sources to support affordable rental housing, such as the [\ Peel Affordable Rental Incentives Program](#) (which has an open call for applications) , the [\ Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative](#) and [\ Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#) . Where purpose-built rental units are not possible, the applicant is encouraged to explore opportunities for affordable condominium rental.

The applicant is encouraged to incorporate universal accessibility and design features in the development.

This application is located within an area that is a priority community for child care expansion. The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in ground-floor retail, indoor amenity, podium, and other mixed-use spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.

Regional staff look forward to continue working with the applicant to review options for an affordable housing contribution.

Feel free to contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca if you have any questions.

Public Health Comments

Through Section 7.5 of Regional Official Plan, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.

A key policy is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City of Brampton Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

The development received a score of 75 which is a silver rating. The development is on the path to contributing to a healthy community.

Recommendations:

- A minimum sidewalk width of 1.5m should be provided throughout the site.
- Encourage minimum traffic lane width to provide additional space for active forms of transportation such as biking and walking.
- Explore preferential parking for carpool and/or carshare vehicles.
- If feasible, consider shared parking between different uses operating at different times of the day.
- Recommend short term (visitor) bicycle parking near building entrance and secure (long term) bicycle parking for residents.
- Give consideration to age friendly development design guidelines when designing spaces for multi-generational use.
- A pedestrian connection from the building entrance to public transit stop along Bovaird Drive or Mississauga Road is recommended.

Transportation Development Comments

There appears to be a discrepancy in the location of the proposed public road (Ad Road) between this proposal and the City of Brampton Heritage Heights Secondary Plan (Secondary Plan 52) which appears to show the road further to the north. Kindly confirm the location with the appropriate City staff.

Access/Study Requirements

- The Region is in receipt of a Traffic Impact Study (TIS); comments will be provided under a separate cover.
- Based on EA designs of the future widened Mississauga Road and Bovaird Drive intersection, a reverse taper with a roll-over curb for the transition between the auxiliary right turn lane and the bus bay is required for the proposed private access along Bovaird Drive as a future bus bay will be installed closer to the intersection.
- The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for any and all accesses proposed off a Regional Road. Please include the proposed taper and storage lengths.
- Please be advised that there are on-going road widening Capital Projects #10-4040 and #19-4040 taking place along Mississauga Road and Bovaird Drive West.
- The Project Manager for these projects is Scott Durdle (scott.durdle@peelregion.ca).
- Please reach out to the project manager to obtain additional information on the capital project and detailed designs.

Property Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West), both which has a right of way of 54 metres, 27 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

- The Region requires 15 metre × 15 metre daylight triangles at the intersection of Mississauga Road and Bovaird Drive West (Northwestern corner) as well as the intersection of Mississauga Road and the proposed public road (Ad Road);
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West) behind the property line and daylight triangles, except at any approved access point.
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way; and
- A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Landscaping/Encroachments

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits; and
- Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.

Engineering Requirements

- 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 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 to 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 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West);
- 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 PUC approval (minimum six-week process). Please note that PUC 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.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

If you have any questions or concerns, please contact me at dana.jenkins@peelregion.ca or 905.791.7800 x 4027 at your earliest convenience. Thank you, Nasir.

Regards,

Dana Jenkins

Dana Jenkins
Development Services
Region of Peel Public Works

July 10, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Nasir Mahmood

Re: Notice of Application and Request for Comments – 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
COB File: OZS-2023-0010

Dear Nasir,

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

July 13, 2023

Nasir Mahmood
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Nasir:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
2036 Bovaird Drive, 10020, 10024, 10042 and 10054 Mississauga Road
Northwest corner of Bovaird Dr and Mississauga Rd
File: OZS 2023-0010
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 238 townhouse and 1064 apartment units for a total of 1302 residential units, which are anticipated to yield:

- 100 Junior Kindergarten to Grade 8 Students; and
- 49 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. Jacinta Marto	308	504	0
Secondary School	St. Augustine	935	1320	3

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree 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 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,



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)

July 13, 2023

Nasir Mahmood
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Nasir,

Re: Zoning By-Law Amendment
Glen Rouge Developments Inc
2036 Bovaird Drive & 10020-10054 Mississauga Road
City of Brampton
File No.: OZS-2023-0010

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

Sincerely,



Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.



Aug 02,2023

Ms/Mr. Shawntelle Trdoslavic
Planning Department
City of **Brampton**,
Ontario

Re:

Rogers Reference #: M23AX69A01

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,

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To amend By-law 270-2004 (known as “Zoning By-law 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); Commercial Agricultural (CA); and Industrial Four – Special Section 254 (M4-254).	Residential Apartment A(1) (Holding) – Section 3816 (R4A(1)(H)-3816);

- (2) By adding the following section thereto:
 - “3816 The lands designated R4A(1)(H)-3816 on Schedule A to this by-law:
 - 3816.1 Shall only be used for purposes permitted in the R4A(1) zone; and the following:
 1. Residential Uses:
 - a) an apartment dwelling;

- b) a street townhouse dwelling;
- c) a back-to-back townhouse dwelling;
- d) a rear-lane townhouse dwelling;
- e) a stacked townhouse dwelling; and,
- f) a back-to-back stacked townhouse dwelling.

2. Non-Residential Uses:

- a) a retail establishment with or without outdoor display and sales;
- b) an office;
- c) a convenience store or grocery store;
- d) a supermarket;
- e) a service shop;
- f) a personal service shop, excluding a massage or body rub parlour;
- g) a bank, trust company or financial company;
- h) a dry cleaning and laundry distribution station;
- i) a laundromat;
- j) a dining room restaurant, convenience restaurant, or take-out restaurant;
- k) a printing or copying establishment;
- l) a commercial, technical or recreational school;
- m) a community club;
- n) a daycare facility;
- o) an art gallery, museum or art/photo studio;
- p) a travel agency; and,
- l) a health or fitness centre.
- m) a place of commercial recreation

3. Purpose accessory to other permitted purposes.

3816.2 Shall be subject to the following requirements and restrictions:

- a) For the purpose of this section all lands zoned R4A(1)(H) – 3816 shall be treated as one lot for zoning purposes;
- b) For the purpose of this section Bovaird Drive West shall be the front lot line;
- c) Minimum Lot Area: no requirement;

- d) Minimum Lot Width: no requirement;
- e) Minimum Front Yard Depth: 3.0 metres;
- f) Minimum Interior Side Yard Width: no requirement
- g) Minimum Exterior Side Yard Width: 3.2 metres;
- h) Minimum Rear Yard Depth: 3.0 metres;
- i) Minimum Building Setback to a Daylight Triangle: no requirement;
- j) Maximum Building Height: 35 storeys for all permitted uses;
- k) Maximum Gross Floor Area: 97,550 square metres;
- l) Minimum Outdoor Amenity Space: 2,500 square metres;
- m) Maximum Lot Coverage: no requirement;
- n) Minimum Landscaped Open Space: no requirement;
- o) Minimum number of parking spaces:
 - a. Residential: 0.8 per unit
 - b. Visitor: 0.2 per unit
 - c. Commercial uses: 1 space for each 19 square metres of gross commercial floor area or portion thereof;
- p) A minimum gross floor area of 2,400 square metres of office use shall be provided;
- q) A minimum gross floor area of 2,400 square metres of other commercial uses shall be provided;
- r) For the purpose of this section a “Back-to-Back Stacked Townhouse Dwelling” shall mean a building containing four or more dwelling units where each dwelling unit is separated horizontally and vertically from another dwelling by a common wall, including a rear common wall, that does not have a rear yard.

3816.3 Holding (H):

- a) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the R4A(1) - 3816 Zone, except that a minimum 4,600 square metres of office space shall be provided, notwithstanding Sentence 3816.2(p).
- b) The Holding (H) symbol shall not be removed until:
 - i. It is determined to the satisfaction of the Commissioner of Planning, Building and Growth Management that, after 5 years from the date of the passing of this by-law amendment, the market conditions have not materialized and insufficient demand exists to support the development of 4,600 square metres of office space.”

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this _____ day of _____ 2025.

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 _____

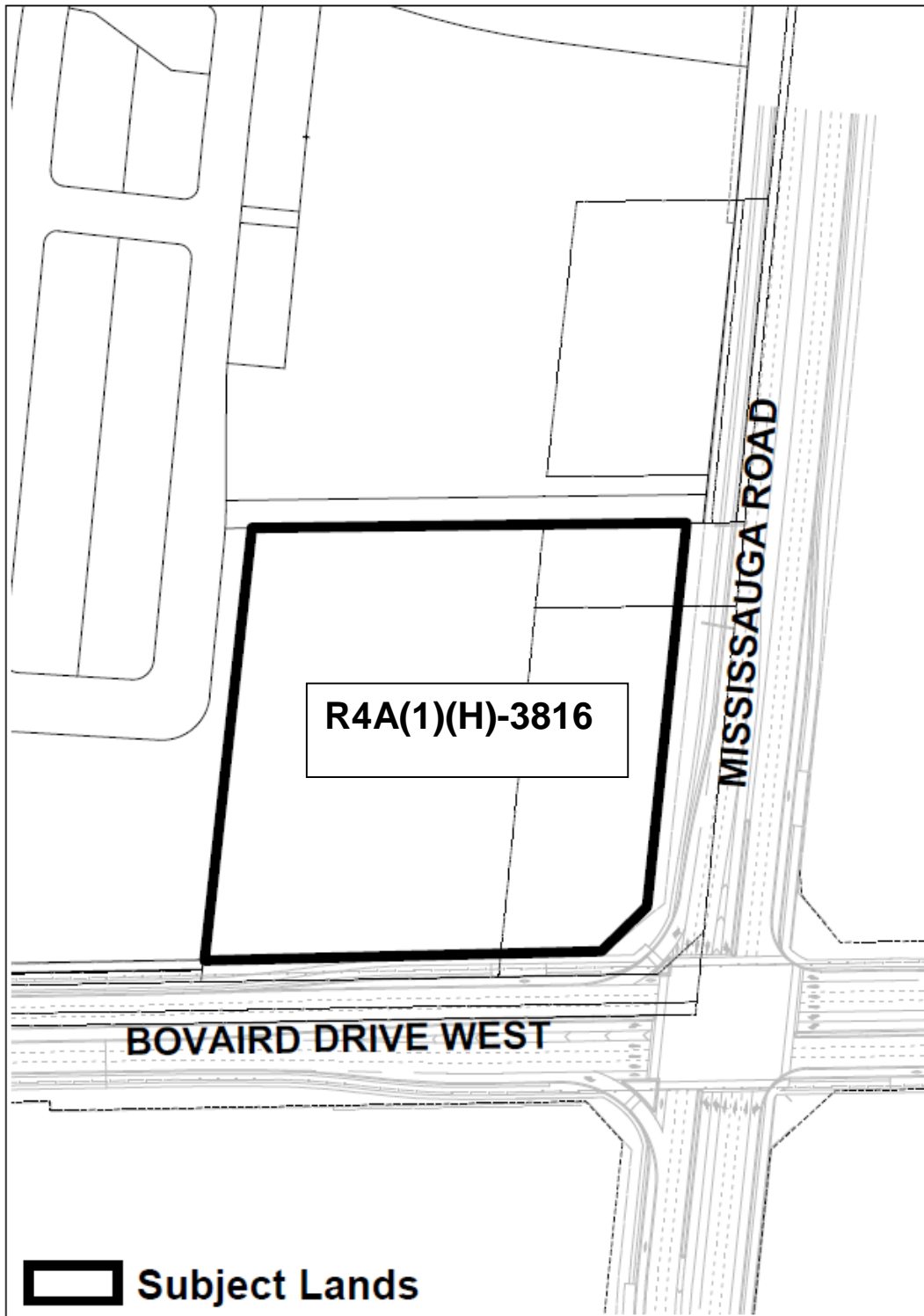
The purpose of By-law _____ is to amend the comprehensive Zoning By-law 270-2004 as amended pursuant to an application by Glen Rouge Developments Inc. (File: OZS-2023-0010).


EFFECT OF THE BY-LAW

The effect of By-law _____ is to permit the use of the subject lands for an apartment dwelling and back-to-back stacked townhouses. The development will yield 1240 residential units and retail/office GFA.

LOCATION OF LANDS AFFECTED

The lands affected by By-law _____ are located on the west side of Mississauga Road, south of Bovaird Drive within the Mount Pleasant Secondary Plan 51(a).



Part of Lot 2, Concession 5 West of Hurontario		CITY OF BRAMPTON Planning, Design, and Development	
BY-LAW _____ SCHEDULE A		N.T.S	Date:



THE CORPORATION OF THE CITY OF BRAMPTON
BY-LAW

Number _____ - 2025

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 Official Plan

ENACTED and PASSED this _____ day of _____, 2025.

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

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 change the land use designation of the lands shown outlined on 'Schedule A', and 'B' to permit the development of a mixed-use development comprising apartments, townhouses, and non-residential uses.

2.0 Location:

The lands subject to this amendment are located at the north-west corner of the Mississauga Road and Bovaird Drive intersection. The lands have a total site area of 2.91 hectares (7.19 acres) with a frontage of approximately 166 metres onto Bovaird Drive and 153 metres onto Mississauga Road. The lands are legally described as Part of lot 11 Concession 5, WHS, and municipally known as 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road, City of Brampton.

3.0 Amendments and Policies Relevant Thereto:

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

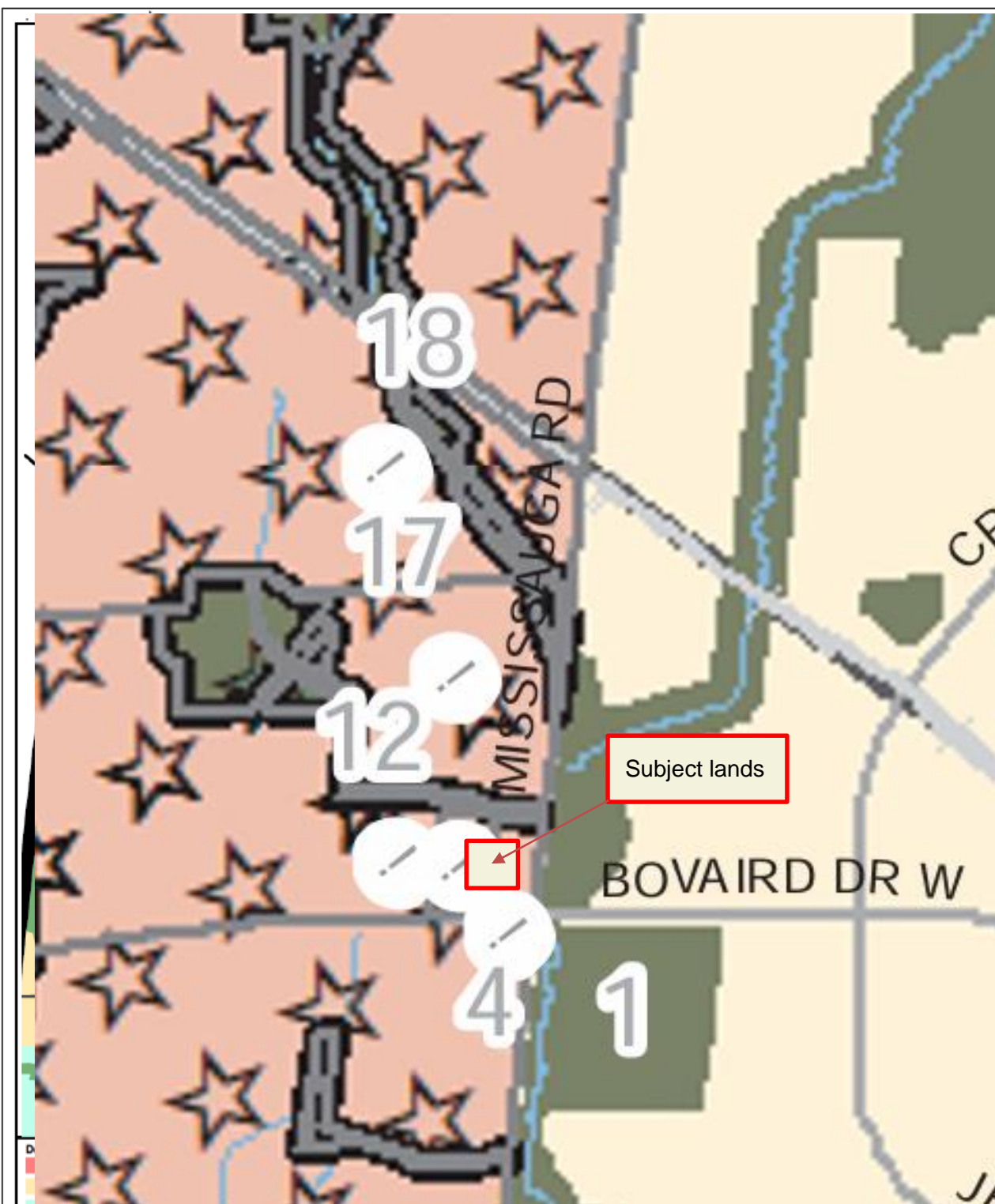
- a) By amending Schedule A – General Land Use Designations to the Brampton Official Plan to change land use designation of the lands shown outlined on Schedule A to this amendment from 'North-West Brampton Urban Development Area' to 'Residential'.
- b) By adding to the list of amendments pertaining to Secondary Plan Area Number 51: The Mount Pleasant Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____.

3.2 The document known as Mount Pleasant Secondary Plan, as amended, is hereby further amended:

- a) By amending Schedule SP 51(a) – Mount Pleasant Secondary Plan Area No. 51 to to change the land use designation of the lands shown outlined in Schedule B to this amendment from 'Osmington Special Policy Area (Mixed Use Centre) to "High Density Mixed Use";
- b) By adding on Schedule SP 51(A) Mount Pleasant Secondary Plan, 'High Densit Mixed-use' to the list of 'Mixed-use' designations; and,
- c) By adding to Section 5.2, a new "High Density Mixed-use" designation category, as follows:

5.2.3 High Density Mixed-use

- 5.2.3 On lands designated High Density Mixed-use located at the north-west corner of Bovaird Drive West and Mississauga Road, as shown on Schedule SP51(A) of Mount Pleasant Secondary Plan, Part II Chapter 21, the following shall apply:
- a) Permitted uses shall include an apartment dwelling, all types of townhouse dwellings, live/work units, seniors' residences, retail, office, restaurant, commercial, and medical services.
 - b) A maximum floor space index of 4.28.
 - c) The subject land shall be largely developed as a high-density, transit-supportive, walkable mixed-use area, defined by townhouse, medium and high-rise buildings.
 - f) A minimum of 4,850 square metres of gross floor area shall be dedicated to non-residential uses.

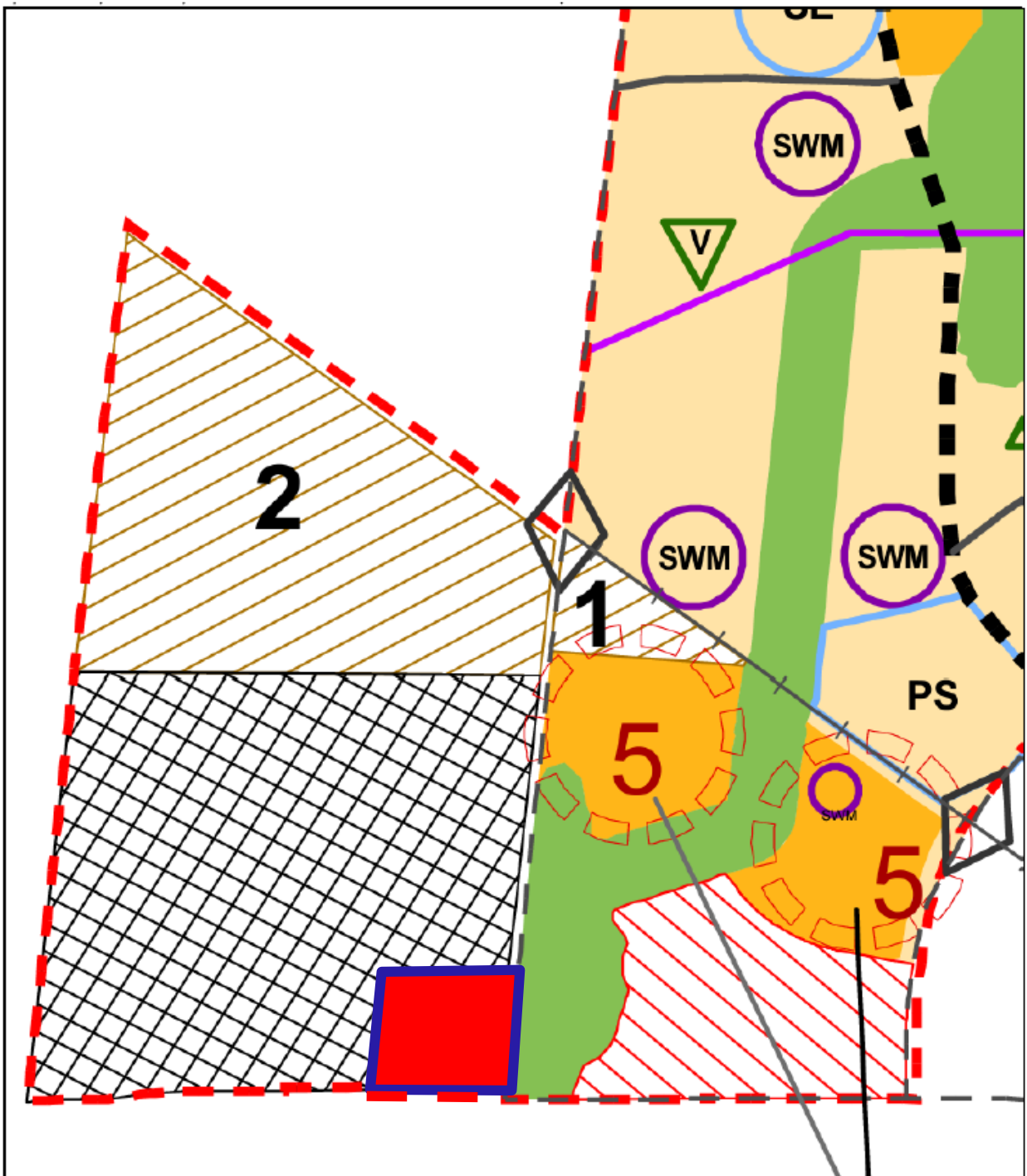


BUSINESS CORRIDOR	N-W BRAMPTON URBAN DEVELOPMENT AREA	PROVINCIAL HIGHWAYS	VILLAGE RESIDENTIAL	CORRIDOR PROTECTION AREA
ESTATE RESIDENTIAL	OFFICE	REGIONAL RETAIL	CENTRAL AREA	GREENBELT LEGEND
INDUSTRIAL	OPENSOURCE	RESIDENTIAL	SPECIAL LAND USE POLICY AREA	L.B.P.I.A. OPERATING AREA
MAJOR INSTITUTIONAL	PARKWAY BELT WEST	UTILITY	SPECIAL STUDY AREA	DEFERRAL

 Lands to be re-designated from 'N-W Brampton Urban Development Area' to 'Residential'



SCHEDULE 'A' TO OFFICIAL PLAN AMENDMENT OP _____



LEGEND

ROAD NETWORK	INFRASTRUCTURE	RECREATIONAL OPEN SPACE	OTHER
<ul style="list-style-type: none"> Transit Spine Collector Road Arterial Road Collector Road Potential Connection 	<ul style="list-style-type: none"> TransCanada Gas Pipeline CNR Rail Line Grade Separation Stormwater Management Facility 	<ul style="list-style-type: none"> City Park Local Park Parquette Town Square Visit Pocket 	<ul style="list-style-type: none"> Heritage Resource Designation under the Ontario Heritage Act Heritage Resource Listed on the City of Brampton Register of Heritage Properties Mixed Use Area Special Policy Area 1-2 Area Subject to this Amendment Camington Special Policy Area (Mixed Use Centre)
NATURAL HERITAGE SYSTEM	INSTITUTIONAL	RETAIL	
<ul style="list-style-type: none"> NATURAL HERITAGE SYSTEM AREA 	<ul style="list-style-type: none"> Public Junior Elementary School Site Public Senior Elementary School Site Separate Elementary School Site Public Secondary School Site Separate Secondary School Site Place of Worship 	<ul style="list-style-type: none"> District Retail Convenience Retail Neighbourhood Retail Motor Vehicle Commercial 	
RESIDENTIAL			
<ul style="list-style-type: none"> LOW / MEDIUM DENSITY MEDIUM DENSITY 			

EXTRACT FROM SCHEDULE SP 51(a) MOUNT PLEASANT SECONDARY PLAN AREA No. 51

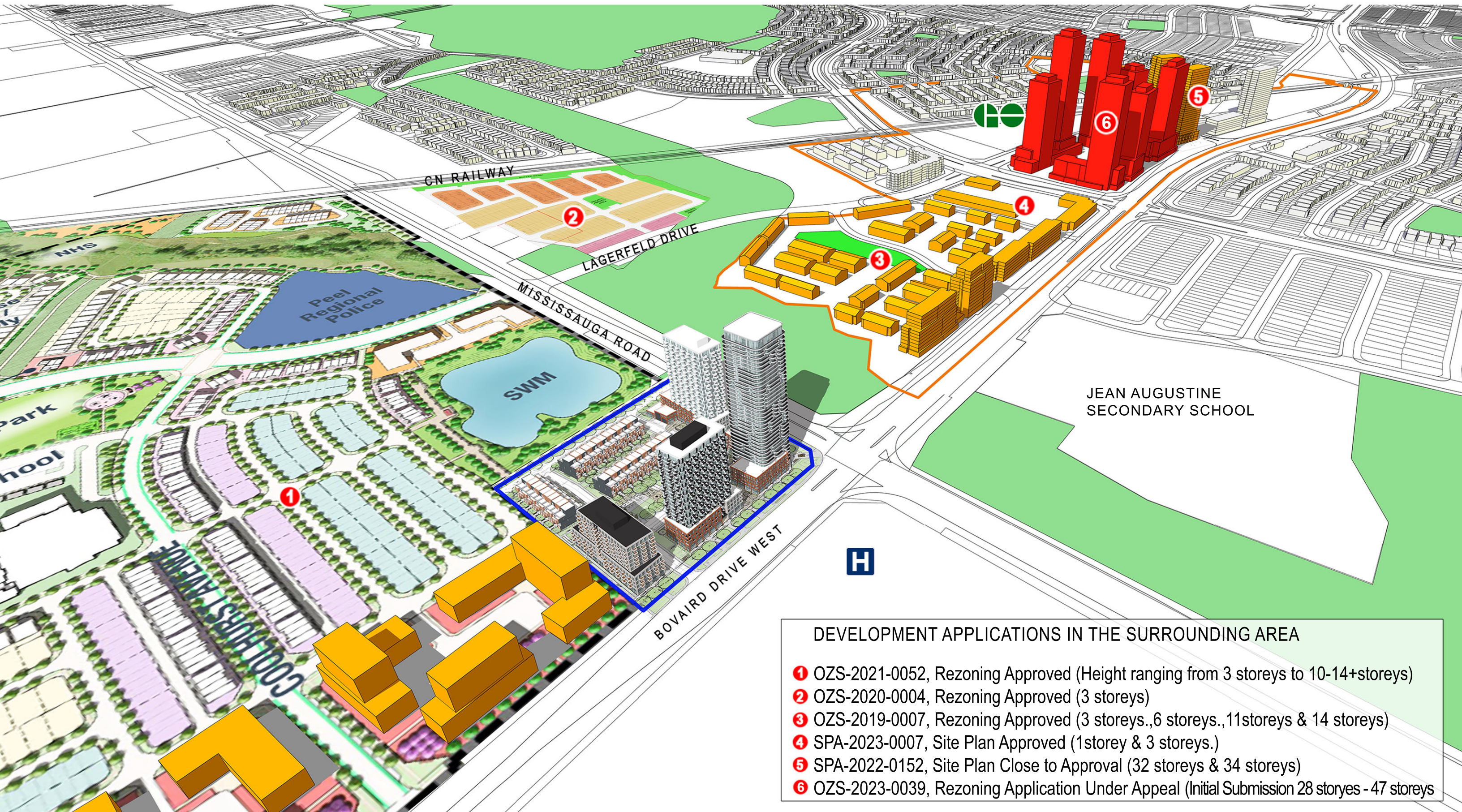


To add the Apple Factory lands to SP 51(a) – Mount Pleasant Secondary Plan Area No. 51 and redesignate the lands to 'Residential – High Density and Mixed-Use' designation.



SCHEDULE 'C' TO OFFICIAL PLAN AMENDMENT OF _____

DEVELOPMENT CONTEXT - PLANNED



- DEVELOPMENT APPLICATIONS IN THE SURROUNDING AREA**
- ❶ OZS-2021-0052, Rezoning Approved (Height ranging from 3 storeys to 10-14+storeys)
 - ❷ OZS-2020-0004, Rezoning Approved (3 storeys)
 - ❸ OZS-2019-0007, Rezoning Approved (3 storeys, 6 storeys, 11 storeys & 14 storeys)
 - ❹ SPA-2023-0007, Site Plan Approved (1 storey & 3 storeys.)
 - ❺ SPA-2022-0152, Site Plan Close to Approval (32 storeys & 34 storeys)
 - ❻ OZS-2023-0039, Rezoning Application Under Appeal (Initial Submission 28 storeys - 47 storeys)

LEGEND

- Subject Site
- Mt. Pleasant MTSA Boundary
- Approved Applications
- Application Under Review
- + Mt. Pleasant GO Train Station
- H Potential Future Hospital Site

Note: the image is an approximation of building massing expected on the specified sites, and the information is not to be considered for formal purposes.

Delegation Request

For Office Use Only:
Meeting Name:
Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2
 Email: cityclerksoffice@brampton.ca Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: City Council Planning and Development Committee
 Committee of Council Other Committee:

Meeting Date Requested: Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact: Telephone:
 Email:

Subject Matter to be Discussed:	OPA, ZBA applications to permit high-rise mixed development at 2036 Bovaird Road and 10020, 10024 and 10042 and 10054 Mississauga Road (Apple Factory).
Request to Council/Committee:	Adopt staff recommendation.

Attendance: In-person Remote
 A formal presentation will accompany my delegation: Yes No
 Presentation format: PowerPoint File (.ppt) Adobe File or equivalent (.pdf) Video File (.mp4) Other:

Additional information/materials will be distributed with my delegation: Yes No Attached

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Submit by Email

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

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Report
Staff Report
 The Corporation of the City of Brampton
 2/24/2025

Date: 2025-02-05

Subject: **Recommendation Report: City Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking**

Contact: Andrew Ramsammy, Development Planner III, Development Services & Design, 905-874-3485
 (andrew.ramsammy@brampton.ca)

Allyson Sander, Strategic Leader, Project Management, Legislative Services (allyson.sander@brampton.ca)

Report number: Planning, Bld & Growth Mgt-2025-089

RECOMMENDATIONS:

1. That the report from Allyson Sander, Strategic Leader, Project Management, Legislative Services and Andrew Ramsammy, Development Planner III, Development Services and Design to the Planning and Development Committee Meeting of February 24, 2025, re: **Recommendation Report: City Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking** be received;
2. That staff be directed to proceed to a public meeting with a Zoning By-law Amendment generally in accordance with Attachment 1 that provides updated regulations to extend outdoor storage permissions for Industrial zoned land to include truck and trailer parking that may not be in conjunction with or accessory to a business operating within a building on the same lot.

OVERVIEW:

- **Brampton, as one of Canada’s fastest-growing cities and a key hub for national and international goods movement, is facing a critical shortfall of adequate truck and trailer parking. This shortage has led to illegal parking practices, impacting infrastructure and safety while disrupting the City’s long-term planning objectives.**
- **A shortage of adequate truck and trailer parking has led to cases of illegal truck and trailer parking on lands not designated for this use, creating negative impacts on infrastructure and safety.**

- On February 28, 2024, City Council endorsed a task force and workplan to address illegal land use and development associated with truck parking and storage occurring on non-designated lands.
- An opportunity has been identified whereby the City could leverage underutilized industrial lands that already permit outdoor storage, to accommodate the demand for outdoor truck storage. Currently, the Zoning By-law prohibits truck storage in 'Industrial' zones if that storage is not associated with the business located within a building on the same lot.
- Working with Enforcement and By-law Services, Planning, Building and Growth Management staff recommend an amendment to the Zoning By-law that will expand the permissions for 'Industrial' zoned properties that currently permit outside storage, to also apply to outdoor truck and trailer storage that is not associated with the business operating from a building on the site.
- The proposed Zoning By-law Amendment will support:
 - Helping to curb illegal truck parking by increasing the supply of lands available for legal truck parking by leveraging surplus parking spaces on developed industrial properties.
 - Prioritizing permanent solutions over temporary sites and the development of illegal sites.
 - Better utilization of planning and enforcement resources associated with investigations and Minor Variance and Zoning By-law Amendment applications.
- If Council provides direction to proceed to a Public Meeting with the recommended Zoning By-law Amendment, generally in accordance with Attachment 1, staff can also work to also incorporate the proposed changes in the forthcoming new Comprehensive Zoning By-law in addition to amending the current Zoning By-law.

BACKGROUND:

Brampton, one of Canada's fastest-growing cities, is at the crossroads of national and international goods movement. Supporting efficient trucking and goods movement is pivotal and addressing the critical shortfall of adequate, authorized truck parking has become a pressing priority. As set out in Recommendation Report *Illegal Development and Land Use Related to Truck, Trailer, and Container Storage (Legislative Services-2024-055)*, the shortage of adequate truck and trailer parking has led to cases of illegal truck and trailer parking on lands not designated for this use, creating negative impacts on infrastructure and safety.

At its February 28, 2024, City Council meeting, City Council endorsed a task force and workplan to address illegal land use and development associated with truck parking and storage occurring on non-designated lands.

To help alleviate instances of illegal land use and development associated with truck parking and storage, Development Services and Enforcement and By-law Services staff worked together to prepare this report. This report recommends holding a public meeting on a Zoning By-law Amendment that aims to help curb illegal truck parking by increasing the supply of lands available for legal truck parking and support Brampton's long-term planning goals by ensuring community-compatible trucking infrastructure.

CURRENT SITUATION:

Currently, certain Industrial zones permit the outdoor storage of oversized motor vehicles but only when they are accessory to a business operating from a building or structure on the same lot. This prevents establishments from permitting unrelated businesses from parking trucks in unused spaces, causing them to seek alternative parking arrangements, often in zones that do not permit industrial uses or outdoor storage.

To date, there have been several cases where truck parking violations have been found on existing industrial lands, which in principle generally do not have negative consequences on the environment or infrastructure but are as a result of outdated zoning standards. The enforcement, prosecution and management of these matters ties up resources that could be more effectively directed to safety related concerns and displaces trucks to other areas of the city.

Example: A printing warehouse, operating in an M2 zone, has 120 parking spaces, however, only requires 20 for their operation. Today, the printing warehouse is not permitted to have any other business utilizing the 100 excess and unused spaces; and could be subject to enforcement and legal action.

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to expand the outdoor storage permissions in existing Industrial zones that permit outdoor storage by allowing unrelated businesses to use excess parking spaces for truck parking, subject to the requirements set out for outside storage, and subject to zoning parking standards.

Example: The printing warehouse would be permitted to lease the 100 unused parking spaces to a local transportation business to accommodate overnight truck parking, provided that they use infrastructure that has developed for that purpose, and the minimum required parking spaces for the printing warehouse is maintained. Please see Attachment 2 for an example of Industrial zoned land with a surplus of outdoor storage space that can be used to accommodate overnight truck parking.

The key goals of the proposed amendment include:

- **Increasing as-of-right permissions** in Industrial zones that permit outside storage to expand viable and compatible truck parking solutions.
- **Leveraging surplus parking spaces** on developed industrial properties to support economic growth and efficient goods movement.
- **Prioritizing permanent solutions** over temporary sites, reducing variance/amendment applications and the illegal development of parking lots in unsupportive areas, minimizing conflicts with residential neighborhoods and agricultural lands

By expanding parking permissions and reducing the demand for illegal truck parking, these changes can alleviate the strain on enforcement resources and legal proceedings. This intervention will allow for cost savings and improved efficiency, enabling resources to be redirected to other critical matters while also reducing the need for minor variance and zoning by-law amendment applications.

Additional restrictions are recommended to alleviate the visual impact of outdoor storage of truck and trailers from street view. This includes a provision to not permit trucks and/or trailers to be parked or stored on vacant land, limiting the location of truck and trailer parking to the permitted areas to be used for outside storage, height restrictions and screening requirements.

The following language is proposed to be added to Section 30.10 of the Zoning By-law:

“Notwithstanding the definition for “outside storage” in Section 5 of this by-law, where outdoor storage is permitted in an Industrial zone, nothing in this by-law shall prevent the parking and storage of oversized motor vehicles (trucks and/or transport trailers) not actively engaged in loading or unloading and which may or may not be in conjunction with a business operating from a building on the same lot, provided that:

- (1) Trucks and/or trailers shall not be parked stored on a vacant land or any lot that does not include a building;*
- (2) The location of the truck and/or trailer parking and storage area shall be limited to the area of the lot permitted to be used for outside storage as set out in the applicable zone;*
- (3) No trucks and/or trailers shall be parked or stored on any portion of a lot required for parking, loading, driveway, or landscaped open space;*
- (4) Trucks and/or trailers shall not exceed a maximum height of 4.15 metres;*
- (5) Truck and trailer parking and storage areas shall be screened from view from the street by fencing, architectural screening, landscape buffer, buildings placement, berms, or a combination of such treatment.”*

Next Steps

If Council provides direction to proceed to a Public Meeting with the recommended Zoning By-law Amendment, generally in accordance with Attachment 1, staff can work to incorporate the proposed changes in the new forthcoming Comprehensive Zoning By-law in addition to amending the current Zoning By-law.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications associated with the recommendations of this report.

Other Implications:

There are no other corporate implications.

STRATEGIC FOCUS AREA:

This report and associated recommendations for the proposed Zoning By-law Amendment is consistent with the Strategic Focus Area of Transit & Connectivity. The recommendations will support transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.

CONCLUSION:

The proposed zoning by-law amendment is an important step toward helping curb illegal truck parking and supporting the transportation industry, local infrastructure and the City's long-term growth objectives. By aligning zoning regulations with contemporary needs, the City will ensure a balanced approach that benefits the economy, enhances community well-being, and sustains infrastructure. These changes will position Brampton as a forward-thinking City that supports economic growth and efficient goods movement.

Co-Authored by:

Andrew Ramsammy
Development Planner III, Development
Services & Design
Planning, Building and Growth
Management

Allyson Sander,
Strategic Leader, Project Management,
Legislative Services

Approved by:

Laura Johnston
Commissioner, Legislative Services

Approved by:

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

Approved by:

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Draft Zoning By-law Amendment
- Attachment 2 – Surplus of Industrial Outdoor Storage Example



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To amend Attachment 1 - Draft ZBA - Truck and Trailer Parking
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 deleting the first sentence of Section 6.31 Parking of Oversized Motor Vehicles and replacing it with the following:

“Except as permitted in Section 30.10 of this by-law, no person shall park or store, or permit to be parked or stored on any property, an oversized motor vehicle unless.”

- 2) By deleting Section 30.10 of the By-law and replacing it with the following:

“ 30.10 Outdoor Storage:

- (a) Where outdoor storage is permitted, no storage shall be permitted on any portion of a lot required for parking, loading, driveway, or landscaped open space.
- (b) Notwithstanding the definition for “outside storage” in Section 5 of this by-law, where outdoor storage is permitted in an Industrial zone, nothing in this by-law shall prevent the parking and storage of oversized motor vehicles (trucks and/or transport trailers) not actively engaged in loading or unloading and which may or may not be in conjunction with a business operating from a building on the same lot provided that:
 - (1) Trucks and/or trailers shall not be parked stored on a vacant land or any lot that does not include a building;
 - (2) The location of the truck and/or trailer parking and storage area shall be limited to the area of the lot permitted to be used for outside storage as set out in the applicable zone;
 - (3) No trucks and/or trailers shall be parked or stored on any portion of a lot required for parking, loading, driveway, or landscaped open space;
 - (4) Trucks and/or trailers shall not exceed a maximum height of 4.15 metres;
 - (5) Truck and trailer parking and storage areas shall be screened from view from the street by fencing, architectural screening, landscape buffer, buildings placement, berms, or a combination of such treatment.”

ENACTED and PASSED this ___ day of _____, 2025.

Approved as to
form.

Patrick Brown, Mayor

Approved as to
content.

Genevieve Scharback, City Clerk

Attachment 2 – Surplus of Industrial Outdoor Storage Example





Report
Staff Report
 The Corporation of the City of Brampton
 2/24/2025

Date: 2025-02-24

File: OZS-2024-0004

Subject: **Recommendation Report – Application to amend the Official Plan, Zoning By-Law and proposed Draft Plan of Subdivision**
(To permit 5 residential units in the form of detached dwellings)
Candevcon Group Inc. – Siva Rama Kirshna Prasad Ari
11038 The Gore Road
North of Countryside Drive and west of The Gore Road
Ward: 10

Contact: Sadaf Shahid-Hussain, Planner I, Development Services
 Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2025-085

RECOMMENDATIONS:

1. That the report from Sadaf Shahid-Hussain, Planner I, Development Services to the Planning and Development Committee Meeting of February 24th 2025, re: **Recommendation Report - Application to amend the Official Plan, Zoning By-Law and proposed Draft Plan of Subdivision, Candevcon Ltd. – Siva Rama Kirshna Prasad Ari - 11038 The Gore Road, Ward 10, File OZS-2024-0004**, be received.
2. That the application to amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision, submitted by Candevcon on behalf of Siva Rama Krishna Prasad Ari, Ward 10, File OZS-2024-0004, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, the City's 2006 Official Plan, and the Brampton Plan for the reasons set out in this Planning Recommendation Report, dated January 22, 2025.
3. That the amendments to the Official Plan, generally in accordance with the attached Attachment 12 to this report be adopted.
4. That the amendments to the Zoning By-law, generally in accordance with the attached Attachment 13 to this report be adopted.
5. That no further Public Meeting Notice or Public Meeting be required for the attached Zoning By-law Amendment pursuant to Section 34(17) of the Planning Act.

OVERVIEW:

- The application proposes to develop the lands with five low-density executive style residential houses including two dwellings in the form of a 'linked single detached dwelling' that have a shared driveway and may share underground footings.
- The site is identified as 'Executive Residential' within the Vales of Humber Secondary Plan Schedule (Area 50). An amendment to the Official Plan is required to permit the associated development standards of the dwelling types in the application. The draft Official Plan Amendments attached as Attachment 12.
- The City of Brampton Zoning By-law 270-2004 as amended, zones the subject site as "Residential Rural Estate Two (RE2)". An amendment to the zoning by-law is required to establish the specific land use provisions and regulations to facilitate the proposed dwelling types. The draft Zoning By-law Amendment attached as Attachment 13.
- A Statutory Public Meeting for this application was held on April 8, 2024, at which no delegations were made. A second Statutory Public meeting was held on September 23, 2024, which was required due to modifications in the plan which proposed a shared driveway between two dwellings, as well as the potential for shared footings between two lots. Results of the Statutory Public Meeting and Correspondence Received are included in Attachment 9 and 10 of this report.
- Staff recommend the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision be approved. The proposal is in conformity with the Provincial Policy Statement, the Region of Peel Official Plan and the City of Brampton Official Plan and represents good planning.

BACKGROUND:

The applications for an Official Plan Amendment, Zoning by-law Amendment and Draft Plan of Subdivision were received on January 22, 2024. This application has been reviewed for completeness and found to be complete in accordance with the Planning Act. A formal Notice of Complete Application was provided to the applicant on February 7, 2024.

A Statutory Public Meeting for this application was held on April 8, 2024 at which time a proposal for four low-density residential lots, consisting of single detached dwellings, was presented to council and residents (Refer to Attachment 2). No delegations were made at this public meeting.

Since that time, the applicant has submitted a revised proposal, which now includes five lots. This revised submission consists of three low-density residential executive lots for single detached dwellings, as well as two single-detached dwellings which may be connected below grade. Through additional discussion with City Zoning staff, these types of dwellings can be defined as a 'linked single detached dwelling'.

A second public meeting was held on September 23, 2024, based on the revisions proposed by the applicant to include the linked style detached dwelling. During this meeting, several delegations expressed concerns regarding the proposed linked single detached dwelling, particularly its conformity with the policies of the current 'Executive Residential' designation. Residents raised concerns that such a dwelling type would not align with the existing character of the neighbourhood. In response, staff requested additional detailed drawings and elevations to better understand the proposed concept. The attached concept perspectives, elevations (Appended to this report as Attachment 14, 15, and 16 and plans illustrate a 1.2-meter setback from both sides of the linked single detached dwelling property line, with a total separation distance of 2.4 meters between the two units. Upon further review of these revised drawings, staff are of the opinion that the proposed linked single detached dwelling makes optimal use of the lot, while maintaining compatibility with the character of the surrounding area. The design has been adjusted to ensure that the built form retains the appearance of two detached dwellings.

CURRENT SITUATION:

Proposal

The application proposes to amend the Official Plan and Zoning By-law to permit five residential dwellings, two of which would have a shared driveway and/or shared footings. In addition, an application for a Draft Plan of Subdivision has been received to create associated residential lots as described below (Refer to Attachment 1).

- A total of five lots are proposed
 - All five are for the proposed residential units
 - These lots have a total area of 0.508 hectares (1.255 acres)
 - Lots 1-3 propose single detached dwellings with separate driveways
 - These lots have a minimum frontage of 15.67 meters, minimum depth of 49.76m and a minimum lot area of 779.73 square meters
 - Lots 4-5 proposed detached dwellings (linked single detached dwelling) with a shared driveway and/or shared footings
 - These lots have an irregular shape with reduced lot frontages, minimum depth of 51.49 meters and a minimum lot area of 1186.99 square meters
- A total of three blocks are proposed
 - Block 1 – Noise Buffer with an area of 0.069 hectares (0.170 acres)
 - Block 2 – Road Widening with an area of 0.010 hectares (0.025 acres)
 - Block 3 – 0.30m Reserve with an area of 0.002 hectares (0.005 acres)
- Private 6.0 meter wide driveways will provide access to the single detached lots which a 7.3 meter wide shared driveway is proposed for Lots 4 and 5

- These driveways provide direct access from Belladonna Circle and no new streets are being proposed.
- A 7.5 meter rear yard setback is applied to Lots 1 to 3

Property Description and Surrounding Land Uses (Refer to Attachment 4)

The subject site is located at 11038 The Gore Road, on the northwest corner of The Gore Road and Countryside Drive and is legally described as Lot 16, Concession 9 N.D. in the City of Brampton, Regional Municipality of Peel.

The subject site has the following characteristics:

- Has a total site area of approximately 0.58 hectares (1.43 acres);
- Has a total frontage of approximately 85 meters (278.87 ft) along The Gore Road; and,
- Is currently occupied by an executive residential dwelling proposed to be demolished with the incoming new development.

The area surrounding the subject property generally consist of residential subdivisions of the Vales of Humber Plan Area, and residential rural dwellings of the Toronto Gore Rural Estate Area. The following provides an overview of the surrounding land uses:

North: Single detached dwellings planned in the Vales of Humber Secondary Plan, similar to the proposed development. A commercial plaza is located further north within walking distance.

South: Across Countryside Drive is the Toronto Gore Rural Estate Area consisting of rural residential dwellings and a natural heritage system.

East: Across The Gore Road is the continuation of the Toronto Gore Rural Estate Area consisting of rural residential dwellings and natural heritage system. The southeast corner of the site is part of Block Plan 47-2, which will contain future residential uses within a complete community.

West: Directly west of the site is Belladonna Crescent, single detached dwellings, and the natural heritage system.

Official Plan Amendment

The property is designated “Designated Greenfield” and “Communities” in the City of Brampton Official Plan (2006) Schedule 1 – City Concept. “Designated Greenfield Areas” in Brampton are comprised of lands outside of the Built Boundary contemplated to achieve a density of 50 residents and jobs combined per hectare by 2031. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit. The subject site is also designated “Residential”

under Schedule A – General Land Use Designations which permits a full range of dwelling types (Refer to Attachment 5). The proposal is consistent with these permissions.

Additionally, the site is identified as 'Executive Residential' within the Vales of Humber Secondary Plan Schedule (SP50). An amendment to the Secondary Plan is required to permit the associated development standards of the dwelling types in the application.

The Secondary Plan Amendment proposes to amend the land use designation of the Vales of Humber Secondary Plan by adding a special section which allows for a 'linked single detached dwelling' with a shared driveway and underground footings. The detailed planning analysis (Refer to Attachment 8) provides a detailed overview. The designation of Schedule SP50(a) for the lot will change from "Executive Residential" to a "Special Policy Area 2". This will allow the land to develop linked single detached dwellings, which is appropriate for the irregular lot that has a narrow driveway.

Zoning By-law Amendment

The City of Brampton Zoning By-law 270-2004 as amended, zones the subject site as "Residential Rural Estate Two (RE2)" (Refer to Attachment 7). This designation permits a single detached dwelling, supportive housing residence type I, as well as non-residential purposes accessory to other permitted purposes. An amendment to the zoning by-law is required to establish the specific land use provisions and regulations to facilitate the proposed dwelling types. This will allow the land to be used for the appropriate type of development facilitated by the Draft Plan of Subdivision, specifically provision for residential lots size, including area, width, and depth.

The draft Zoning By-law Amendment (Refer to Attachment 13) would permit site-specific residential provisions that allow for a shared driveway between two dwellings. Site-specific regulations would also allow for shared underground footings between the dwellings, if required. The zone in the proposed draft By-law amendment is Residential Single Detached E-x – 13.4 – 3828 (R1E-x-3828). Site specific provisions would allow for the development of a linked single detached dwelling or single detached dwellings with a shared driveway.

Summary of Recommendations

This report recommends that Council enact the Official Plan Amendment and Zoning Bylaw amendment attached as per Appendices 12 and 13, respectively. This will accommodate the approval of the proposed Draft Plan of Subdivision.

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 a low density executive residential development that is consistent with the surrounding land use context adding additional housing opportunities within the City of Brampton. The proposal supports the orderly development of safe and healthy community and the adequate provision of housing and the efficient use of land in accordance with Section 2(h) and 2(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 (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 8 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 development that will promote new housing opportunities that integrate well within an existing community that is predominantly vacant and/or occupied by single-detached residential dwellings.

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

Municipal Planning Documents

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 plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper-level planning policies of the PPS, the Growth Plan, and Peel Region's Official Plan.

The subject lands are identified within the 'Designated Greenfield Area' on Schedule 1 – City Concept (see Brampton Official Plan Schedule 1). The subject lands are also designated 'Residential' within Schedule A – General Land Use Designations (see Brampton Official Plan Schedule A and Attachment 5). 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 Draft Plan of Subdivision includes 5 new single detached dwellings through the redevelopment of an existing rural estate lot. The proposal is well integrated within the existing community.

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, The Brampton Plan, was adopted by Brampton City Council in October 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.

According to The Brampton Plan, the subject site is designated as a 'Community Area' in Schedule 1A: City Structure. The lands are also designated as 'Neighbourhoods' as identified on Schedule A – Designations. An amendment to this document is not required as the proposed development meets the intent of the current designations. The proposed development is part of a larger community that is vibrant, sustainable and with an accessible mix of housing sizes designed to meet the City's planning and growth target of 51 residents and jobs per hectare. The proposed development is integrated with the surrounding planned and existing neighbourhoods as envisioned through the approved Block Plan. Single detached dwellings are proposed to reflect the surrounding built form and lot fabric of the existing executive residential neighbourhood while linked single

detached dwelling lots are proposed to provide a diversified built form attracting a varied array of residential lifestyles. This style of housing integrates with the surrounding community while contributing towards a vibrant, sustainable, and accessible residential community that is designed to suit families of different sizes, ages and incomes.

There are various policies within the City's Official Plan that reinforce this development proposal. The Official Plan policies applicable to the proposal are outlined in the Detailed Planning Analysis shown under Attachment 8. An in-depth review of these policies confirms that the proposed development conforms to the intent of the Official Plan by proposing a low-density residential compact residential form in an underutilized area that is surrounded by similar residential uses.

Vales of Humber Secondary Plan – Area 50

The Vales of Humber Secondary Plan (SP50) designates the lands at the northwest corner of The Gore Road and Countryside Drive as Executive Residential (Refer to Attachment 6). Executive Residential policies within the Secondary Plan speak to:

- a maximum density of 14.5 units per net residential hectare,
- a minimum lot depth of 35 metres,
- a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) are permitted.

The proposed dwellings incorporate distinctive architectural design features that contribute to an aesthetically pleasing streetscape and meet the needs of residents interested in upscale executive housing. Specifically, the single detached units are proposed to have lot frontages of 15.67m lot depths around 50m whereas the linked single detached dwellings are proposed to have lot frontages of 18.35m and lot depths of around 50m. The residential density is proposed at 8.62 units per hectare.

Key lot characteristics of the three single detached and two linked single detached dwellings, including the residential density proposed on subject lands, conform to the Executive Residential policies of the Secondary Plan.

Block Plan - Vales of Humber - BP50

The Vales of the Humber Community Design Guidelines (CDG) is an approved document that outlines the detailed planning and development for neighborhoods identified as Block Plan 50-1 and 50-2. It covers the subject property and the lands generally located west of The Gore Road, south of Mayfield Road, north of Countryside Drive and east of Gordon Randle Drive. The subject lands are identified as 'Executive Residential' within the Vales of Humber Block Plan.

The proposed development follows and conforms with the CDG by conforming to the architectural guidelines and structure as outlined in the CDG.

City of Brampton Zoning By-law 270-2004

Under the City of Brampton’s Comprehensive Zoning By-law 270-2004, the Subject Lands are zoned 'Residential Rural Estate Two – RE2” (Refer to Attachment 7). Please refer to Section 11.2 of the Zoning By-law for provisions related to Residential Rural Estate Two. A Zoning By-law Amendment is required to permit the development of three single detached dwellings and a linked single detached dwellings comprised of two units.

Community Engagement

The application was circulated to City Departments and commenting agencies on February 13, 2024, and property owners within 240 metres of the subject lands on February 21, 2024 as per Planning Act requirements. A notice of public meeting was also posted in the Brampton Guardian Newspaper for April 8, 2024, at which no delegations were made.

For the public meeting scheduled for September 23, 2024, the application was circulated to property owners with 240 metres of the subject lands as per Planning Act requirements. A notice of public meeting was also posted in the Brampton Guardian Newspaper.

Written correspondence as well as delegations were submitted for the application at the public meeting. Please refer to Attachment 9, Results of Public Meeting for further details of the meeting and Attachment 10 for comments received by members of the public.

Concern Raised	Staff Response
Concern with the proposed 'semi-detached' dwellings.	<p>Although the applicant has proposed a 'linked single detached dwelling' built form for lots 4 and 5, further review of drawings, elevations, and perspectives confirm that the dwellings will remain detached at the surface and appear similar to the surrounding built form in the existing neighborhood.</p> <p>Attachment 14 provides more detail on the proposed setbacks of the linked single detached dwelling. Each linked single detached it set back 1.2m from the property line dividing Lots 4 and 5. As a result, there is a 2.4m distance between the units, resulting in two detached dwellings above the surface. Please refer to Attachment 15 and 16 for elevations and perspectives.</p>
Misalignment with the existing characteristics of the neighborhood.	<p>The subject site is zoned Executive Residential, similar to the surrounding subdivision. The proposed development achieves the provisions of this zone through the three single detached dwellings being proposed as part of the application. The two linked single detached dwellings maintain the intent of the zone provisions but require a special section to allow for a shared driveway and/or shared underground footings. These items are considered minor that will not misalign the proposed built form of the dwellings with the existing characteristics of the neighborhood (Refer to Attachment 14, 15, and 16 for a visual representation of the proposed built form).</p>
Concerns regarding the effect on the aesthetics of the neighborhood.	<p>An Addendum to the Vales of Humber Block Plan Areas 50-1 & 50-2 Community Design Guidelines was submitted by the applicant that demonstrates how the application meets the principles set out in the area's Community Design Guidelines, the Council approved</p>

	<p>Architectural Control Guidelines for Ground-Related Residential Development (ACGGRRD) and the City-Wide Development Design Guidelines. This was reviewed and accepted by Urban Design Staff in coordination with other departments that provided comments.</p> <p>The proposed built form will maintain the superior quality housing that reflects the community's planned upscale, executive character. The proposed homes will have high standard of architectural design quality and will also provide a cohesiveness amongst the different housing types proposed (single detached and linked single detached).</p>
Potential negative effect on property value.	<p>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.</p>
Incongruent with City's existing plans for the neighborhood.	<p>The proposed development is located within a Designated Greenfield Area in the City of Brampton. The site is part of a larger planned development (Vales of Humber Block Plan 50) that has mostly been constructed. This proposed development promotes residential growth in an underutilized area that is in keeping with the growth targets recommended by the Growth Plan and lower tier municipality policies. The compact design and small site ensure that services and amenities are easily accessible to residents by walking, transit and person vehicles.</p> <p>In addition, the proposed development is integrated with the surrounding planned and existing neighbourhoods as envisioned through the approved Block Plan. Economic efficiency is achieved through the development of three single detached and two semi-detached residential dwellings in an underutilized area supporting the projected 10-year regional targets for this area. Housing in the subdivision complies with short- and long-term prosperity as new units are added by this development into the Block Plan. To reiterate, the proposal aligns with the City's existing plans for the neighborhood and overall area through with the City's plans for future intensification to achieve housing targets and sustain population growth (Please refer to Attachment 8 for a detailed planning analysis of the proposed development in relation to the City's existing plans for the neighborhood and overall area).</p>
Insufficient space for proposed entry/exit access point.	<p>The proposed development is designed to have lots fronting a local road (Belladonna Circle) to connect to the existing network improving mobility in the neighborhood. There will be no access to the arterial roads bordering the site and road widenings have been implemented for these roads to accommodate the increased number of vehicle and pedestrian traffic as a result of the Secondary Plan build-out. Traffic has reviewed the proposed entry/exit points from Belladonna Circle and has provided clearance. Proposed driveways meet the current City standards and other satisfactory arrangements as determined by PW&E (Please refer to Attachment 1 showing the location of each proposed lot in relation to Belladonna Circle)</p>
Detrimental impact to the ecosystem/green space.	<p>A review of the submitted arborist report was conducted. The inventory documented 101 trees on and within ten meters of the subject property. The removal of all trees is required to accommodate the proposed development. Re-grading is proposed up to the property boundary and the preservation of trees is not possible. However, the City requires replacement for the removal of healthy</p>

	<p>trees. As such, a total of 179 replacement planning are required as per City standards to minimize the risk of detrimental impacts to the existing ecosystem/green space.</p> <p>Environmental Engineering has also reviewed the proposal and confirm that they are generally satisfied that the site can achieve the grading, storm servicing, and stormwater management proposed.</p>
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CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications identified at this time. Revenue that is collected through the 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:

Corporate Strategic Plan 2024

This report aligns with the strategic priorities, initiatives, and services that will progress focus area outcomes within the 2022-2026 Term of Council. The proposed application reinforces Growing Urban Centres & Neighbourhoods by supporting Brampton's projected growth through increasing housing supply and density in the form of residential detached and a linked house detached dwellings on a currently underutilized site.

In addition, The More Homes Built Faster Act, 2022 (Bill 23) includes a goal to build 1.5 million homes in Ontario by 2031. Brampton's contribution to this goal is a pledge to build 113,000 homes. The proposed application helps to further achieve Brampton's Housing Pledge.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of complete neighborhoods. The proposed application supports the goal of complete communities by proposing a residential development that is sensitive to existing Natural Heritage Systems. 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 Official Plan amendment, Zoning By-law amendment and Plan of Subdivision application represent good planning, because it is consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe and the Peel Region Official Plan, and is in keeping with the Brampton Official Plan and the in-force Brampton Plan.

This report recommends that Council enact the Official Plan Amendment (Refer to Attachment 12) and Zoning By-law Amendment (Refer to Attachment 13) as the following criteria has been satisfied:

- The proposed Official Plan Amendment provides a “Special Policy Area 2” designation in the Vales of Humber Secondary Plan that permits the dwelling types and shared driveway contemplated in the proposal.
- The proposed Zoning By-law Amendment provides site-specific zoning to implement the different residential uses (including single detached and linked single detached dwellings) as well as associated blocks contemplated for this site.

In summary, the application is appropriate for the orderly development of the lands and represents good planning.

Authored by:

Reviewed by:

Sadaf Shahid-Hussain
Planner I, Development Services
Planning, Building & Growth
Management

Angelo Ambrico, MCIP, RPP
Manager, Development Services
Planning, Building & Growth Management

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Current Draft Plan of Subdivision
- Attachment 2 – Previous Draft Plan of Subdivision
- Attachment 3 – Location Map
- Attachment 4 – Aerial & Existing Land Use
- Attachment 5 – Official Plan Designation
- Attachment 6 – Secondary Plan Designations
- Attachment 7 – Zoning Designations
- Attachment 8 – Detailed Planning Analysis
- Attachment 9 – Results of Public Meeting
- Attachment 10 – Correspondence Received
- Attachment 11 – Results of Application Circulation
- Attachment 12 – Draft Official Plan Amendment
- Attachment 12A – Official Plan Amendment Schedule
- Attachment 13 – Draft Zoning By-law Amendment
- Attachment 13A – Zoning By-law Amendment Schedule
- Attachment 14 – Concept Plan
- Attachment 15 – Concept Elevations
- Attachment 16 – Concept Perspectives
- Attachment 17 – Draft Conditions of Approval

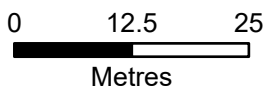


 Subject Lands



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



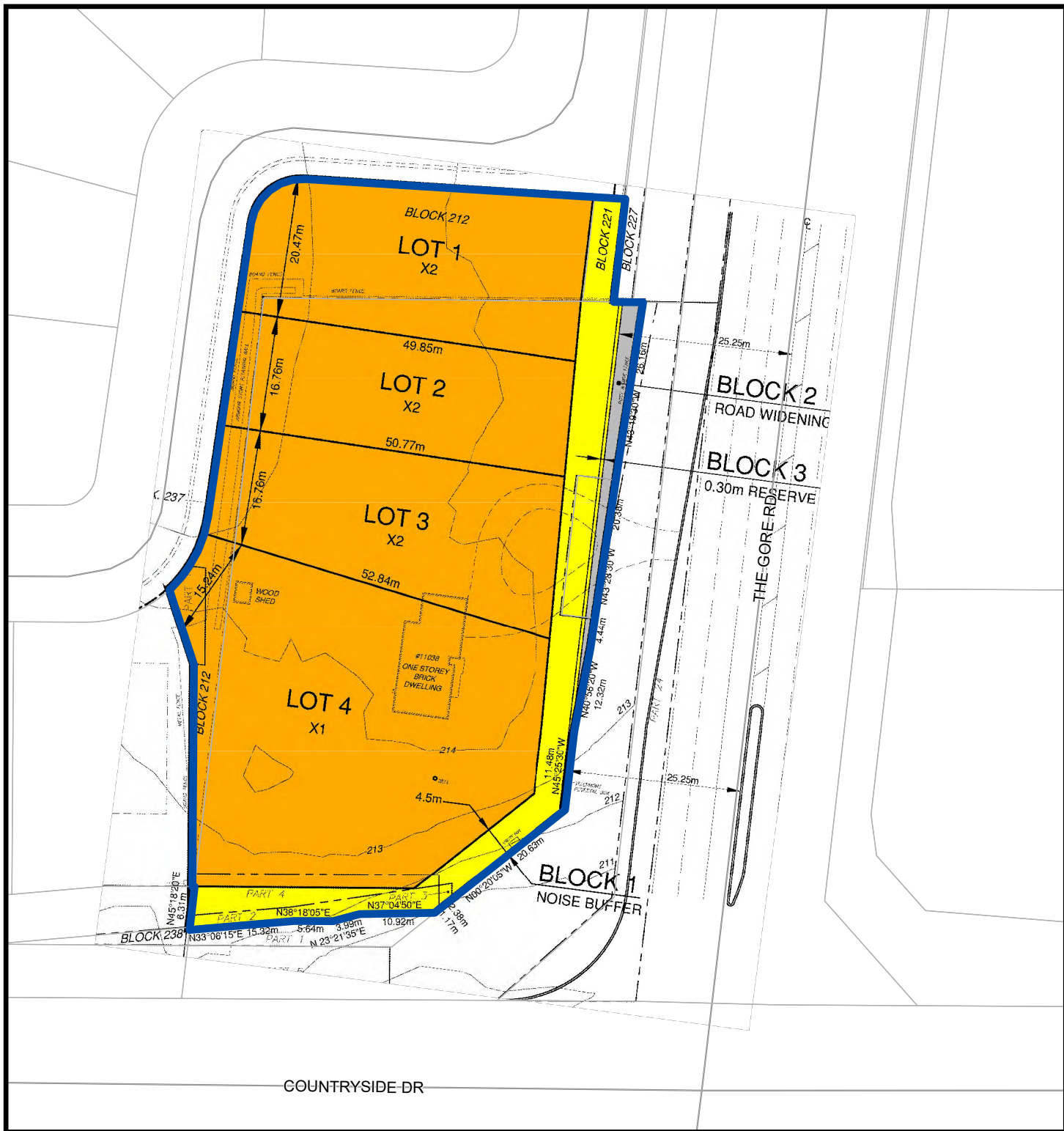
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Date: 2025/01/27



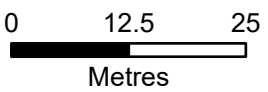
APPENDIX 1
CURRENT DRAFT PLAN OF SUBDIVISION

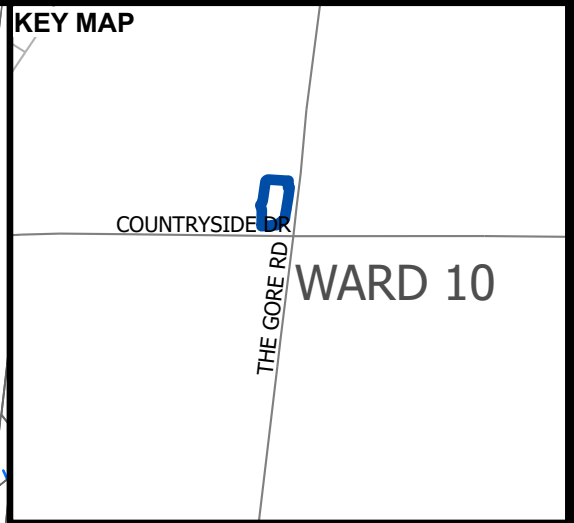
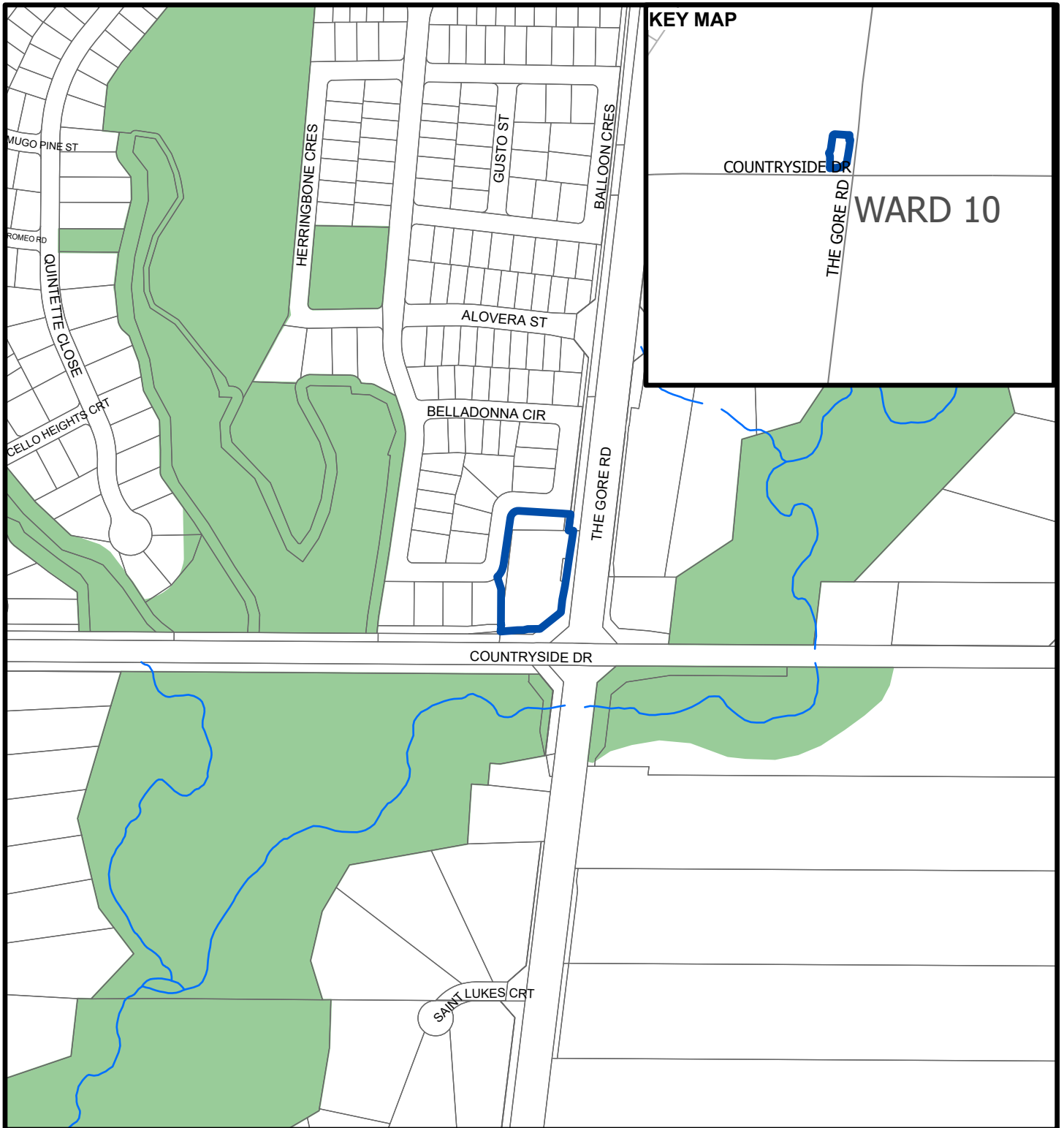
Applicant: Steven Giankolas
Owner: Siva Rama Krishna Prasad Ari

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CITY FILE: OZS-2024-0004



Subject Lands



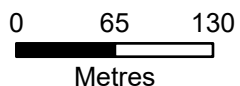


- Subject Lands
- Parcel Fabric
- Major Watercourse
- Park



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



Date: 2025/01/27

APPENDIX 3
LOCATION MAP



Applicant: Steven Giankolas
Owner: Siva Rama Krishna Prasad Ari

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Orthomagey: Spring 2023

- | | | | |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Agricultural |  Industrial |  Open Space |  Utility |
|  Commercial |  Institutional |  Residential |  City Limit |



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT

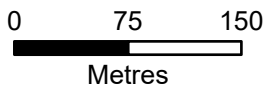


**APPENDIX 4
AERIAL & EXISTING LAND USE**

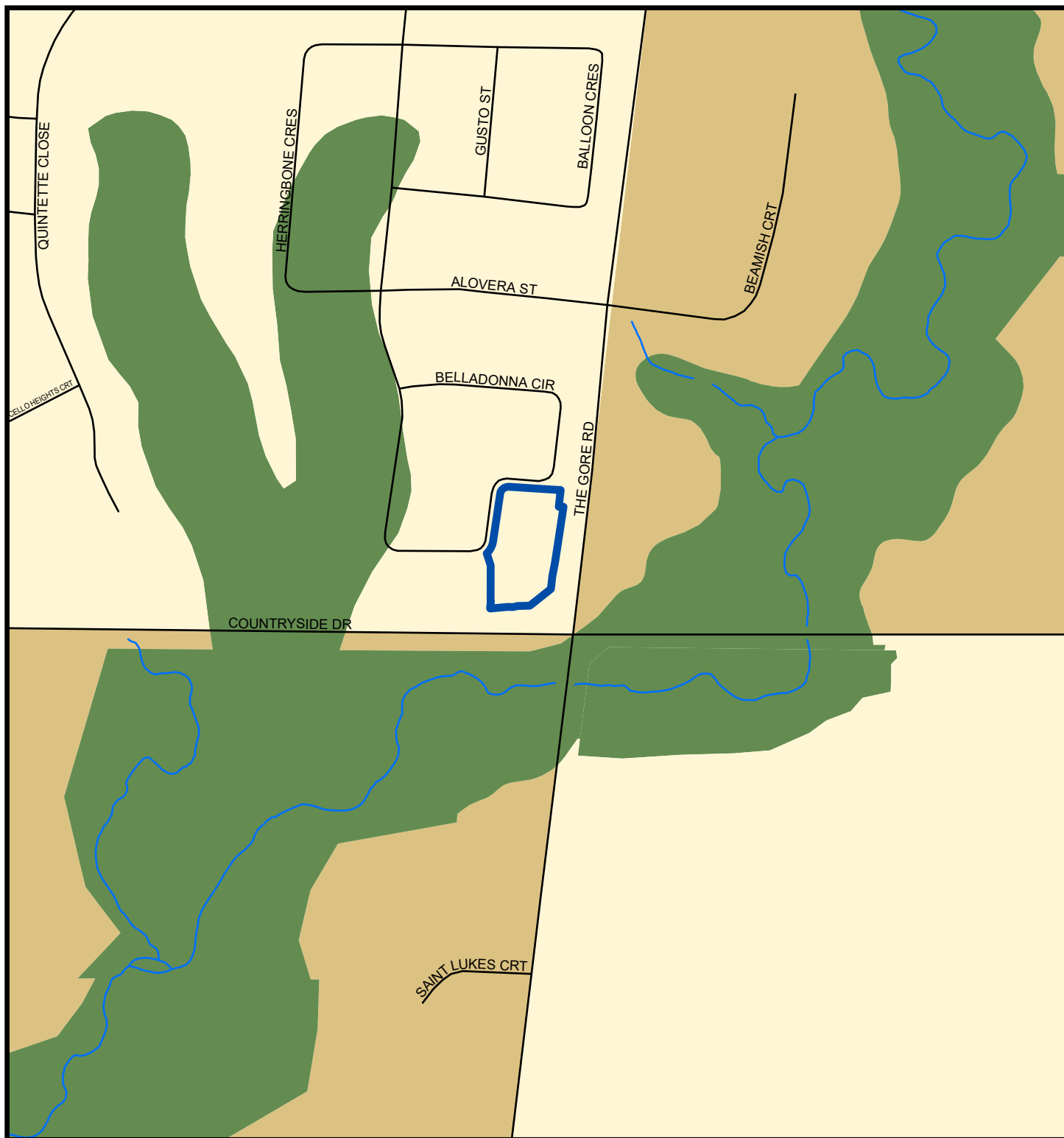
**Applicant: Steven Giankolas
Owner: Siva Rama Krishna Prasad Ari**

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CITY FILE: OZS-2024-0004



Author: CAntoine
Date: 2025/01/27



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

- Subject Lands
- MAJOR WATERCOURSES
- ESTATE RESIDENTIAL
- RESIDENTIAL
- OPENSACE, UTILITY/OPENSACE



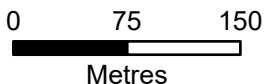
BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



APPENDIX 5
OFFICIAL PLAN DESIGNATIONS

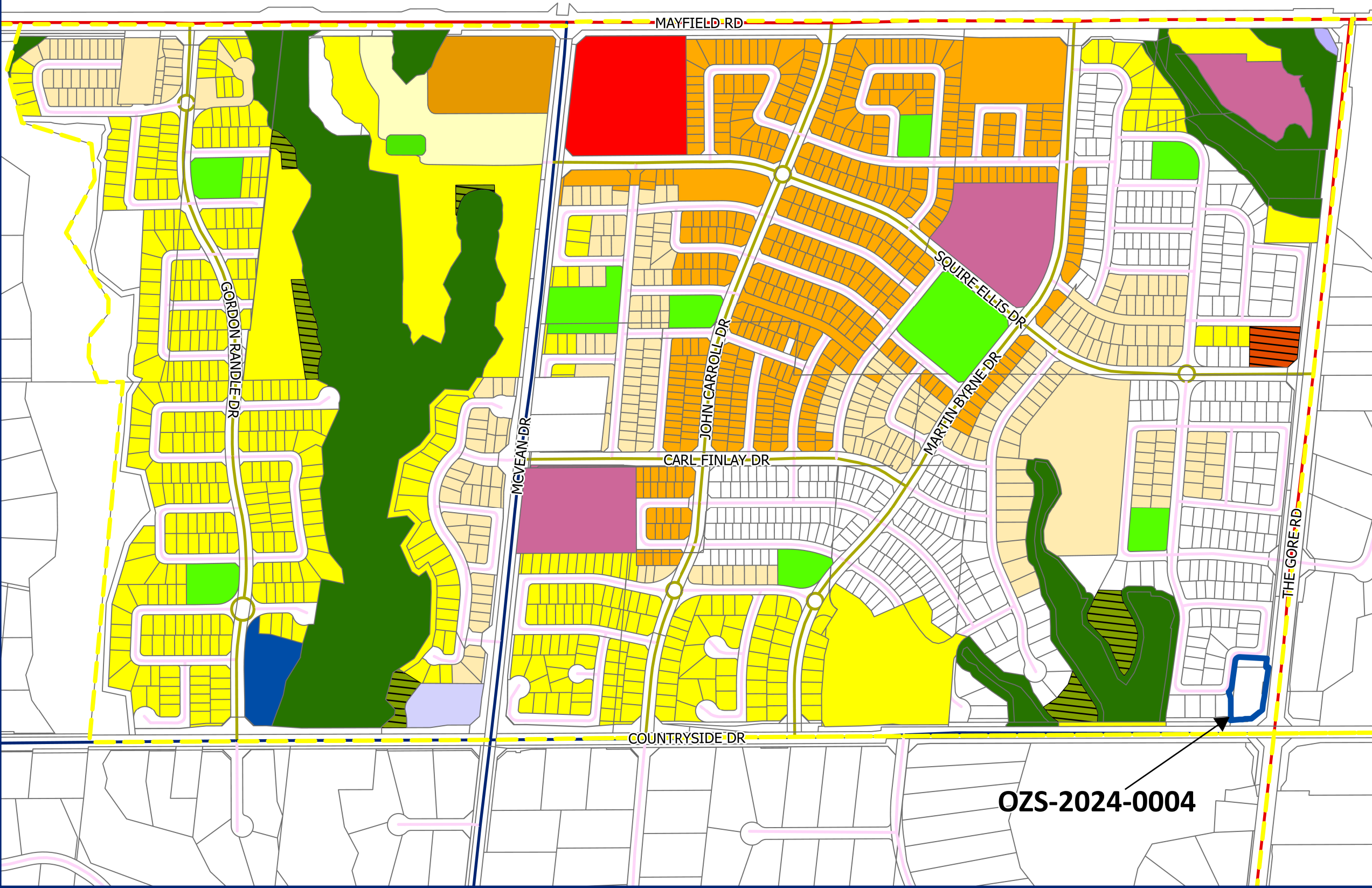
Applicant: Steven Giankolas
Owner: Siva Rama Krishna Prasad Ari




Author: CAntoine
Date: 2025/01/27

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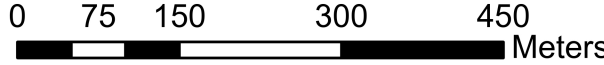
Legend



-  SPA 50
 -  LOW DENSITY RESIDENTIAL
 -  EXECUTIVE RESIDENTIAL
 -  EXECUTIVE TRANSITION RESIDENTIAL
 -  HAMLET OF WILDFIELD
 -  NATURAL HERITAGE SYSTEM
 -  NEIGHBOURHOOD PARK
 -  RESTORATION / ENHANCEMENT AREA
 -  PUBLIC ELEMENTARY SCHOOL
 -  SEPARATE ELEMENTARY SCHOOL
 -  CONVENIENCE RETAIL
 -  CONVENIENCE RETAIL
 -  RESTORATION/ENHANCEMENT AREA
 -  STORMWATER MANAGEMENT POND
 -  PARCEL FABRIC
 -  SUBJECT LANDS
- ROAD CLASSIFICATIONS**
-  MAJOR ARTERIAL
 -  MINOR ARTERIAL
 -  COLLECTOR
 -  LOCAL

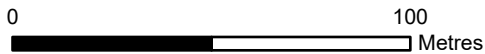
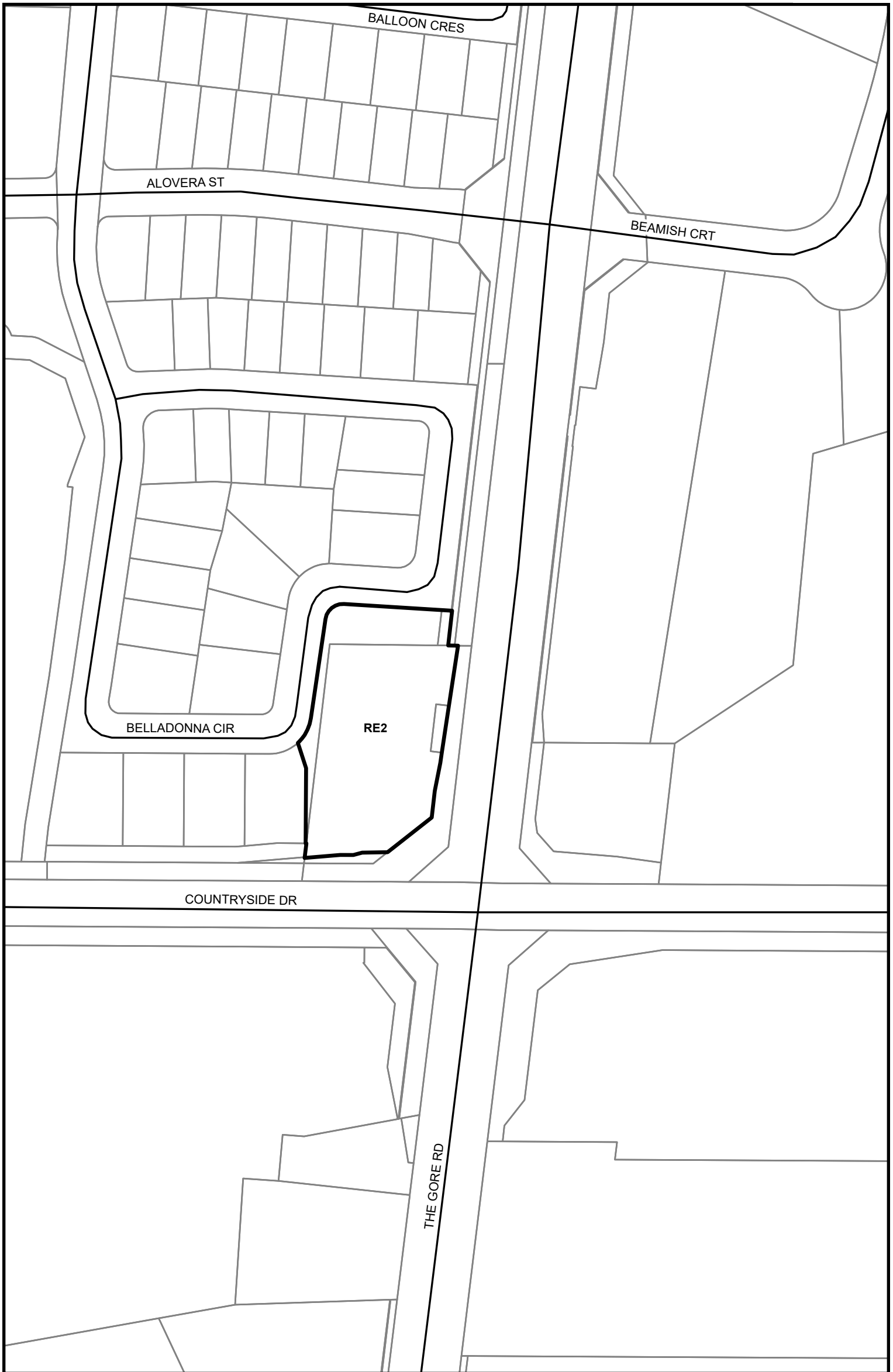


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Date: 2024/02/23

Schedule SP50(a)
 Vales of Humber Secondary Plan
 Chapter 50
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DETAILED PLANNING ANALYSIS
City File Number: OZS-2024-0004

Planning Act	
<i>Section 2 – Provincial Interest</i>	
Policy	Staff Comments
<p>2. (a) the protection of ecological systems, including natural areas, features and function (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 (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 is well designed encourages a sense of place and promotes for high quantity of public spaces</p>	<p>The proposal does not contain any natural heritage features and respects the nearby ecological system;</p> <p>The proposal provides efficient use of communication, transportation, sewage, and water wastewater management systems for the development.</p> <p>The proposal represents orderly development and is designed to establish a safe and healthy community.</p> <p>The proposal provides residential uses that are accessible for persons with disabilities by allowing homes to be altered for accessible purposes.</p> <p>The proposal provides for educational, health, social, cultural, and recreational facilities consistent with Block Plan 50-1 and 50-2.</p> <p>The proposal is within an appropriate location for growth and development as it will make efficient use of land and existing infrastructure.</p> <p>The proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian movement both within and surrounding the site area.</p> <p>The proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian movement both within and surrounding the site area.</p>
Provincial Policy Statement (PPS-2020)	
Policy	Staff Comments
<p>Section 1.1.1 of the PPS states that “healthy , livable, and safe communities are sustainable by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet longterm needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p>	<p>The Proposed Development demonstrates an efficient use of land by multiple built-form types which are required to sustain expected growth. The subject lands are suitable for a mix of residential uses. Therefore, the proposed development satisfies Section 1.1.1 within the PPS.</p>

<p>e) promoting the integration of land uses planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost - effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for person with disabilities and the elderly by addressing land use barriers which restrict their full participation on society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate</p>	
1.1.3 Settlement Area	
Policy	Staff Comments
<p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p>	<p>The proposed development is located within a settlement area as defined in provincial and municipal planning documents. The proposal demonstrates compact built form, a variety of housing typologies and supports housing opportunities in Brampton. The proposal supports compact built form in an area suited for intensification and supported by transit infrastructure. The proposed development satisfies Section 1.1.3.1, 1.1.3.2a,b,e,f, 1.1.3.4 and 1.1.3.6 within the PPS.</p>
<p>1.1.3.2 Land use patterns settlement areas shall be based on densities and mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed;</p>	
<p>1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety</p>	
<p>1.1.3.6 New Development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	
1.4 Housing	
Policy	Staff Comments
<p>1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p>	<p>The Proposed Development provides for an appropriate range and mix of housing options and densities, including the single detached dwellings and linked single detached dwellings with access to a variety of existing and proposed public service facilities, transit modes, and transportation networks. With projected growth forecasts, the proposed development contributes to required residential intensification in order to achieve densities well beyond the minimum target of 50 persons per hectare. The Proposed Development will assist the City in meeting existing and future housing needs for its residents as well as achieving the City's housing pledge to deliver 13,000 new homes by 2031. Therefore, the proposed development satisfies Section 1.4 .1 and 1.4.3 of the PPS.</p>
<p>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and</p>	

<p><i>densities to meet project requirements of current and future residents of the regional market area by:</i></p> <p><i>b) Permitting and facilitating:</i></p> <p style="padding-left: 40px;"><i>1. all forms of housing required to meet the social, health and well-being requirement of current and future residents, including special needs requirement and needs arising from demographic changes and employment opportunities;</i></p> <p><i>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and project needs;</i></p> <p><i>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in area where it exists or is to be developed;</i></p>	
1.7 Long-Term Economic Prosperity	
Policy	Staff Comments
<p><i>1.7.1. Long term economic prosperity should be supported by:</i></p> <p><i>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i></p> <p><i>c) optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;</i></p> <p><i>e) encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</i></p>	<p>The proposed development has been designed allowing for more efficient use of land by accommodating additional residential density on the site while utilizing and building upon the existing municipal infrastructure in the area. In addition, the overall subdivision permits a mix of housing options and land uses optimizing existing and planned transportation networks while conserving the community's natural features.</p>
Regional Official Plan	
5.6 The Urban System	
Policy	Staff Comments
<p><i>5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.</i></p>	<p>The proposed development provides a sustainable development within the Urban System establishing it as part of a healthy complete community. It creates a compact community that offers dwelling units allowing residents to live in the community as they age. The road system is supportive of transit and facilitates easy and convenient modes of transportation.</p>
<p><i>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.</i></p>	
<p><i>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.</i></p>	
<p><i>5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.</i></p>	
<p><i>5.6.5 To promote crime prevention and improvement in the quality of life.</i></p>	
<p><i>5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.</i></p>	
5.4 Growth Management	
Policy	Staff Comments

5.4.2 To establish minimum intensification, employment density, and greenfield density targets.	The proposed development represents the development of an underutilized area within a planned, vibrant and compact community consisting of residential uses that meet the Region of Peel and Growth Plan management objectives. Growth strategies are addressed through timing of the development in the already established Block Plan where development is widely complete. Although the proposed population density of 33.33 persons per hectare does not meet the Greenfield Density for Brampton, it is important to note that the subdivision will be integrated into an existing neighbourhood of residential units that collectively meets the population density.
5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.	
5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.	
5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.	
5.4.6 To optimize the use of the existing and planned infrastructure and services	
5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.	
5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.	
5.9 Housing	
Policy	Staff Comments
5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing	The Proposed Development demonstrates multiple forms of housing through both single detached and linked single detached dwellings that allows for optimal use of the site, satisfying policies 5.9.1, 5.9.2, 5.9.4, 5.9.5, and 5.9.6 The Draft Plan of Subdivision proposes an appropriate type of housing that is reflective of the surrounding area. Although the lot at the corner of two arterial roads, the property is located in an area of Peel that almost exclusively contains single detached type of dwellings at a low density. The Draft Plan does not need to adhere to Table 4 of the Peel Official Plan for incorporating specific affordable housing targets because there are less than fifty units proposed.
5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.	
5.9.3 To ensure an adequate supply of rental housing stock to meet local need.	
5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development	
5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services	
5.9.6 To consider barriers to housing, including social and economic factors	
5.10 Transportation Systems	
Policy	Staff Comments
5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.	The proposed development has been designed to accommodate various forms of transportation. Belladonna Circle is a quiet local street that contains a sidewalk and encourages active transportation and pedestrian activity. The Gore Road is a regional road and along with Countryside Drive, has undergone improvements and widening in recent years to accommodate the increased population from the Block Plan. Sidewalks and multi use trails are available on these arterial roads that are friendly for pedestrians, cyclists and transit users
5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.	
5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.	
5.10.4 To avoid, or if avoidance is not possible, minimize and mitigate transportation related air pollutants and	

<i>greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life for all in the Region of Peel.</i>	
<i>5.10.5 To support a transportation system that enhances economic vitality and growth in the Region.</i>	
<i>5.10.6 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.</i>	
City of Brampton Official Plan (2006)	
3.2.2 Built Boundary and Designated Greenfield Areas	
Policy	Staff Comments
<i>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.</i>	The concept plan consisting of multiple low-density built forms is consistent with policies relevant to the Greenfield designation. The proposed concept contributes to the minimum required density target for the Designated Greenfield Area. This satisfies policy 3.2.2.2 of the report.
3.2.8 Communities	
Policy	Staff Comments
<i>3.2.8 Communities ... New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities 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. Convenient access to public transportation and option for safe, non-motorized travel is also provided...</i>	The concept plan demonstrates a variety of housing typologies that will assist in the development of a Complete Community within the Designated Greenfield Area. The concept plan further achieves the development of a Complete Community by proposing optimal use of an underutilized lot. The configuration of proposed lots helps achieve a sense of community and identity throughout the concept plan, satisfying the goals for future Communities outlined under Section 3.2.8 of the Brampton Official Plan (2006).
4.2 Residential	
Policy	Staff Comments
<i>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...</i>	The proposed application provides residential dwellings that take into consideration an appropriate mixture of housing for a range of household incomes for the area and facilitate the formation of complete communities. This satisfies sections 4.2.1.1 of the Official Plan.
Brampton Plan (2024)	
2.1.1 Principles for the City Structure	
Policy	Staff Comments
<i>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.</i>	The proposed development is part of a larger community that is vibrant, sustainable and with an accessible mix of housing sizes designed to meet the City's planning and growth target of 51 residents and jobs per hectare. Although the subject lands are located outside of the Built Boundary, they are within the Designated Greenfield Area, identified by the Province, and are intended to accommodate growth until 2051. Vales of Humber Secondary Plan is designed to be a complete community with residential uses and integrated commercial, institutional and open space uses.
2.2.7 Neighbourhoods	
Policy	Staff Comments
<i>2.2.7.2 The City-wide Urban Design Guidelines will be used to evaluate and provide guidance on infill</i>	

<p>proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.</p>	<p>The proposed development is integrated with the surrounding planned and existing neighbourhoods as</p>
<p>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:</p> <p>a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;</p> <p>b. A grid network of interconnected streets and pedestrian routes that define development blocks;</p> <p>c. Parks and open spaces, community facilities, schools and public buildings to support existing and new residents and workers;</p> <p>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;</p> <p>e. Access to transit, walking, and cycling and accessible and comfortable connections to the surrounding streets and open spaces;</p> <p>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;</p> <p>g. Development that promotes a compact built form and opportunities for intensification; and,</p> <p>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;</p>	<p>envisioned through the approved Block Plan. Economic efficiency is achieved through the development of three single detached and two linked single detached residential dwellings in an underutilized area supporting the projected 10-year regional targets for this area. Housing in the subdivision complies with short- and long term prosperity as new units are added by this development into the Block Plan. Single detached dwellings are proposed to reflect the surrounding executive residential neighbourhood while a linked single detached lot is proposed to provide a diversified built form attracting a varied array of residential lifestyles. This style of housing contributes towards a vibrant, sustainable, and accessible residential community that is designed to suit families of different sizes, ages and incomes.</p>
<p>Vales of Humber Secondary Plan (SP50)</p>	
<p>5.1.2 Executive Residential</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>5.1.2.1 Lands within the “Executive Residential” designation shall be developed with a variety of wide frontage (50-80 foot) single detached lots. In addition, the secondary plan has been designed to accommodate anchor lots, defined as measuring 21 metres (70 feet) or greater in frontage, in appropriate locations. The criteria for the location and distribution of anchor lots will be set out in the approved Community Design Guidelines.</p>	<p>Under the Vales of Humber Secondary Plan, the subject site is designated as ‘Executive Residential’.</p> <p>The Secondary Plan designates the lands at the northwest corner of The Gore Road and Countryside Drive as Executive Residential. Executive Residential policies within the Secondary Plan speak to provisions such as wide frontages (50-80 ft) with a maximum density of 14.5 units per net residential hectare and a minimum lot depth of 35 metres. In addition, a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) are permitted, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System.</p>
<p>5.1.2.2 As shown on Schedule SP50(a), “Executive Residential” areas shall be located along valleylands and other natural heritage features, community edges (other than Mayfield Road), and adjacent to the Hamlet of Wildfield.</p>	
<p>5.1.2.3 In areas designated “Executive Residential” on Schedule SP50(a), the following policies will apply:</p> <ul style="list-style-type: none"> i) a maximum density of 14.5 units per net residential hectare (6 units per net acre) for the lands designated “Executive Residential”; ii) a minimum lot width of 15.2 metres (50 feet); iii) the secondary plan will generally be designed for a minimum lot depth of 35 metres (115 feet), however, the City will permit lot depths 	<p>The proposed dwellings incorporate distinctive architectural design features that contribute to an aesthetically pleasing streetscape and meet the needs of residents interested in upscale executive housing. Specifically, the single detached units are proposed to have lot frontages of 15.67m lot depths around 50m whereas the linked single detached</p>

<p>less than 35 metres (115 feet) where there are lotting constraints;</p> <p>iv) a limited number of wide shallow lots may be provided within the designation provided the overall lot size meets or exceeds 464.5 square metres (5,000 square feet);</p> <p>v) a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) shall be provided, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System. Lots at the lower end of the range will be located adjacent to the “Executive Transition” and “Low Density Residential” designations; and,</p> <p>vi) in the order of 690 lots shall be provided in the “Executive Residential” designation of this plan, which shall contribute towards the Official Plan requirement for a minimum of 1,000 upscale executive housing units within the secondary plan area. If the 690 minimum number of lots cannot be achieved within the “Executive Residential” designation, additional executive lots will be provided within the “Executive Transition” designation without an amendment to this Plan, provided the lots meet the executive size criteria set out in 5.1.2.3 i), ii), iii) and iv) and the total number of executive lots meets or exceeds the 1,000 unit target.</p>	<p>dwelling are proposed to have lot frontages of 18.35m and lot depths of around 50m. The residential density is proposed at 8.62 units per hectare which conforms to the Executive Residential density of the Secondary Plan.</p> <p>An amendment to the Secondary Plan is required to permit the proposed linked single detached house that does not conform with the Executive Residential designation.</p>
<p>5.1.2.4 Executive Residential lots along Collector Road A shall, where possible, be orientated with the frontage facing the Collector Road. If this is not possible, it is preferred that the flankage elevation facing Collector Road A contain the main entrance to the dwelling and be the subject of a high degree of architectural detailing in order to foster an upscale community image.</p>	
<p>Block Plan - Vales of Humber - BP50</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>The Vales of the Humber Community Design Guidelines (CDG) is an approved document that outlines the detailed planning and development for neighborhoods identified as Block Plan 50-1 and 50-2. It covers the subject property and the lands generally located west of The Gore Road, south of Mayfield Road, north of Countryside Drive and east of Gordon Randle Drive.</p>	<p>The subject lands are identified as 'Executive Residential' within the Vales of Humber Block Plan. The proposed development follows and conforms with the CDG by conforming to the architectural guidelines and structure as outlined in the CDG.</p>
<p>City of Brampton Zoning By-law 270-2004</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>Residential Rural Estate Two – RE2</p>	<p>Under the City of Brampton’s Comprehensive Zoning By-law 270-2004, the Subject Lands are zoned 'Residential Rural Estate Two – RE2’. Please refer to Section 11.2 of the Zoning By-law for provisions related to Residential Rural Estate Two. A Zoning By-law Amendment is required to permit the development of three single detached dwellings and a linked single detached dwellings comprised of two units.</p>

RESULTS OF THE PUBLIC MEETING

City File Number: OZS-2024-0004

Results of the Public Meeting (April 8, 2024)

OZS-2024-0004

Monday, April 8, 2024

Members Present: Regional Councillor M. Palleschi - Wards 2 and 6
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 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
Carolyn Crozier, Manager, Development Services
Michelle Gervais, Planner, Integrated City Planning
Samantha DeLaPena, Planner, Development Services
Harjot Sra, Planner, Development Services
Sadaf Shahid-Hussain, Planner, Development Services
Andrew Ramsammy, Planner, Development Services
Divjot Singh, Advisor, Special Projects, Development Services
Nicole Hanson, Planner, Development Services
Nasir Mahmood, Planner, Development Services
Paul Brioux, Planner, Development Services
Charlotte Gravlev, Acting City Clerk
Tammi Jackson, Legislative Coordinator
Gagandeep Jaswal, Acting Legislative Coordinator

The meeting was called to order at 7:02 p.m. and adjourned at 9:33 p.m.

As this Planning and Development Committee Meeting was conducted with electronic and in-person participation by Members of Council, the meeting started with calling the roll for attendance at the meeting, as follows:

Members present during roll call: Regional Councillor Palleschi (Chair), Regional Councillor Santos, Regional Councillor Vicente, Regional Councillor Brar, Regional Councillor Medeiros, Regional Councillor Fortini, Regional Councillor Toor, and City Councillor Power.

Members absent during roll call: Mayor Brown (ex officio), Deputy Mayor Singh (personal), and Regional Councillor Keenan (personal).

Results of the Public Meeting

Item 5.3 was brought forth: Staff Presentation re: Application to Amend the Zoning By-law and Draft Plan of Subdivision, Siva Rama Krishna Prasad Ari, 11038 The Gore Road, Ward 10, File: OZS-2024-0004

In response to the Chair's query if anyone present would like to see a presentation, or delegate to this item, no one responded. Therefore, the Chair proceeded to adjourn this public meeting item.

The following motion was considered:

PDC057-2024

That the presentation from Sadaf Shahid-Hussain, Planner, Development Services, to the Planning and Development Committee Meeting of April 8, 2024, re: **Application to Amend the Zoning By-law and Draft Plan of Subdivision, Siva Rama Krishna Prasad Ari, 11038 The Gore Road, Ward 10, File: OZS2024-0004**, be received.

Results of the Public Meeting (September 23, 2024)

OZS-2024-0004

Monday, September 23, 2024

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 Zbogar, Director, Integrated City Planning
Angelo Ambrico, Manager, Development Services
Ellis Lewis, Planner, Development Services
Arjun Singh, Planner, Development Services
Sadaf Shahid-Hussain, Planner, Development Services
Jessica Yadav, Planner, Integrated City Planning
Harjot Sra, Planner, Development Services
Tristan Costa, Planner, Integrated City Planning
Genevieve Scharback, City Clerk
Tammi Jackson, Legislative Coordinator
Gagandeep Jaswal, Legislative Assistant

The meeting was called to order at 7:01 p.m. and adjourned at 8:15 p.m.

As this Planning and Development Committee Meeting was conducted with electronic and in-person participation by Members of Council, the meeting started with calling the roll for attendance at the meeting, as follows:

Members present during roll call: Regional Councillor Palleschi (Chair), Deputy Mayor Singh, Regional Councillor Santos, Regional Councillor Vicente, Regional Councillor Brar, Regional Councillor Keenan, Regional Councillor Medeiros, Regional Councillor Fortini, Regional Councillor Toor, and City Councillor Power.

Members absent during roll call: Mayor Brown (ex officio).

Results of the Public Meeting

Items 6.2 and 11.1 were brought forward and dealt with at this time.

Sadaf Shahid-Hussain, 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, Brampton plan designation, secondary plan designation, block plan designation, zoning by-law, official plan amendment, zoning by-law amendment, key issues and considerations, and current status.

The following delegations addressed Committee and expressed their concerns and comments with respect to the subject application:

- Jatin Chopra, Brampton Resident
- Ronit Bhavsar, Brampton Resident
- Trisha Bhavsar, Brampton Resident
- Satyendra Bhavsar, Brampton Resident
- Rupinder Bhatia, Brampton Resident

Committee consideration of the matter included concerns and comments from the delegates with respect to the following:

Issue: misalignment with the existing characteristics of the neighbourhood

Response: The applicant has provided appropriate justification for the density and proposed dwelling types other than the single detached homes contemplated in their proposal. This is 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 of underutilized areas to increase housing supply for projected growth.

The subject site is zoned Executive Residential, similar to the surrounding subdivision. The development achieves the provisions of this zone through the three single detached dwellings being proposed as part of the application. The two linked single detached dwellings maintain the intent of the zone provisions but require a special section to allow for a shared driveway and/or shared underground footings. These items are considered minor that will not misalign the proposed built form of the dwellings with the existing characteristics of the neighbourhood.

Issue: concerns regarding the effect on the aesthetics of the neighbourhood

Response: An Addendum to the Vales of Humber Block Plan Areas 50-1 & 50-2 Community Design Guidelines was submitted by the applicant that demonstrates how the application meets the principles set out in the area's Community Design Guidelines, the Council approved Architectural Control Guidelines for Ground-Related Residential Development (ACGRRD) and the City-Wide Development Design Guidelines. This was reviewed and accepted by Urban Design Staff in coordination with other departments that provided comments.

The proposed built form will maintain the superior quality housing that reflects the community's planned upscale, executive character. The proposed homes will have high standard of architectural design quality and will also provide a cohesiveness amongst the different housing types proposed (single detached and linked single detached).

Issue: potential negative effect on property value

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.

Issue: incongruent with City's existing plans for the neighbourhood

Response: The proposed development is located within a Designated Greenfield Area in the City of Brampton. The site is part of a larger planned development (Vales of Humber Block Plan 50) that has mostly been constructed. The Block Plan supports the establishment of complete communities for active transportation, and provides the integration and sustainability of viable transit services. This proposed development promotes residential growth in an underutilized area that is in keeping with the growth targets recommended by the Growth Plan and lower tier municipality policies. The compact design and small site ensure that services and amenities are easily accessible to residents by walking, transit and person vehicles.

In addition, the proposed development is integrated with the surrounding planned and existing neighbourhoods as envisioned through the approved Block Plan. Economic efficiency is achieved through the development of three single detached and two semi-detached residential dwellings in an underutilized area supporting the projected 10-year regional targets for this area. Housing in the subdivision complies with short- and long term prosperity as new units are added by this development into the Block Plan. Single detached dwellings are proposed to reflect the surrounding executive residential neighbourhood while a semidetached lot is proposed to provide a diversified built form attracting a varied array of residential lifestyles. This style of housing contributes towards a vibrant, sustainable, and accessible residential community that is designed to suit families of different sizes, ages and incomes. To reiterate, the proposal aligns with the City's existing plans for the neighbourhood and overall area through with the City's plans for future intensification to achieve housing targets and sustain population growth.

Issue: insufficient space for proposed entry/exit access point

Response: The proposed development is designed to have lots fronting a local road to connect to the existing network improving mobility in the neighbourhood. There will be no access to the arterial roads bordering the site and road widenings have been implemented for these roads to accommodate the increased number of vehicle and

pedestrian traffic as a result of the Secondary Plan build-out. The proposal shows driveway access points from Belladonna Circle along each single detached dwelling lot and linked single detached lots. Traffic has reviewed the proposed entry/exit points from Belladonna Circle and has provided clearance. Proposed driveways meet the current City standards and other satisfactory arrangements as determined by PW&E.

Issue: detrimental impact to the ecosystem/green space

Response: A review of the submitted arborist report was conducted. The inventory documented 101 trees on and within ten metres of the subject property. The removal of all trees is required to accommodate the proposed development. Re-grading is proposed up to the property boundary and the preservation of trees is not possible. However, the City requires replacement for the removal of healthy trees. As such, a total of 179 replacement planning are required as per City standards to minimize the risk of detrimental impacts to the existing ecosystem/green space.

Environmental Engineering has also reviewed the proposal and confirm that they are generally satisfied that the site can achieve the grading, storm servicing, and stormwater management proposed.

Registered delegate, Japji Mangat, was not in attendance, therefore their delegation was withdrawn.

The following motion was considered:

PDC173-2024

1. That the presentation from Sadaf Shahid-Hussain, Planner, Development Services, to the Planning and Development Committee Meeting of September 23, 2024, re: **Application to Amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision, Candevcon Ltd., on behalf of Siva Rama Krishna Prasad Ari, 11038 The Gore Road, Ward 10, File: OZS-2024-0004**, be received;
2. That the following delegation re: Application to Amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision, Candevcon Ltd., on behalf of Siva Rama Krishna Prasad Ari, 11038 The Gore Road, Ward 10, File: OZS-2024-0004 to the Planning and Development Committee Meeting of September 23, 2024, be received; and
 1. Jatin Chopra, Brampton Resident
 2. Ronit Bhavsar, Brampton Resident
 3. Trisha Bhavsar, Brampton Resident
 4. Satyendra Bhavsar, Brampton Resident
 5. Rupinder Bhatia, Brampton Resident

3. That the following correspondence re: Application to Amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision, Candevcon Ltd., on behalf of Siva Rama Krishna Prasad Ari, 11038 The Gore Road, Ward 10, File: OZS-2024-0004 to the Planning and Development Committee Meeting of September 23, 2024, be received:
 1. Harpreet Gill, Brampton Resident, dated September 2, 2024
 2. Japji Mangat, Brampton Resident, dated September 16, 2024
 3. Binpreet Josan, Brampton Resident, dated September 16, 2024

CORRESPONDENCE RECEIVED
City File Number: OZS-2024-0004

-----Original Message-----

From: Harpreet Gill <[REDACTED]>

Sent: Monday, September 2, 2024 6:47 PM

To: City Clerks Office <City.ClerksOffice@brampton.ca>

Subject: [EXTERNAL]Location: 11038 The Gore Road City File #: OZS-2024-0004 Ward: 10 The property is located at the northwest corner of The Gore Road and Countryside Drive

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello Sir/Madam

houses in our neighbourhood's because it affects our neighbourhood but we are ok with previous plans to built 4 detached houses please advise. Thank you

[REDACTED]
Jasvir Gill
[REDACTED]

We are not agreeing to put 2 semi detached houses in our neighbourhood but we are ok with previous plans to built 4 detached houses please advise. Thank you

Regards

Harpreet Singh Gill &
[REDACTED]

From: **japji mangat** <[REDACTED]>
To: **Shahid-Hussain, Sadaf** <Sadaf.ShahidHussain@brampton.ca>
CC: **City Clerks Office** <City.ClerksOffice@brampton.ca>
Subject: [EXTERNAL]Feedback: City File #OZS-2024-004
Date: 16.09.2024 13:31:00 (+02:00)
Attachments: Not-permitted exterior.png (1 page), Permitted Exterior.png (1 page)

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Good Afternoon

This email is in response to the feedback requested by the City of Brampton with respect to the City File #OZS-2024-004. As a fellow resident and homeowner in directly affected areas, I support the this development as long as the City and the developer makes sure that during the site-plan application process, architectural approvals and in construction process these following recommendations are adhered to:

- 1) The draft of the meeting sent by the City is not clear at all. Block 1 appears to be 2 semi-detached homes which should not be permitted; only detached properties should be permitted in this area. Two semi-detached properties are going to horribly affect the esthetics, design, value, built and the by-laws governing the neighborhood. Detached structures with a minimum 50 ft front and 2 car garages on the front of the property should be permitted. Nothing lower than this should be allowed.
- 2) The houses being built should feature Georgian or French Chateau exterior which aligns with the existing houses built in the neighborhood. The new built should not feature new contemporary designs which are against the design and layout of the existing neighbourhood (Permitted and Non-permitted layouts are attached for your reference)
- 3) The ceiling height on the Main floor should be a minimum of 10 ft and 9 ft on the second floor.
- 4) Overall the properties should aesthetically align with the overall fit and finish of the neighborhood rather than delineate from the overall design of the neighborhood.

I would love to speak about this in the meeting via Zoom, please send me the link. If I am unable to appear please forward my opinion recommendations to the authorizing personal.

Thanks for your time.

Kind Regards
Japji Mangat

[REDACTED]





From: **Jatin Chopra** <[REDACTED]>
To: **City Clerks Office** <City.ClerksOffice@brampton.ca>; **Shahid-Hussain, Sadaf** <Sadaf.ShahidHussain@brampton.ca>
[REDACTED]
CC: [REDACTED]
Subject: [EXTERNAL]Letter - 17 Sept 2024 - 11038 The Gore Road Brampton
Date: 17.09.2024 20:15:57 (+02:00)
Attachments: Letter to City of Brampton - 17 Sept 2024 - 11038 The Gore Rd.pdf (2 pages)

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good Afternoon Clerks of the City of Brampton,

Please see attached to this email a letter sent on behalf of the residents of the neighborhood to 11038 The Gore Rd ("property") opposing development on the property.

Please reply all to any correspondence with the residents via email.

Thank you
Jatin Chopra

September 17, 2024

Planning, Building and Growth Management Department
2 Wellington Street West, 3rd Floor
Brampton ON L6Y 4R2

Re: 11038 The Gore Road, Brampton (the “property”)
City File No.: OZS-2024-0004

Dear Sir/Madam,

We are the residents neighboring the property. We are writing this letter to oppose the development proposed on this property. The development that is proposed does not align with the character of the neighborhood.

The neighborhood immediate to this property is only made up of single-family detached dwellings, with a lot frontage of at least 70 feet. There is no other type of dwelling in the neighborhood other than single-family detached dwellings. The Belladonna Circle is the immediate neighborhood to this property. All the properties currently existing on this Belladonna Circle are single-family detached dwelling having a lot frontage of at least 70 feet.

The existing owners on Belladonna Circle bought their houses using their lifetime savings considering that the Belladonna Circle neighborhood is only comprised of detached dwellings and no other type of houses are allowed on it. The current detached dwellings on this Belladonna Circle are having a minimum lot frontage of 70 feet in order to maintain the character of this neighborhood. Belladonna Circle is an executive type single-family detached dwelling neighborhood. It would be a grave and serious injustice to the residents neighboring this property if any development other than a single-family detached dwelling is allowed on it.

Belladonna Circle, immediate to this property, is a closed street in a way that there is no immediate entry or exit point. The proposed development is also not suitable for reasons due to traffic intensification and safety. The proposed development would create five additional driveways, which would further intensify the traffic on Belladonna Circle, thus creating safety concerns for the residents. Since Belladonna Circle is a closed street, the infrastructure does not support the development proposing five driveways on the property.

The proposal of two linked semi-detached units goes strongly against the character of not only Belladonna Circle but the entire subdivision in general, within the four corners of Gore Road, Mayfield Road, McVean Drive, and Countryside Drive, because there are no semi-detached units in the entire subdivision. The residents strongly object and oppose the development of two linked semi-detached units on this property.

The property currently is a single-family detached dwelling, containing mature trees that support a variety of flora and fauna. The residents of Belladonna Circle see the flora and fauna daily on the property. The development proposed on this property will disturb the flora and fauna on this property.

The residents oppose the development, in its entirety, on the property.

In the alternative, the residents suggest that any development to be proposed on this property should be similar to the houses currently situated on Belladonna Circle. The house currently situated on Belladonna Circle are executive type single-family detached dwellings with a lot frontage of at least 70 feet. Any other development in contradiction to the current style of houses on Belladonna Circle is opposed by the residents.

This letter is sent on behalf of the residents whose name and addresses are submitted in the attached Schedule "A" list of the residents. This letter is sent unanimously on behalf of the residents mentioned in Schedule "A" below.

Any response to this letter is to be sent to all the residents in Schedule "A" via email and post.

Yours Truly,
Residents neighboring the property
See Schedule "A" for list of the residents.

SCHEDULE "A"

NAME	EMAIL	ADDRESS
Rupinder Bhatia	[REDACTED]	[REDACTED]
Inder Chopra	[REDACTED]	[REDACTED]
Daljit Sahota	[REDACTED]	[REDACTED]
Inderjit Singh Walia	[REDACTED]	[REDACTED]
Ashwani Sood	[REDACTED]	[REDACTED]
Jasbir Singh Chahal	[REDACTED]	[REDACTED]
Satvinder Singh Bhatia	[REDACTED]	[REDACTED]
Gary Garcha	[REDACTED]	[REDACTED]
Navjot Singh Bhatti	[REDACTED]	[REDACTED]
Yadwinder Brar	[REDACTED]	[REDACTED]
Anmol Singh Lally	[REDACTED]	[REDACTED]
Jatin Chopra	[REDACTED]	[REDACTED]
Bikrambir Singh Viridi	[REDACTED]	[REDACTED]

From: **binpreet josan** <[REDACTED]>
To: **City Clerks Office** <City.ClerksOffice@brampton.ca>; **Shahid-Hussain, Sadaf**
<Sadaf.ShahidHussain@brampton.ca>
Subject: [EXTERNAL]OZS-2024-0004 ward 10 concerns
Date: 16.09.2024 18:29:42 (+02:00)

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Hello City Clerks Office/Sadaf,

Hope this email finds you well!

Reaching out in response to the notice delivered regarding OZS-2024-0004 for new dwellings proposed at 11038 The Gore Road. The concern is in regards to the update in the design that includes 2 semi detached units being proposed along with the detached units at the location.

As a homeowner neighbour at [REDACTED] just want to bring the concerns of the community including myself of introducing semi detached units in the Area as there are no other semi detached units in the entire community and this may reflect on the property prices in the area which comprises of only detached homes in the area. The concern can be addressed by replacing the semi detached units in the plan to detached dwellings.

please feel free to reach out for any further communication on this matter.

Regards,
Binpreet Josan

[REDACTED]

From: **arunsharma5** <[REDACTED]>
To: **Shahid-Hussain, Sadaf** <Sadaf.ShahidHussain@brampton.ca>
Subject: [EXTERNAL]OZS-2024-004 Belladona proposal
Date: 22.09.2024 20:46:47 (+02:00)

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I object to this development in my neighbourhood.
Thks

Sent from my Galaxy

RESULTS OF APPLICATION CIRCULATION

City File Number: OZS-2024-0004

February 15, 2024

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Sadaf Shahid-Hussain

Re: Request for Comments
Siva Rama Krishna Prasad Ari
11038 The Gore Road
City File Number: OZS-2024-0004
Alectra EP File: O1-31

Dear Sadaf,

As per your request for comments regarding the above project, we respond as follows:

Please include the following as conditions of approval:

- 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 <https://alectrautilities.com/find-form?parent=9> (under Construction Services).
- 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).
- 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.
- 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.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions (Central)

March 6, 2024

Sadaf Shahid-Hussain
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Sadaf:

**Re: Notice of Application and Request for Comments
Proposed Draft Plan of Subdivision
11038 The Gore Road
Northwest corner of Countryside Dr and The Gore Rd
File: 21T-24002B (OZS 2024-0004)
City of Brampton – Ward 10**

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 4 detached units, which are anticipated to yield:

- 1 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	St. Patrick	223	383	0
Secondary School	Cardinal Ambrozic	1537	1245	12

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 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)

BRAMPTON – BramPlanOnline

Property Address: 11038 The Gore Road
Application Type: Draft Plan of Subdivision
File No: OZS-2024-0004
Project Proposal: Four single-detached dwellings
Due Date: 4 March 2024

We have reviewed the proposal for new residential units on the subject property, and offer the following comments:

Airport Zoning Restrictions:

According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.

Landuse.Planning@GTAA.com

February 26, 2024

Sadaf Shahid-Hussain
 Planner
 City of Brampton
 1 Wellington Street
 Brampton, ON L5B 3C1

Dear Sadaf,

RE: **Zoning By-law Amendment Application and Plan of Subdivision
 Application
 Candevcon Group Inc.
 11038 The Gore Rd
 OZS-2024-0004
 City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 4 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
3	1

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
Pte. Buckam Singh P.S.	622	600	5
Sandalwood Heights S.S.	1,023	1,482	0

PDSB requires the following conditions be placed in the Subdivision 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)."

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

March 22, 2024

Sadaf Shahid Hussain
Planner I
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
sadaf.shahidhussain@brampton.ca

**RE: Proposed Draft Plan of Subdivision and Zoning Bylaw Amendment
11038 The Gore Road
Siva Rama Krishna Prasad Ari
City File: OZS-2024-0004 and 21T-24002B
Region File: 21T-24002B and RZ-24-004B**

Dear Sadaf,

Region of Peel Staff have reviewed the 1st submission (received February 13, 2024 and March 6, 2024) for the above noted draft plan of subdivision and zoning by-law amendment to facilitate the development of 4 single-detached dwellings and a noise buffer block on the subject lands, and provide the following comments:

Region of Peel Conditions of Draft Approval

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.

PART A: General Comments

The following general comments and requirements are provided to assist the developer in the preparation of the related drawings.

Development Engineering

- Block 3 (0.3m Reserve) to be eliminated since Block 1 (Buffer Block) will be dedicated to the municipalities.
- Block 1 must be split up for:
 - A separate Block along The Gore Road and behind the daylight triangle (to be dedicated to the Region); and
 - A Block along Countryside Drive (to be dedicated to the City).

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 1200mm sanitary sewer on The Gore Road and a 250mm sewer on Belladonna Circle.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Water Facilities

- The lands located within are in Water Pressure Zone 5.
- Municipal water supply infrastructure consists of a 400mm watermain on The Gore Road and a 150mm watermain on Belladonna Circle.
- A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.

Region Roads

- The proposed development abuts The Gore Road, Regional Road #8.
- The Developer will be required to gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region a road widening pursuant to the Region's Official Plan along Regional Road #8 (The Gore Road).
- Region of Peel will not permit any changes to grading within The Gore Road ROW along the frontage of proposed development.
- No lots or blocks shall have direct access to The Gore Road. Any future access shall be in accordance with The Region Access Control By-law.
- Under no circumstances should the flow of storm water from the development be diverted into the Regional right of way (by pipe or channel).
- The Developer shall submit to the Region.
 - Storm Drainage Study Report to determine and demonstrate, that there is no adverse effect of the proposal on the existing structures and drainage along The Gore Road;
 - Traffic Impact Study (TIS) detailing the impact of the Development on the Regional road network and identifying any mitigation measures.

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

- There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain, or road improvements in the Five-Year Capital Budget and Forecast.

Waste Management Requirements

- The subject site is not within the vicinity of a landfill site.
- Waste management has no concerns with the plan of subdivision included in the submission.
- Prior to registration of the plan of subdivision, the Region will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 3.0 of the Waste Collection Design Standards Manual (WCDSM) conditions being met and labelled on a Waste Management Plan:
 - The Waste Management Plan Must Demonstrate the Following:
 - Each dwelling unit within a development must have its own identifiable collection point depicted on the drawing. See Appendix 9 of the WCDSM.
 - 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.

- 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>

Real Estate Comments

- There are no Region easements on site.
- The submitted Draft plan shows a widening Block 2 adjacent The Gore Road. Please note there should also be a reserve between the widening and street 2.

Public Health Recommendations

- Achieving better health through community design is one of the several reasons for establishing compact, complete communities. When neighbourhoods are designed to be walkable and are serviced with public transit, there is the potential to reduce social and health inequities with increased access to transportation options, services, and local amenities. While this proposal is well connected to the surrounding subdivision, please indicate the sidewalk width on the future plan and ensure it meets a minimum width of 1.5 m.

PART B: Draft Plan Conditions

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 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

- 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 #8 (The Gore Road). The Region's Official Plan road widening requirement for mid-block along The Gore Road is 45 metres right-of-way (22.50 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 The Gore Road);
 - b) 15m x 15m daylight triangle at the intersection of The Gore Road and Countryside Drive.
 - c) 4.5m buffer block along the frontage of The Gore Road and behind the daylight triangle.
- 5. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Access

- 6. 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.
- 7. No lots or blocks shall have direct access to The Gore Road. Clauses shall be included in the Subdivision Agreement in respect of same.
- 8. 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 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 shall 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.

Traffic/Development Engineering Conditions

10. The Developer shall acknowledge and agree that:

- a) Landscaping, signs, cranes, 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.

Drawings – Servicing and “As Constructed”

11. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
12. 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

13. 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.
14. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
 - 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.Clauses shall be included in the Subdivision Agreement in respect of same.

15. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
16. 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.

17. 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.
18. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
19. 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.
20. 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
21. 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
 - c) 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.

- d) 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.

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

22. 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.
23. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to The Gore Road.
24. 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.
25. 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. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

26. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual

Concluding Comments

If you have any questions or concerns, please contact the undersigned at (emily.nix@peelregion.ca 905.791.780x2620) at your earliest convenience.

Thank you,



Emily Nix
Junior Planner
Planning and Development Services
Region of Peel

CC Steven Giankoulas, Planner, Candevcon Group Inc.
John Hardcastle, Manager Development Services, Region of Peel

September 11, 2024

Sadaf Shahid Hussain
Planner I
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
sadaf.shahidhussain@brampton.ca

**RE: Proposed Draft Plan of Subdivision and Zoning Bylaw Amendment
11038 The Gore Road
Siva Rama Krishna Prasad Ari
City File: OZS-2024-0004 and 21T-24002B
Region File: 21T-24002B and RZ-24-004B**

Dear Sadaf,

Region of Peel Staff have reviewed the 2nd submission (received August 16, 2024) for the above noted draft plan of subdivision and zoning by-law amendment to facilitate the development of 3 single-detached and 2 semi-detached dwellings and a noise buffer block on the subject lands, and provide the following comments:

Region of Peel Conditions of Draft Approval

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.

PART A: General Comments

The following general comments and requirements are provided to assist the developer in the preparation of the related drawings.

Development Engineering

- Block 3 (0.3m Reserve) to be eliminated since Block 1 (Buffer Block) will be dedicated to the municipalities.
- Block 1 must be split up for:
 - A separate Block along The Gore Road and behind the daylight triangle (to be dedicated to the Region); and
 - A Block along Countryside Drive (to be dedicated to the City).

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 1200mm sanitary sewer on The Gore Road and a 250mm sewer on Belladonna Circle.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Water Facilities

- The lands located within are in Water Pressure Zone 5.
- Municipal water supply infrastructure consists of a 400mm watermain on The Gore Road and a 150mm watermain on Belladonna Circle.
- A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.

Region Roads

- The proposed development abuts The Gore Road, Regional Road #8.
- The Developer will be required to gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region a road widening pursuant to the Region's Official Plan along Regional Road #8 (The Gore Road).
- Region of Peel will not permit any changes to grading within The Gore Road ROW along the frontage of proposed development.
- No lots or blocks shall have direct access to The Gore Road. Any future access shall be in accordance with The Region Access Control By-law.
- Under no circumstances should the flow of storm water from the development be diverted into the Regional right of way (by pipe or channel).
- The Developer shall submit to the Region.
 - Storm Drainage Study Report to determine and demonstrate, that there is no adverse effect of the proposal on the existing structures and drainage along The Gore Road;

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

- There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain, or road improvements in the Five-Year Capital Budget and Forecast.

Waste Management Requirements

- The subject site is not within the vicinity of a landfill site.
- Waste management has no concerns with the plan of subdivision included in the submission.
- Prior to registration of the plan of subdivision, a waste management plan with all requirements labelled adhering to Section 3.0 of the WCDSM is required in order for curbside collection to be approved.
 - The Waste Management Plan Must Demonstrate the Following:
 - Each dwelling unit within a development must have its own identifiable collection point depicted on the drawing. See Appendix 9 of the WCDSM.
 - 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.
- 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>

Real Estate Comments

- There are no Region easements on site.

PART B: Draft Plan Conditions

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 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

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 to the satisfaction of the Region:
 - a) A road widening pursuant to the Region's Official Plan along Regional Road #8 (The Gore Road). The Region's Official Plan road widening requirement for mid-block along The Gore Road is 45 metres

right-of-way (22.50 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 The Gore Road);

- b) 15m x 15m daylight triangle at the intersection of The Gore Road and Countryside Drive.
 - c) 4.5m buffer block along the frontage of The Gore Road and behind the daylight triangle.
5. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Access

6. 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.
7. No lots or blocks shall have direct access to The Gore Road. Clauses shall be included in the Subdivision Agreement in respect of same.
8. 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 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 shall 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.

Traffic/Development Engineering Conditions

10. The Developer shall acknowledge and agree that:
- a) Landscaping, signs, cranes, 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.

Drawings – Servicing and “As Constructed”

11. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
12. 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

13. 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.
14. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
 - 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.
Clauses shall be included in the Subdivision Agreement in respect of same.
15. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
16. 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.
17. 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.
18. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
19. 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.

20. 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
21. 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
 - c) 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.
 - d) 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.

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

22. 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.

23. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to The Gore Road.
24. 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.
25. 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. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

26. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual

Concluding Comments

If you have any questions or concerns, please contact the undersigned at (emily.nix@peelregion.ca 905.791.780x2620) at your earliest convenience.

Thank you,

 Type text here

Emily Nix
Junior Planner
Planning and Development Services
Region of Peel

CC Steven Giankoulas, Planner, Candevcon Group Inc.
John Hardcastle, Manager Development Services, Region of Peel

**SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL****DRAFT APPROVAL****DATE:** (Day After Last Day for Filing an Appeal if No Appeal has been Filed)**APPLICANT:** Steven Giankoulas**SUBJECT:** **AMENDMENT NEEDED**
Steven Giankoulas
21T-24002B
City of Brampton
OZS-2024-0004
Planner: Sadaf Shahid-Hussain

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 November 21, 2022.

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.

Studies

11. 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

12. 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.
13. 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

14. 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

15. Prior to registration, the recommendations of the approved Functional Servicing Report

shall have been incorporated into all engineering plans.

DRAFT

Cost-share Agreement

16. 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

17. 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

18. 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."
19. 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.
18. 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

19. 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.

19. The owner shall undertake the following to the satisfaction of the Peel District School Board:
- 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.
 - 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 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."

"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)."

19. 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:

- Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- 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.
- 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.

25. 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.
26. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
27. 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.
28. 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.
29. 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:

30. 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.
31. 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.
32. 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.
33. 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:

34. 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.
35. 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.
35. Agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
35. Agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

Bell Canada

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

36. 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.
37. 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 Utilites

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

38. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
39. Observe all aerial and underground clearances, as may be required.
40. Be responsible for the costs of the relocation of existing plant to accommodate the new

road(s).

41. 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.
38. 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 <https://alectrautilities.com/find-form?parent=9> (under Construction Services).
39. Provide load calculations / requirements for this development.
40. 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.
41. Be responsible for the costs associated with the hydro plant expansion to supply this development.
41. 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.
41. The developer shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
41. 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.
41. 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.
41. 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.
41. For new developments with townhouses, the installation of electrical distribution system (EDS) shall only commence after the foundation of the townhouses had been erected.
42. 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

44. 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

45. 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:
- 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
 - 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:
- Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - 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:
- 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;
 - A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and

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

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 to the satisfaction of the Region:

- a) A road widening pursuant to the Region's Official Plan along Regional Road #8 (The Gore Road). The Region's Official Plan road widening requirement for mid-block along The Gore Road is 45 metres right-of-way (22.50 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 The Gore Road);
- b) 15m x 15m daylight triangle at the intersection of The Gore Road and Countryside Drive.
- c) 4.5m buffer block along the frontage of The Gore Road and behind the daylight triangle.

5. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Access

6. 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.

7. No lots or blocks shall have direct access to The Gore Road. Clauses shall be included in the Subdivision Agreement in respect of same.

8. 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 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 shall 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.

Traffic/Development Engineering Conditions

10. The Developer shall acknowledge and agree that:

- a) Landscaping, signs, cranes, 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.

Drawings – Servicing and “As Constructed”

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

12. 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

13. 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.

14. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:

- a. Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
 - 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.
- Clauses shall be included in the Subdivision Agreement in respect of same.

15. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.

16. 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.

17. 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.

18. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.

19. 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.

20. 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

21. 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
- c) 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.
- d) 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.

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

22. 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.

23. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to The Gore Road.

24. 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.

25. 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. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

26. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual

Administrative — Clearance of Conditions

46. 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

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.

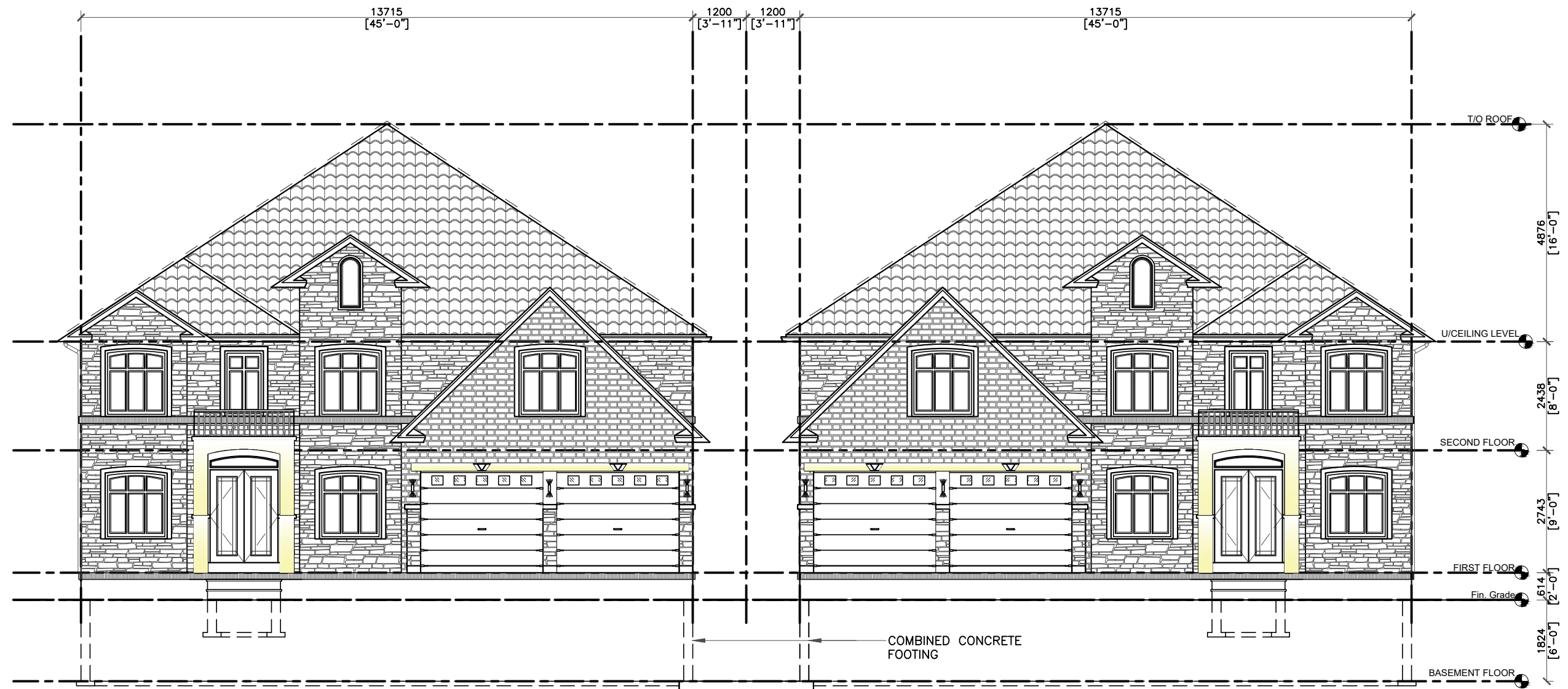
DRAFT











FRONT ELEVATION - A
[N.T.S.]

**PROPOSED LINKED SINGLE DETACHED
OF LOT 4 & LOT 5**

PART OF LOT 16, CONCESSION 9 N.D.
11,038 THE GORE ROAD

CITY OF BRAMPTON

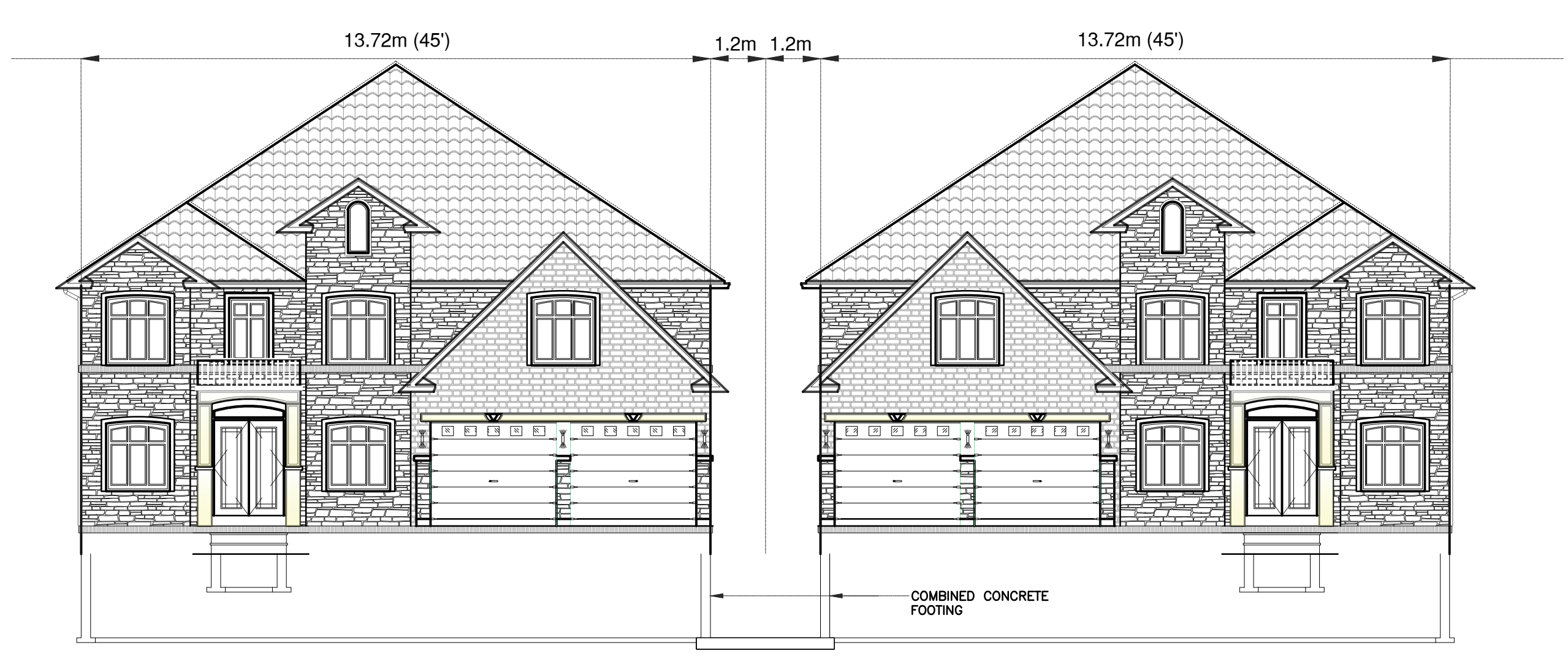
**REPRESENTATIONAL
ELEVATION FOR THE
LINKED HOUSE**

CGE CANDEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
9358 GOREWAY DRIVE TEL. (905) 794-0600
BRAMPTON, ONTARIO L6P 0M7 FAX (905) 794-0611

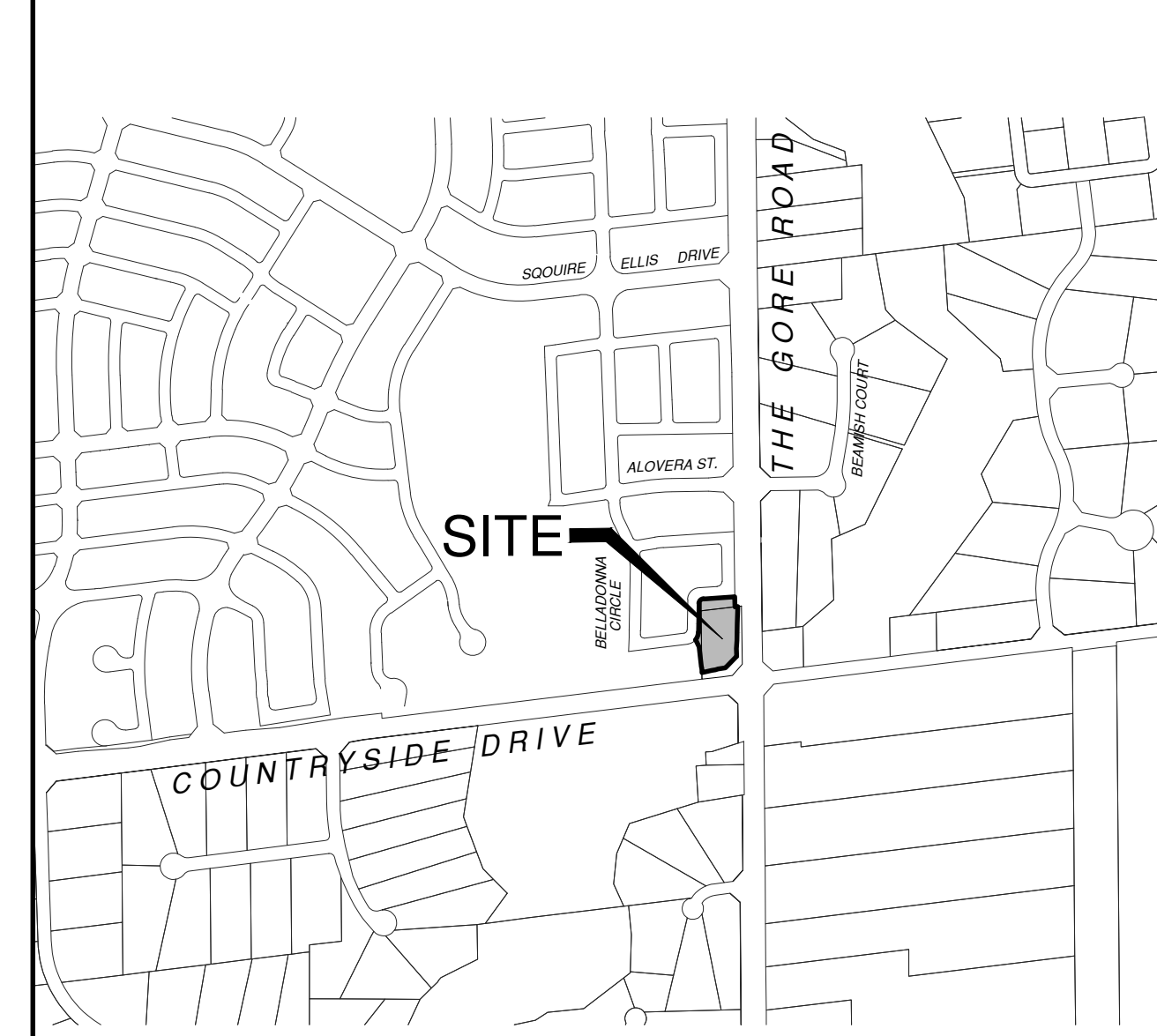
DRAWN BY: S.N	CHECKED BY: A.P	PROJECT NO. W21019
DESIGN BY: A.P	DESIGN BY:	DWG. NO. S-1
DATE NOV. 04, 2024	SCALE: AS NOTED	



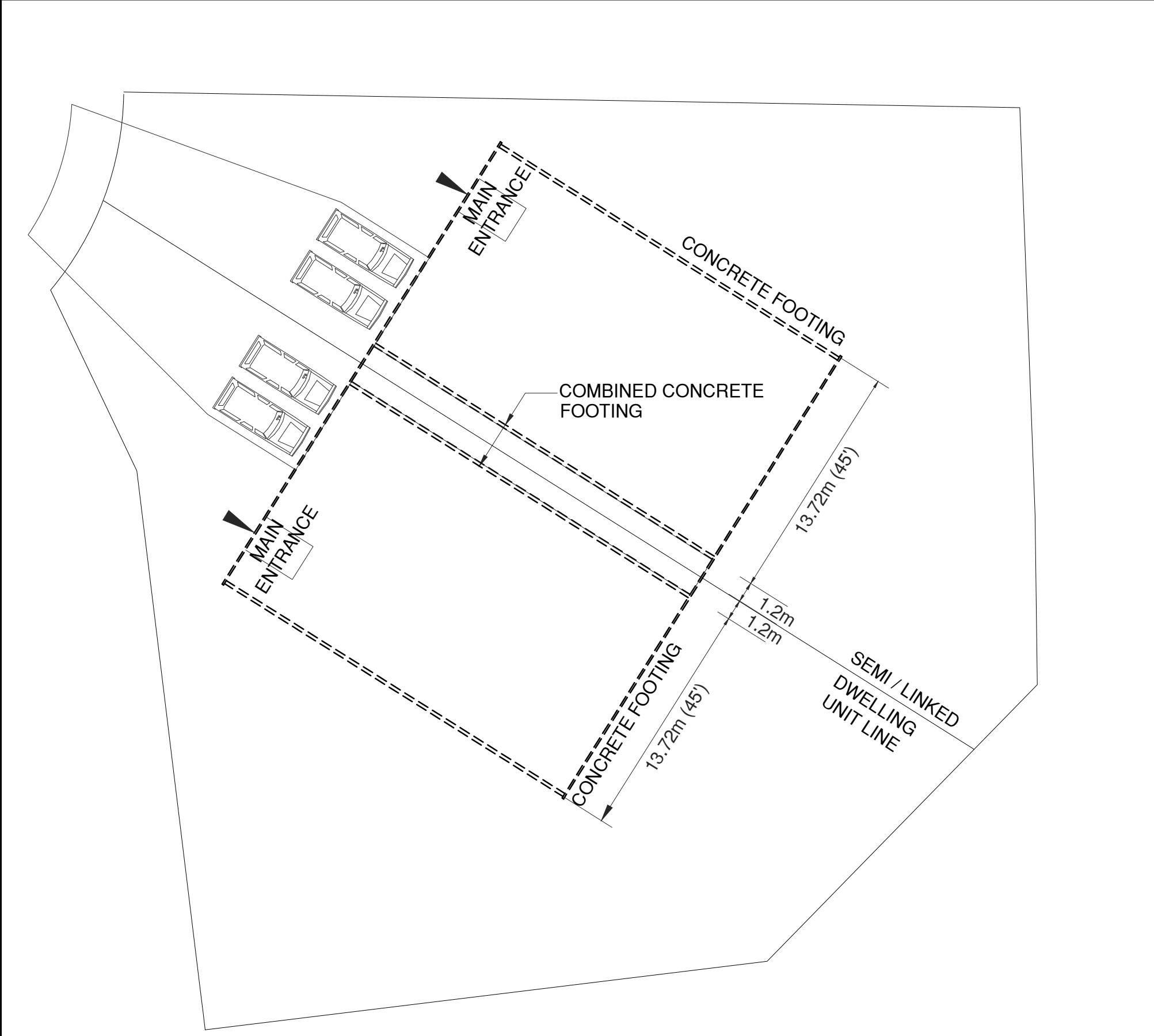
PLAN
1:500



REPRESENTATIONAL FRONT ELEVATION
LINKED DWELLING (LOT 4-5)
1:100



KEY PLAN 1:10,000



COMBINED CONCRETE FOOTING FOUNDATION PLAN
LINKED DWELLING (LOT 4-5)
1:250

LOT SCHEDULE				
DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOT
SINGLE DETACHED	X1	15.67m (51.4')	49.76m (163.2')	3
LINKED DWELLING	X2	18.35m (60.2')	51.49m (168.9')	2
TOTAL				5

LOTS / BLOCK AREA SCHEDULE		
LAND USE	LOT/BLOCK	AREA
RESIDENTIAL	LOTS 1-5	0.508ha (1.255Ac.)
NOISE BUFFER	BLOCK 1	0.069ha (0.170Ac.)
ROAD WIDENING	BLOCK 2	0.010ha (0.025Ac.)
0.30m RESERVE	BLOCK 3	0.002ha (0.005Ac.)
TOTAL AREA		0.589ha (1.455Ac.)

SEMI / LINKED DWELLING	REQUIRED	PROVIDED
MINIMUM LOT AREA	270m ² / DWELLING UNIT	280m ² / DWELLING UNIT
MINIMUM LOT WIDTH	9.0m / DWELLING UNIT	13.7m / DWELLING UNIT
MINIMUM LOT DEPTH	30.0m	59.0m
FRONT YARD DEPTH	6.0m	17.0m
INTERIOR SIDE YARD	1.2m GROUND / 1.8m ABOVE	2.6m
EXTERIOR SIDE YARD	3.0m	4.2m
REAR YARD	7.5m	10.8m
BUILDING HEIGHT	13.0m	13.0m

NO.	DESCRIPTION	DATE	BY

REVISIONS

CANDEVCON GROUP INC.
CONSULTING ENGINEERS AND PLANNERS
9398 GOREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7
TEL. (905) 794-0600 FAX (905) 794-0611

SIVA RAMA KRISHNA PRASAD ARI
DEVELOPMENT PLAN
11,038 THE GORE ROAD
PART OF LOT 16, CONCESSION 9 N.D.
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
FILE No. 21T-

DRAWN BY: S.G.K.	PROJECT No. W21019
CHECKED BY: M.J.	DRAWING No.
SCALE: AS SHOWN	DP-1
DATE: NOV., 12th 2024	



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To Appendix 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, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

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.

1.

ENACTED and PASSED this [enter date] day of [enter month], 2025.

Approved as to form.
20__ /month/day
[insert name]

Patrick Brown, Mayor

Approved as to content.
2025/Jan/23
AAP

Genevieve Scharback, City Clerk

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 Vales of Humber Secondary Plan to permit the lands known as 11038 The Gore Road to be developed with low-density residential uses.

2.0 Location:

The lands subject to this amendment are located approximately 50 metres (164.042 feet) west of The Gore Road, 50 metres (164.042 feet) north of Countryside Drive, having a frontage of approximately 75 metres (246.063 feet) on the west side of The Gore Road, and an area of 0.589 hectares (1.455 acres). The lands are legally described as Lot 16, Concession 9 N.D. in the City of Brampton, Regional Municipality of Peel.

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 50: Vales of Humber as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-__.
- b) By changing on Schedule SP50 the land use designation of the lands shown outlined on Schedule SP50(A) to this amendment from “Executive Residential” to “Special Policy Area 2”.
- c) By adding the following new policy as Section 5.6.2 to the Bram East Secondary Plan:

“Special Policy Area 2” as designated on Schedule SP50(A) applies to those lands on the northwest corner of The Gore Road and Countryside Drive.

- I. The lands shown on “Special Policy Area 2” on Schedule SP50(A) shall be developed for linked single detached dwellings, that are connected at foundation.

- 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 Vales of Humber Secondary Plan, being Chapter 50, of Part II of the City of Brampton Official Plan, as amended, are hereby further amended
- a) By changing on Schedule SP50(A), the land use designation of the lands shown on Schedule 'A' to this amendment from "Executive Residential" to "Special Policy Area 2".



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To Appendix 13 - Draft Zoning By-law Amendment.docx

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;

1. By-law 270-2004, as amended, is hereby further amended:
 - 1) By changing on Schedule A hereto, the zoning designations of the lands as shown outlined on Schedule A to this by-law:

From	To
Residential Rural Estate Two (RE2)	Residential Single Detached E-x – 13.4 – 3828 (R1E-x-3828)
Residential Single Detached E – 15.0 – 2388 (R1E-15.0 – 2388)	

- 2) By adding thereto the following sections:

“3828 The lands designated R1E-x-3828 on Schedule A to this by-law:

3828.1 Shall only be used for the following purposes:

1. Single Detached Dwelling
2. Linked Single Detached Dwelling

3828.2 Single Detached Dwelling shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area	Minimum 779.73 sq.m, except on a lot where the side lot lines converge toward the front lot line the lot area shall be 1186.99 sq.m;
(2) Minimum Lot Width	Minimum 15.67 m, except on a lot where the side lot lines converge toward the front lot line the minimum lot width shall be 9.09m;

(3) Minimum Lot Depth	Minimum 49.76 m, except on a lot where the side lot lines converge toward the front lot line the minimum lot depth shall be 51.49m;
(4) Minimum Front Yard Setback	Minimum 4.5m, except on a lot where the side lot lines converge toward the front lot line the minimum front yard depth shall be 17.43m;
(5) Minimum Rear Yard Setback	Minimum 7.5m, except on a lot where the side lot lines converge toward the front lot line the minimum rear yard depth shall be 10.8m;
(6) Minimum Interior Side Yard Setback	Minimum 1.2m on one side and 1.2m on the other;
(7) Minimum Exterior Side Yard Setback	Minimum 3.2m on one side;
(8) Landscape	Notwithstanding 10.9.1B(4)(a) and 10.9.1B(7), on a lot where the side lot lines converge toward the front lot line, 0.6m of permeable landscaping shall be maintained abutting one side lot line, except within 3 metres of the street lot line and within the road right-of-way where the side lot lines converge toward the street in which case less than 0.6 metres may be provided.

3828.3 Linked Single Detached Dwellings shall be subject to the following requirements and restrictions:

(9) Minimum Lot Area	1186.99 sq.m
(10) Lot Width	9.0m
(11) Lot Depth	51.49m
(12) Front Yard Depth	17.43m
(13) Rear Yard Depth	10.8m
(14) Interior Side Yard Width	Minimum 1.2m on one side and 1.2m on the other side, measured from the ground to the sky;
(15) Landscape	Notwithstanding 10.9.1B(4)(a) and 10.9.1B(7), 0.6m of permeable landscaping shall be maintained abutting one side lot line, except within 3 metres of the street lot line and within the road right-of-way where the side lot lines converge toward the street in which case less than 0.6 metres may be provided.

3828.4 For the purpose of Section XXX, as **LINKED SINGLE DETACHED DWELLING** shall mean a building that consists of two single detached dwellings that are attached to each other by a common footing and/or foundation located entirely below established grade.

ENACTED and PASSED this 5th day of February, 2025.

Approved as to
form.

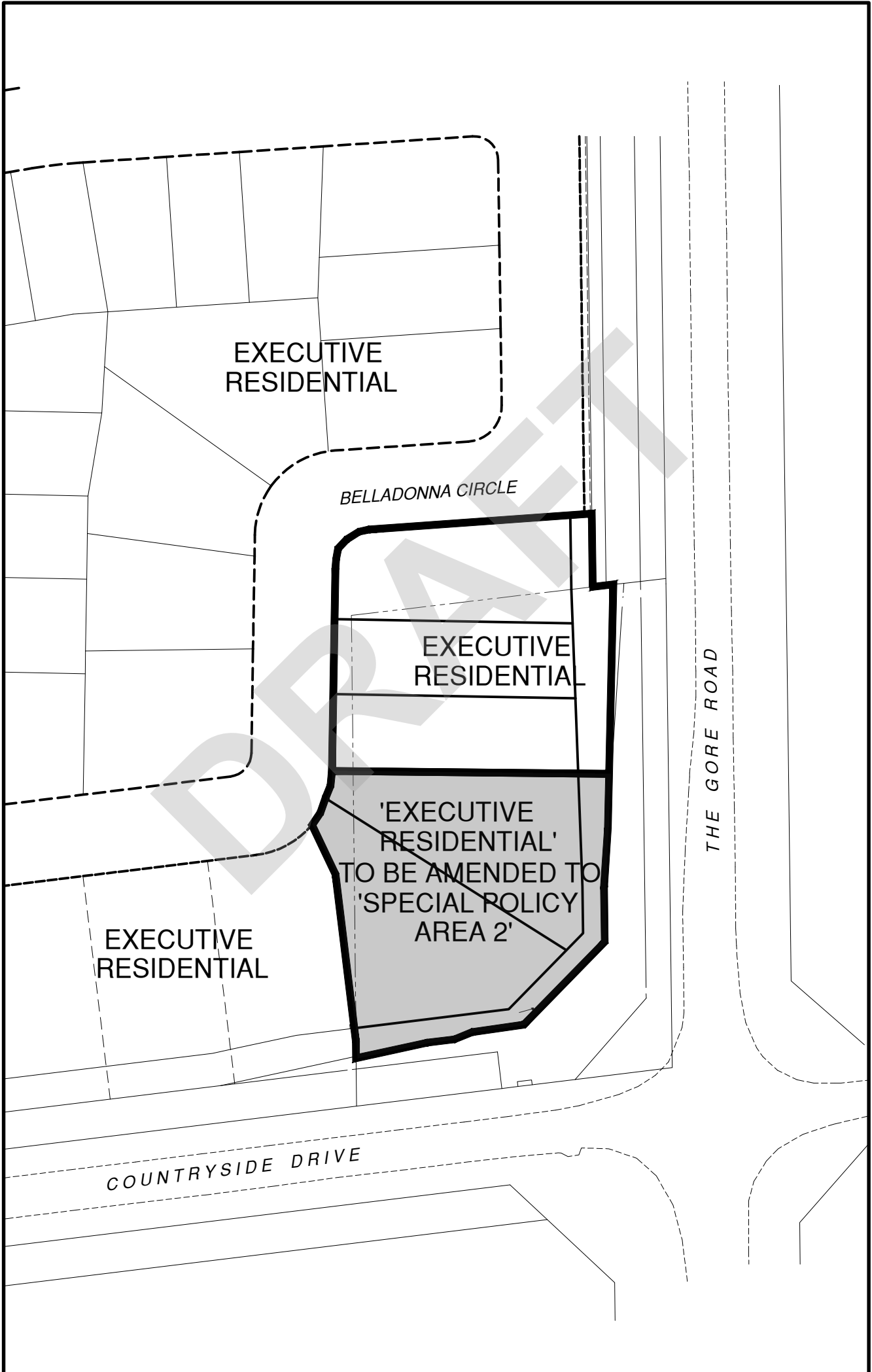
Patrick Brown, Mayor

Approved as to
content.
2025/Jan/22

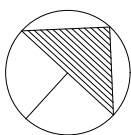
AAP

Genevieve Scharback, City Clerk

(OZS-2021-0046)



SIVA RAMA KRISHNA PRASAD ARI
 PART OF LOT 16, CONC. 9 N.D.
 SCHEDULE A TO OFFICIAL PLAN
 AMENDMENT OP -----



1:2500



CANDEVCON LIMITED
 CONSULTING ENGINEERS AND PLANNERS

TEL. (905) 794-0600

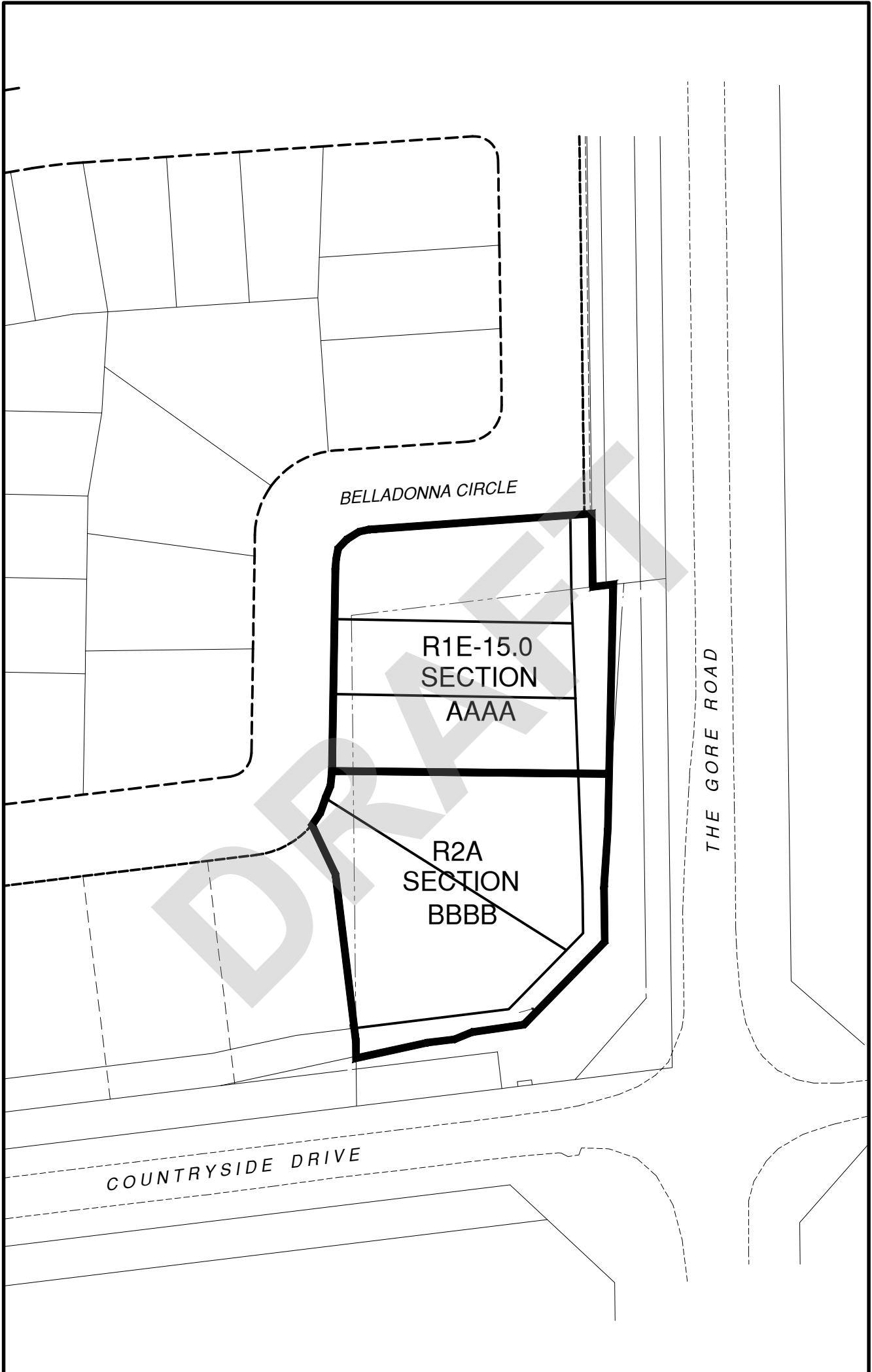
FAX (905) 794-0611

Date: MAY., 1st 2024

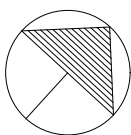
Drawn By: S.G.

File No. W21019

Plan No. ZP-1



SIVA RAMA KRISHNA PRASAD ARI
 PART OF LOT 16, CONC. 9 N.D.
 BY-LAW _____ SCHEDULE A
 By-Law _____ schedule A



1:2500



CANDEVCON LIMITED
 CONSULTING ENGINEERS AND PLANNERS

TEL. (905) 794-0600

FAX (905) 794-0611

Date: MAY., 1st 2022

Drawn By: S.G.

File No. W21019

Plan No. ZP-1



Report
Staff Report
 The Corporation of the City of Brampton
 2/24/2025

Date: 2025-02-05

Subject: **Recommendation Report: Housekeeping Amendment to Schedule A of Planning Application Fee By-law (By-law 85-96)**

Contact: Andrew Ramsammy, Development Planner III, Development Services & Design
 David VanderBerg, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-097

RECOMMENDATIONS:

1. That the report from Andrew Ramsammy, Development Planner III, Development Services & Design to the Planning and Development Meeting of February 24, 2025, re: **Recommendation Report: Housekeeping Amendment to Schedule A of Planning Application Fee By-law (By-law 85-96)**, 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 amended to reflect the changes as generally set out in **Attachment 1** of this report.

OVERVIEW:

- At its October 21, 2024, and December 9, 2024 meetings, the Planning and Development Committee considered recommendation reports proposing changes to fees collected for Planning applications. Council passed resolutions PDC183-2024 and PDC223-2024 to approve an updated *Schedule A to the Tariff of Fees By-law with Respect to Planning and other Municipal Applications – Bylaw 85-96*, as amended, with the recommended changes.
- Following the enactment of the updated Fees Schedule on January 1, 2025, staff identified areas of that schedule that require minor amendments. The amendments will:

- **Provide additional clarity/notes to assist with the interpretation of fees as how they are calculated; and**
 - **Better align fees with Pre-Consultation requirements; and recirculation fees and refunds to be proportional to the application fee amounts.**
- **The impact of the proposed fee changes is expected to remain within the typical variability of Development Services & Design revenue, driven by fluctuations in application volumes. Staff will continue to monitor revenue impacts and ensure that any necessary adjustments are incorporated into future budget submissions for the Mayor’s consideration.**

BACKGROUND:

Staff presented 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. At the following Council Meeting on October 30, 2024, Council passed a motion endorsing the approval of the proposed changes to the Fee By-law, except for the Committee of Adjustment application fee recommendation where Staff were directed to undertake a review of Committee of Adjustment fees and report back to Council.

Staff presented the Recommendation Report *Proposed Fee Changes for Committee of Adjustment Applications (PBGM-2024-970)* to the December 9, 2024 Planning and Development Committee meeting. At the following Council Meeting on December 11, 2024, Council passed a motion endorsing the approval of the proposed changes to Fee By-law for Committee of Adjustment Applications.

Council passed motions PDC183-2024 and PDC223-2024 to approve an updated Schedule A to the *Tariff of Fees By-law with Respect to Planning and other Municipal Applications – Bylaw 85-96, as amended*, to be effective following Council ratification for January 1, 2025.

CURRENT SITUATION:

Following enactment of the updated Schedule A to By-law 85-96 on January 1, 2025, staff identified several areas of the new fee schedule that required minor amendments. These revisions do not change the overall intent of the fee by-law but are to provide:

1. Additional clarity/notes – to assist with the interpretation of fees as how they are calculated

These revisions include revising the ‘Notes’ section of the Schedule to provide clarity to ensure fees are interpreted and calculated correctly. These notes relate to:

- the timing for when certain fees are applied,
- minor items that can be to the discretion of the Director of Development Services & Design, such as when minor applications do not need to be subject to a Pre-Consultation Application, and
- details to explain eligible credits that are available to applicants.

The addition of these details is necessary to ensure consistency when calculating application fees.

An example of a ‘Note’ that has been added to provide transparency to how application fees are to be calculated can be found below:

“For concurrent applications per unit/hectare fees are based on the application (ZBA/Subdivision) with the greater maximum fee.”

2. Fees Adjustments associated with Pre-Consultations; and Recirculations and Refunds of Committee of Adjustment Applications

Several development application fee amounts are required to be amended to better align with staff’s operations regarding Pre-Consultations; and to have recirculation fees and refunds proportional to application fees. The details associated with these proposed changes are provided in the table below.

Table 1: Summary of Proposed Fee Amendments

TYPE OF APPLICATION	CURRENT FEE	PROPOSED FEE	JUSTIFICATION
Removal of Holding (H) Symbol	\$28,316	\$8,316	This application type should not be subject to a pre-consultation, and therefore that fee should not be increased to incorporate the pre-consultation cost of \$20,000 as explained in Recommendation Report PBGM-2024-796.
Zoning By-Law Amendment Base Fee	\$62,602	\$42,602	The \$20,000 pre-consultation fee was incorporated twice into this fee, whereas it should have only been added once to the application base fee as explained in Recommendation Report PBGM-2024-796. The base fee was intended to be the amount that is now proposed.

Committee of Adjustment – Application Re-circulated Pursuant to a Request by the Applicant to Defer an Application	\$5000 recirculation of notice fee for deferrals	50% of Final Application Fee Per Deferral	Committee of Adjustment fees can range from \$2,990 to \$11,949. Staff proposes to revise the recirculation of notice fees (in conjunction with deferrals) to better align the application fee, so that they are not greater than the original application fee. Staff recommend shifting to a percentage rate of 50% of the final application fee.
Committee of Adjustment Application Refunds	\$400 refund prior to internal circulation \$300 refund prior to circulation of public notice of a hearing	75% refund prior to internal circulation 50% refund prior to circulation of public notice of a hearing	The current refund amounts were scaled to the previous Committee of Adjustment Application fees. Updates to the refund amounts are appropriate so that they are proportional to the current application fee. Staff recommend shifting to a percentage refund rate as shown in the column to the left is more appropriate considering fees can now range from \$2,990 to \$11,949.

CORPORATE IMPLICATIONS:

Financial Implications:

The impact of the proposed fee changes is expected to remain within the typical variability of Development Services & Design revenue, driven by fluctuations in application volumes. Staff will continue to monitor revenue impacts and ensure that any necessary adjustments are incorporated into future budget submissions for the Mayor's consideration.

Other Implications:

There are no other corporate implications.

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 that supports service excellence, balancing efficiency, transparency and effectiveness with equity and innovation.

CONCLUSION:

Staff are satisfied the recommended changes to Schedule A of the *Tariff of Fees By-law with Respect to Planning and other Municipal Applications – Bylaw 85-96*, as amended, provide clarity and the necessary corrections for Development Application fee.

Authored by:

Reviewed by:

Andrew Ramsammy
Development Planner III,
Development Services & Design
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 – Draft Schedule A to By-law 85-96

Attachment 1: Draft Schedule A to By-Law 85-96

1. Application for Pre-Consultation			Fee
1.1	Pre-Consultation	\$20,000	Per Application
<p><i>Note 1: Pre-Consultation fees will be credited, in their entirety, towards the total fee of the future related full application (Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision or Condo and Site Plan) 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 or in instances where it is clear the limited scope of a project would not require a Pre-Consultation application.</i></p>			

2. Flat Fee Applications			Fee
2.1	Official Plan Amendment	\$68,558	Per Application
2.2	Temporary Use Zoning By-Law Amendment	\$58,118	Per Application
2.3	Removal of Holding (H) Symbol	\$8,316	Per Application

3. Zoning By-Law Amendments			Fee
3.1	Base Fee	\$42,602	
Additional Per Unit/Hectare Fees			
3.2	Apartments	\$754	First 25 Units
		\$602	26 to 100 Units
		\$457	101 to 200 Units
		\$308	201 Units and Above
3.3	All Other Residential	\$1,547	Per Dwelling Unit
3.4	All Non-Residential	\$15,511	Per Net Hectare
3.5	Maximum Fee (See Note 4)	\$88,821	Per Application
<p><i>Note 1: All lands associated with a specific application shall be contiguous.</i></p> <p><i>Note 2: 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). If a subsequent application has a higher maximum fee, the applicant shall be required to pay the difference between the two fees at the time of the submission on the subsequent application.</i></p> <p><i>Note 3: For residential mixed-use buildings, non-residential fees apply to the gross floor area of the non-residential use at a rate of \$1.55/sq.m.</i></p> <p><i>Note 4: Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.</i></p>			

4. Plan of Subdivision		Fee	
4.1	Base Fee	\$35,350	
Additional Per Unit/Hectare Fees			
4.2	Apartments	\$754	First 25 Units
		\$602	26 to 100 Units
		\$457	101 to 200 Units
		\$308	201 Units and Above
4.3	All other Residential	\$1,547	Per Dwelling Unit
4.4	All Non-Residential	\$15,511	Per Net Hectare
4.5	Maximum Fee (See Note 4)	\$139,935	Per Application
<p><i>Note 1: All lands associated with a specific application shall be contiguous.</i></p> <p><i>Note 2: 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). If a subsequent application has a higher maximum fee, the applicant shall be required to pay the difference between the two fees at the time of the submission on the subsequent application.</i></p> <p><i>Note 3: For residential mixed-use buildings, non-residential fees apply to the gross floor area of the non-residential use at a rate of \$1.55/sq.m.</i></p> <p><i>Note 4: 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, excluding the sign deposit fee:

- 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.

Note 1: For concurrent applications where the Director of Development Services & Design has approved a Pre-Consultation credit, this credit shall be applied to the base fee of all the applications.

Note 2: For concurrent applications where the applicant has chosen to not submit a Pre-Consultation and the Director of Development Services & Design has not approved a credit, the applicant shall pay the full base fee for one application and the base fee for all other applications shall be reduced by the amount of a Pre-Consultation application fee.

Note 3: For concurrent applications per unit/hectare fees are based on the application (ZBA/Subdivision) with the greater maximum fee.

5. Plan of Condominium		Fee	
5.1	Base Fee	\$30,870	
Additional Per Unit/Hectare Fees			
5.2	Apartments	\$754	First 25 Units
		\$602	26 to 100 Units
		\$457	101 to 200 Units
		\$308	201 Units and Above
5.3	All Other Residential	\$1,547	Per Dwelling Unit
5.4	All Non-Residential	\$15,511	Per Net Hectare
5.5	Maximum Fee (See Note 4)	\$57,215	Per Application
<p><i>Note 1: All lands associated with a specific application shall be contiguous.</i></p> <p><i>Note 2: 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). If a subsequent application has a higher maximum fee, the applicant shall be required to pay the difference between the two fees at the time of the submission on the subsequent application.</i></p> <p><i>Note 3: For residential mixed-use buildings, non-residential fees apply to the gross floor area of the non-residential use at a rate of \$1.55/sq.m.</i></p> <p><i>Note 4: Includes base fee plus applicable variable rate fees to maximum. Excludes sign deposits and resubmission fees, as outlined in Table 11.</i></p>			

6. Draft Plan Approval (Condominiums and Subdivisions) and Assumptions		Fee	
6.1	Revision of Draft Plan after Draft Approval (when requested by applicant/owner)	\$6,139	Per Revision
6.2	Revisions to Conditions of Draft Plan Approval (when requested by applicant/owner)	\$6,139	Per Revision
6.3	Extension of Draft Plan Approval	\$6,139	Per Application
6.4	Registration of Each Phase of a Plan (cost per phase beyond first phase)	\$6,139	Per Phase
6.5	Subdivision Release and Assumption	\$689	Flat Fee

7: Site Plan Applications		Fee	
7.1	Base Fee	\$29,080	
Additional Per Unit/Hectare Fees			
7.2	Apartments	\$754	First 25 Units
		\$602	26 to 100 Units
		\$457	101 to 200 Units
		\$378	201 Units and Above
7.3	All Other Residential	\$1,547	Per Dwelling Unit
7.4	Non-Residential (New Build)	\$15,511	Per Net Hectare
7.5	Non-Residential (Addition, Alteration, Conversion, Mixed Use)	\$9.12	Per Square Meter of Gross Floor Area
7.6	Maximum Fee (See Note 3)	\$89,865	Per Application
7.7	Minor Revisions to Site Plans (See Note 4)	\$1,436	Per Application
<p><i>Note 1: All lands associated with a specific application shall be contiguous.</i></p> <p><i>Note 2: For residential mixed-use developments, non-residential fees apply to the gross floor area of the non-residential use.</i></p> <p><i>Note 3: 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>Note 4: At the discretion of the Director of Development Services and Design.</i></p>			

8. Committee of Adjustment

8.1	Residential* Minor Variance Applications *Excluding Apartment Buildings		
8.1.1	Above/Below Grade Door/Window related Application	\$11,949	Per Application
8.1.2	Driveway and/or Parking related Application	\$11,949	Per Application
8.1.3	Variations to Section 10.16 (Additional Residential Units) of the Zoning By-Law	\$11,949	Per Application
8.1.4	All Other Variations	\$2,990	Per Variance to a Maximum Fee of \$11,949
8.1.5	"After the Fact" Variance: Variance application resulting from a registered complaint, construction inspection, building order or enforcement action where the construction or commencement of the use requiring a variance has already taken place without approval.	\$11,949	Per Application
8.1.6	Maximum Fee	\$11,949	Per Application
8.2	Institutional, Commercial, Industrial, Residential Apartment Building Minor Variance Applications		
8.2.1	Minor Variance Application	\$11,949	Per Application
8.3	Consent Applications		
8.3.1	Consent Application – Lot Creation	\$10,157	Per Application
8.3.2	Consent Application – All Other (in accordance with Planning Act S.57, 50(18), or 53(23))	\$5,078	Per Application
8.3.3	Consent Certificate	\$2,127	Per Certificate
8.4	General Committee of Adjustment Fees		
8.4.1	Committee of Adjustment Application Re-Circulated Pursuant to A Request by The Applicant to Defer an Application	50% of Application Fee	Per Deferral
8.4.2	Replacement Notice Sign	\$75	Per Sign
<p>Committee of Adjustment Application Refunds:</p> <ul style="list-style-type: none"> • 75% refund if withdrawn prior to internal circulation • 50% refund if withdrawn prior to circulation of public notice of a hearing. • No refund if withdrawn once the circulation of the public notice of a hearing has occurred 			

9. Removal of Part Lot Control			Fee
9.1	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
9.2	Creation of Maintenance Easements	\$3,051	Per Application, Per Registered Plan of Subdivision
9.3	Applications Re-Circulated Pursuant to A Request by The Applicant to Defer an Application	\$1,686	Per Notice
9.4	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	
10.1	Per Gross Hectare	\$1,313	

11. Other Fees			Fee
11.1	Proposal Signs Temp Sales Trailers	\$1,499	Per Application
11.2	Ontario Land Tribunal	\$689	Per Application
11.3	Mailing Labels	\$3.06	Per Label
11.4	Resubmissions/Re-circulations of Applications past 3 submissions/circulations	\$5,000	Per Submission
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 owner shall be deemed a new application. The Director of Development Services & Design, at their discretion, can consider maintaining the existing application with a new owner given the following:
 - a. Written correspondence is provided from the previous owner who initiated the application confirming they are agreeable to allow the current owner to proceed with the application as submitted; and
 - b. if the application generally remains consistent with the previous submission.
2. Except as otherwise provided, the Director of Development Services & Design, 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.



Report
Staff Report
 The Corporation of the City of Brampton
 2/24/2025

Date: 2025-01-30

File: OZS-2024-0028

Subject: **Recommendation Report – Application to Amend the Zoning By-law**
(To permit 116 residential units comprised of 4 single-detached dwellings, 22 regular towns and 90 back-to-back towns. A total of 263 parking spaces are proposed with 240 private parking and 23 visitor spaces.)
The Biglieri Group Ltd on behalf of 1000469464 Ontario Inc.
0 Rollingwood Drive
Ward: 4

Contact: Satwant Hothi, Planner, Development Services & Design
 Mana Zavalat, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-094

RECOMMENDATIONS:

1. That the report from Satwant Hothi, Development Planner, Development Services to the Planning and Development Committee of February 24, 2025, re: **Recommendation Report, Application to Amend the Zoning By-Law., The Biglieri Group Ltd / 1000469464 Ontario Inc.**, 0 Rollingwood Drive, Ward 4, File: OZS-2024-0028, be received;
2. That the application for an Amendment to the Zoning By-law, on behalf of 1000469464 Ontario Inc. (File: OZS-2024-0028) 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 13 to this report be adopted;
4. That, prior to forwarding the enactment of Zoning By-Law amendment to Council for adoption, a revised Functional Servicing Report (FSR), Phase 2 Environmental Site Assessment (ESA), and Urban Design Brief (UDB) be submitted to the

satisfaction of the Commissioner of Planning, Building and Growth Management; or alternatively a Holding (H) Symbol be used in conjunction with the zoning by-law amendment to ensure the noted supporting documents are completed.

5. That, prior to forwarding the enactment of Zoning By-Law amendment to Council for adoption, a Phase Two Environmental Site Assessment (ESA) be submitted and approved at the direction of the Commissioner of Planning, Building and Growth Management; and
6. 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 the development 4 single-detached dwellings, 22 regular townhouses and 90 back-to-back townhouses totalling 116 units.**
- **The subject property is designated 'Residential' in Schedule A: of the Official Plan (2006); 'Neighbourhoods' in the Brampton Plan (2023). An Official Plan Amendment is not required.**
- **The subject property is designed as 'Medium-High Density Residential' within the Fletchers Creek South Secondary Plan Area 24(a). This designation permits a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acre). An Amendment to the Secondary Plan is not required.**
- **The subject site is zoned 'Agricultural (A)', which does not permit the proposed residential development. An Amendment to the Zoning By-Law is required to facilitate the proposal. The draft Zoning By-Law is attached as Attachment 13.**
- **A Statutory Public Meeting for this application was held on June 17, 2024. Four members of the public were present to delegate on this item. One letter of correspondence was received by a member of the public. Additionally, a petition of Forty-Seven (47) residents was received. Details of the Statutory Public meeting is included in Attachment 12 of this report.**
- **Staff have revised the applicant's proposed Zoning By-Law amendment to ensure the proposed development will have an appropriate character for this area and will not create adverse operational and design impacts on existing neighbourhood. Key revisions include:**

- **single-detached dwellings fronting on to Rollingwood are to generally match the scale and design of existing dwellings.**
 - **limiting the number of permitted dwellings.**
 - **Requiring a minimum amount of amenity space.**
 - **Limiting the amount of lot coverage to mitigate concerns regarding overdevelopment.**
- **With staff's recommended revisions, the proposal represents good planning, is consistent with the Provincial Planning Statement and the Brampton Official Plan.**

BACKGROUND:

This application was received on April 15th, 2024 by The Biglieri Group Ltd on behalf of 1000469464 Ontario Inc. The application proposed the development of the vacant parcel (approximately 1.57 hectares in size) with 118 residential units; consisting of back-to-back and standard townhouses. The application was deemed Complete on May 22nd, 2024. The Statutory Public Meeting for this application was held on June 17th, 2024, 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. Revisions to proposal included, but not limited to, change in housing typology to include single-detached dwellings along Rollingwood Drive, reduction in number of residential units from 118 to 116 units.

CURRENT SITUATION:

Details of Proposal:

- The revised application to amend the Zoning By-law proposes the development of the lands with 116 residential units consisting of single-detached, back-to-back and standard townhouses. The applicant has informed that they intent to develop the townhouses with a standard condominium tenure;
- A total of 116 residential units proposed:
 - 4 single-detached dwellings
 - 22 regular townhouses
 - 90 back-to-back townhouses
- A total of 263 at grade parking spaces to be provided:
 - 120 Garage parking spaces
 - 120 Private driveway parking spaces
 - 23 Visitor parking spaces

- 10 short-term bicycle parking spaces;
- Vehicle access to be provided from Rollingwood Drive;
- A private amenity space of 240 sqm
- A Floor Space Index (FSI) of 1.28

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

The lands have the following characteristics:

- Legally described as PL 43M1525 PT Block 159 RP 43R34219 Parts 1 to 3 under Registered Plan M1525, Block 159 Parts 1,2,3;
- Generally located to the east of Mavis Road, west of Rollingwood Drive and south of Ray Lawson Drive.
- An irregular shaped lot with a site area of approximately 1.57 hectares (3.875 acres)
- Has a road frontage of 53.18 metres along Rollingwood Drive.
- The site is currently vacant with some existing vegetation.

The surrounding land uses are described as follows:

North:	Ray Lawson Public School and associated play fields and parking, beyond which is Ray Lawson Blvd and existing commercial development.
East:	Rollingwood Drive, beyond which is the Rollingwood Public Park and low-rise residential dwellings.
South:	Lennon Pond and low-rise residential dwellings.
West:	Mavis Road, beyond which is townhouse dwelling development and vacant lands.

Refinement of Existing Studies

At the time of this report, City staff have identified that some modest changes to technical details in the Functional Servicing Report (FSR), and Urban Design Brief (UDB) are still required. Although these studies are not yet 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.

As well, results of Phase I Environmental Site Assessment (ESA) have revealed potential contaminants on the subject site, and therefore a Phase II ESA with remediation details is required.

In order to ensure that the above noted matters are resolved, this report recommends that the proposed amending Zoning By-law not be brought to Council for enactment until they are approved to the satisfaction of the Commission of Planning, Building and Growth Management.

Staff recommended revisions to applicant's proposal:

Housing typology fronting on Rollingwood Drive, and Building Height:

While the development proposal initially proposed only townhouse type dwellings, staff believe that it is more appropriate to maintain the character of the existing neighbourhood by introducing single-detached dwellings for the portion of the site fronting onto Rollingwood Drive. Furthermore, the applicant has confirmed they are agreeable to limiting the height of those single-detached units to 2 ½ storeys to align with existing low-rise residential dwellings, and has provided revised elevation drawings to show the intended design. The zoning by-law provisions will regulate these items.

Amenity space:

Staff also recommend that a minimum amount of amenity space be provided as part of the development to enhance site character and provide additional recreational space for these residents. The proposed amenity space is conceptually shown to abut Mavis Road. This minimum requirement will be included as a site-specific provision in the Zoning by-law amendment.

Summary of Recommendations:

This report recommends that Council endorse the approval of the proposed amendment to the Zoning By-law generally in accordance with Attachment 13.

The proposal, with staff's recommended revisions, represents good planning, is consistent with the Provincial Planning Statement and conforms to the City of Brampton Official Plan – see associated details in Attachment 12 – Detailed Planning Analysis.

PLANNING ANALYSIS SUMMARY

The proposed Zoning By-law amendment is 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 suitable location, promoting intensification, in an otherwise underutilized vacant land with existing municipal infrastructure. The proposed compact urban form aligns with the intent of all levels of the planning policy framework to increase housing supply, diversity in housing type and contribute to Brampton's vision of creating complete communities. The development 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 12 – 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 2.3.1, 2.3.1.2, 2.3.1.3 and 2.3.1.6 of the Planning Act. The proposed development is also complimentary with the surrounding land use patterns and promotes efficient development by repurposing vacant lands that is connected to municipal infrastructure, close proximity to public schools, recreation centers and existing and planned transit corridors.

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 (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) 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. It is compatible and complimentary with surrounding lands and efficiently uses existing infrastructure available on site. The proposed development represents good planning and is consistent with the Provincial Planning Statement and the City of Brampton Official Plan – see associated details in Attachment 12 – Detailed Planning Analysis.

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 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. The proposed development maintains the intent of the Residential Designation by providing a range of dwelling types; single-detached, back-to-back towns and regular townhouses.

From an intensification perspective, the proposal is representative of appropriate infill development that complements the surrounding neighbourhood by introducing an appropriate mixture of housing for a range of household incomes. This principle conforms to Sections 4.2.1.1 and 4.2.1.3 of the Official Plan.

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") for the City of Brampton ("the City") 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 site is also located along the "Potential Future Rapid Transit corridor (BRT/LRT)" as per Schedule 3B: Transit Network and 'Planned Corridors' on Schedule 1A of the Brampton Plan.

This promotes active transportation and access to public transit for the local residents participating at the proposed development, employee's and stakeholders. The notion of 15-minute neighbourhood can further be accomplished by providing for everyone's daily needs within a 15-minute walk or bike ride from home with emphasis on three key elements: Proximity, Diversity, and Ubiquity. The proposed development builds on the principle of diversity by means of introducing new housing typologies to an existing neighbourhood. Consideration for potential 'additional residential units' is also noted satisfying Section 2.2.7.5 of the Official Plan.

The proposed development represents a compact built form and opportunity for intensification to form complete communities as highlighted in Section 2.2.7.3 (g) and (h).

Staff are satisfied that the proposal is consistent with the Brampton Plan.

Fletchers Creek South Secondary Plan – Area 24

The subject property is located within the Fletchers Creek South (SP 24). The property is designated 'Medium-High Density Residential' in the Fletchers Creek South Secondary Plan Area, schedule 24(a). Section 3 of the Fletchers Creek South Secondary Plan Area defines Medium-High Density or 'Cluster Housing' as a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acres) which is typically associated with masonette, stacked townhouse, garden court or walk-up apartments and cluster housing types. The proposed development has a density of 73.97 units per hectare.

As such, no Official Plan amendment to the Secondary Plan is required to facilitate the proposed development. Staff are 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 'Agricultural' (A) as per Zoning By-law 270-2004, as amended, which does not permit the proposed development. A Zoning By-law amendment is required.

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. The Zoning Bylaw amendment proposed to rezone the property to 'Residential Townhouse A – Special Section 3827 (R3A – 3827) with site specific provisions. The site-specific zoning is included to address, but not limited to, permitted uses, setbacks, prescribing building heights, minimum landscaped open space and amenity space requirements.

The detailed planning analysis is provided in Attachment 12, and the development standards are detailed in Attachment 13 – 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 June 17, 2024. Notice signs were placed on the subject lands to advise members of the public that the application had been filed with the City.

At the June 17, 2024, Planning and Development Committee meeting, there were two members of the public present to delegate on this item, one in person and one virtual.

One letter of correspondence was received by member of the public. Additionally, a petition of Forty-Seven (47) residents was received. Details of the Statutory Public meeting is included in Attachment 12 of this report

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:

Public Comment Received	Staff Response
Staff report to describe traffic and safety concerns. Alternative routes to be explored.	<p>Traffic study was completed to the satisfaction of Traffic Services and found to be satisfactory.</p> <p>A revised Traffic Study was prepared by applicant (July 2024) following the Public Meeting to explore right-in/out off Mavis as an alternative route/solution. Study finds that direct access from Mavis Road conflicts with regional access management strategies aimed at minimizing direct access points to arterial roads to preserve their function and efficiency.</p>
Staff report to speak to inadequate parking spaces	Development aligns with City's designation and minimum parking requirements for private residence and required visitor parking.
Staff report to speak to insufficient services and infrastructure to support increased density	City staff and Region of Peel have reviewed technical reports and have found existing infrastructure to be sufficient for increased demand.
Staff report to address elimination of green space	Private, vacant land are to be repurposed for residential use. Draft Zoning By-law outlines parameters to provide minimum amenity space and landscape requirements.
Staff report to address anticipated strain on existing infrastructure	Applicant has prepared and provided a Functional Service Report, Site Servicing and Grading plan to the satisfaction of City and Region staff. Additional discussions and technical studies may be required during the Site Plan and Building permit stages to address any service constraints.
Staff report to speak to overcrowding of Public School(s)	All school boards (Peel and Dufferin Peel Catholic District School Board) were circulated on the application and have provided their thorough comments. No concerns were noted by the school boards.

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.

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 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.

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 are satisfied that the proposed development, with the revisions that are recommended by staff, represents good planning. The proposal provides an opportunity to develop an underutilized parcel of land within an established 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.

Further, 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 and is in keeping with general principles of the Brampton Official Plan.

This report recommends that Council enact a Zoning By-law amendment that is generally in accordance with the by-law amendment in Attachment 13, once it is determined by the Commissioner of Planning, Building and Growth Management that the Functional Servicing Report, Urban Design Brief, and Phase II ESA 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 amendment is consistent with the policies,
- As confirmed through the circulation of the application, all financial and technical requirements otherwise have been addressed.

In summary, the application is appropriate for the orderly development of the lands and represents good planning.

Authored by:

Reviewed by:

Satwant Hothi
Planner
Development Services & Design

Allan Parsons
Director, Development Services & Design
Division

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Map
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designation
- Attachment 4 – Secondary Plan Designations
- Attachment 5 – Zoning By-law Designations
- Attachment 6 – Aerial & Existing Land Use
- Attachment 7 – Heritage Properties
- Attachment 8 – Propane Facilities
- Attachment 9 – Airport Zoning Regulations
- Attachment 10 – Results of Application Circulation

- Attachment 11 – Results of Public Meeting
- Attachment 12 – Detailed Planning Analysis
- Attachment 13 – Draft Zoning By-law Amendment

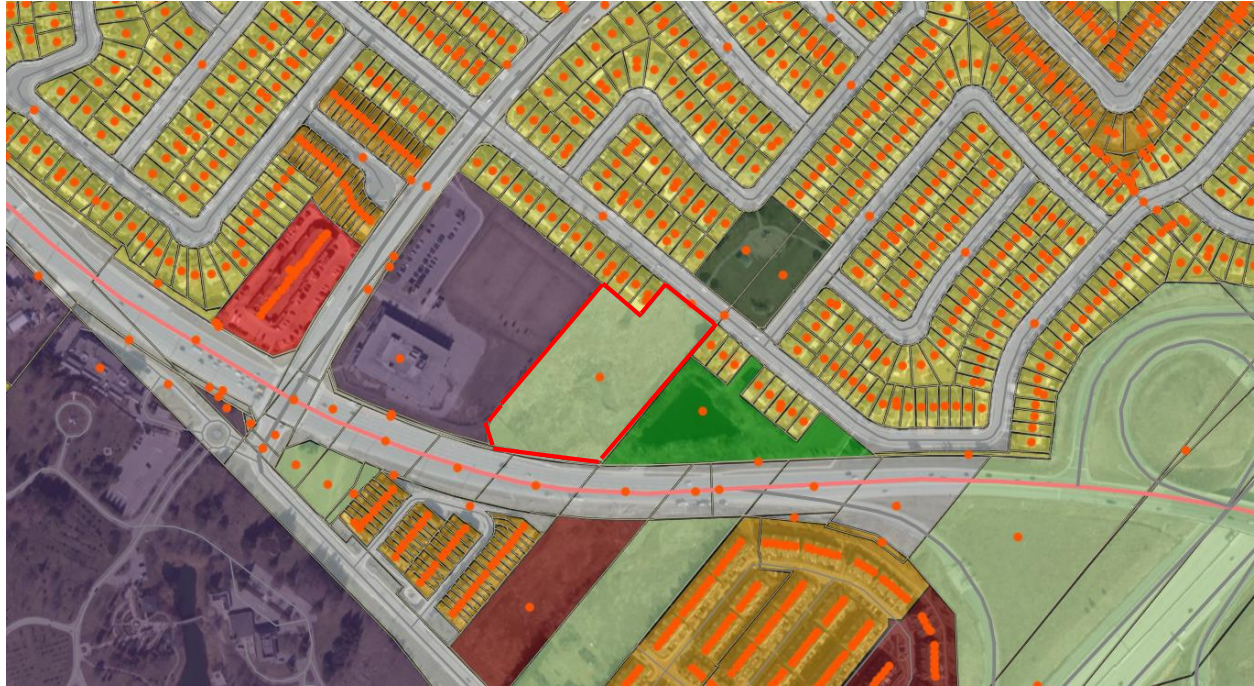
File # OZS-2024-0028 – Application to Amend the Zoning By-law

Owner (Name)	1000469464 Ontario Inc.	
Affiliated Parent Ownership	NA	
Address/Ward	<ul style="list-style-type: none"> • 0 Rollingwood Drive • Ward 4 	
Current OP Designation and Zoning	<ul style="list-style-type: none"> • Official Plan Designation: Residential • Brampton Plan: Neighbourhoods (Schedule 2 – Land Use Designations), Community Area (Schedule 1A – City Structure), Future Rapid Transit Corridor (Schedule 3B – Transit Network). An Amendment to the Official Plan is not required. • Secondary Plan: The subject property is designed as ‘Medium-High Density’ within the Fletchers Creek South Secondary Plan Area 24. 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. 	
Type of Development (Land Use)	Residential	
Proposal Details	<ul style="list-style-type: none"> • Currently vacant lands • Application to amend zoning by-law for development of 10 blocks of residential dwellings • Total of 116 units proposed: <ul style="list-style-type: none"> ○ 4 single-detached dwelling ○ 22 regular townhouses ○ 90 back-to-back townhouses • Total of 263 at grade parking spaces to be provided <ul style="list-style-type: none"> ○ 120 garage parking ○ 120 private driveway parking ○ 23 visitor parking • Access from Rollingwood Drive only 	
Square Meters if Industrial/Commercial		
Purchase Date & Price (Realty)	TBD	
Status of Application	Recommendation Report	
Impacts to Local Community (Dev Engineering)	None anticipated	
Anticipated Sensitivities:	<ul style="list-style-type: none"> • Correspondence received from various residents (47) with 3 delegations during public meeting on June 17, 2024 • Increased traffic and stacking along Rollingwood Drive during school pick-up/drop-off hours • Increased load on existing infrastructure and services 	
Past Applications	PRE-2023-0038	
Anticipated Advantages	Anticipated Challenges	
<ul style="list-style-type: none"> • Efficient use of underutilized land. • Connection to existing services and facilities. • Introduction of new housing typology to existing neighbourhood. • Compact urban form too otherwise predominately single-detached neighbourhood 	<ul style="list-style-type: none"> • Increased density resulting in increased congestion and stacking of vehicles at 4-way stop at Rollingwood and Ray Lawson Blvd. • Management of run-off into existing SWM, Lennon Pond 	

New Application Summary – Circulation to Chair & Vice Chair of Planning and Development Committee, & Area Councillors

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Appropriate mixture of housing for a range of household incomes • Increased student enrolment for abutting public school (currently under maximum capacity) | <ul style="list-style-type: none"> • Increased hardscape landscape resulting in increased run-off into existing infrastructure |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|

Subject Site & Surrounding Area

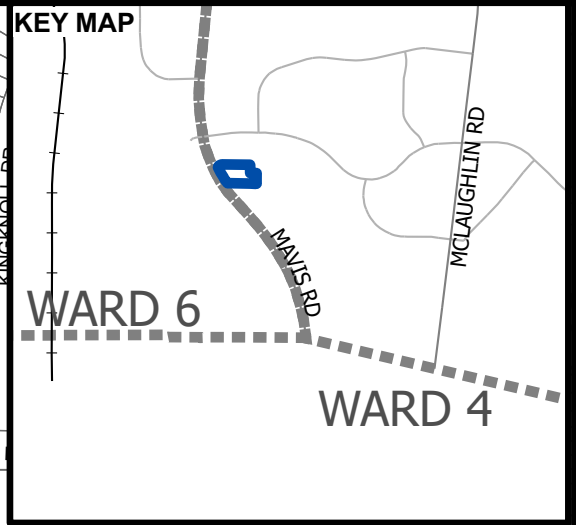
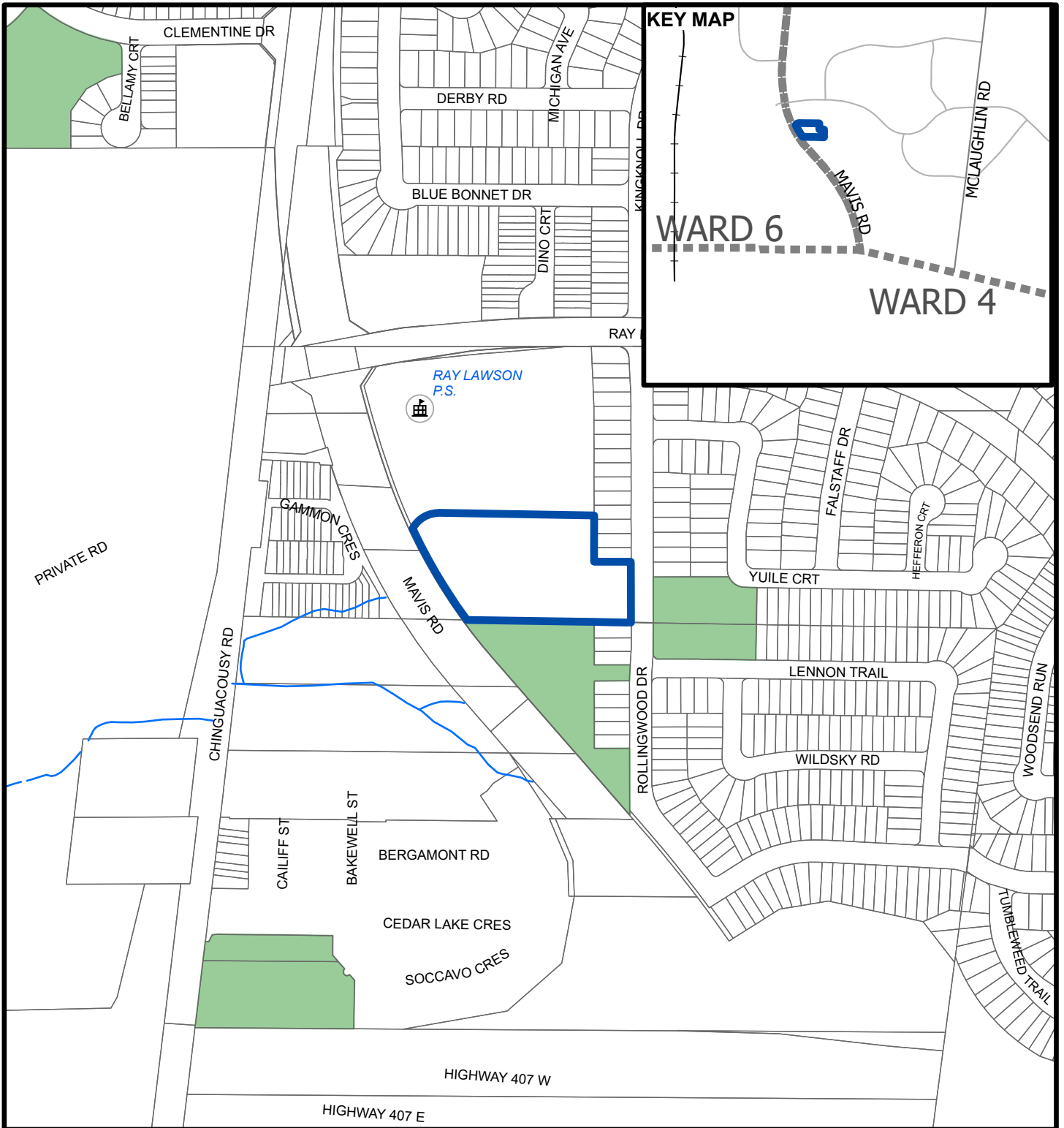







Proposed Concept Plan





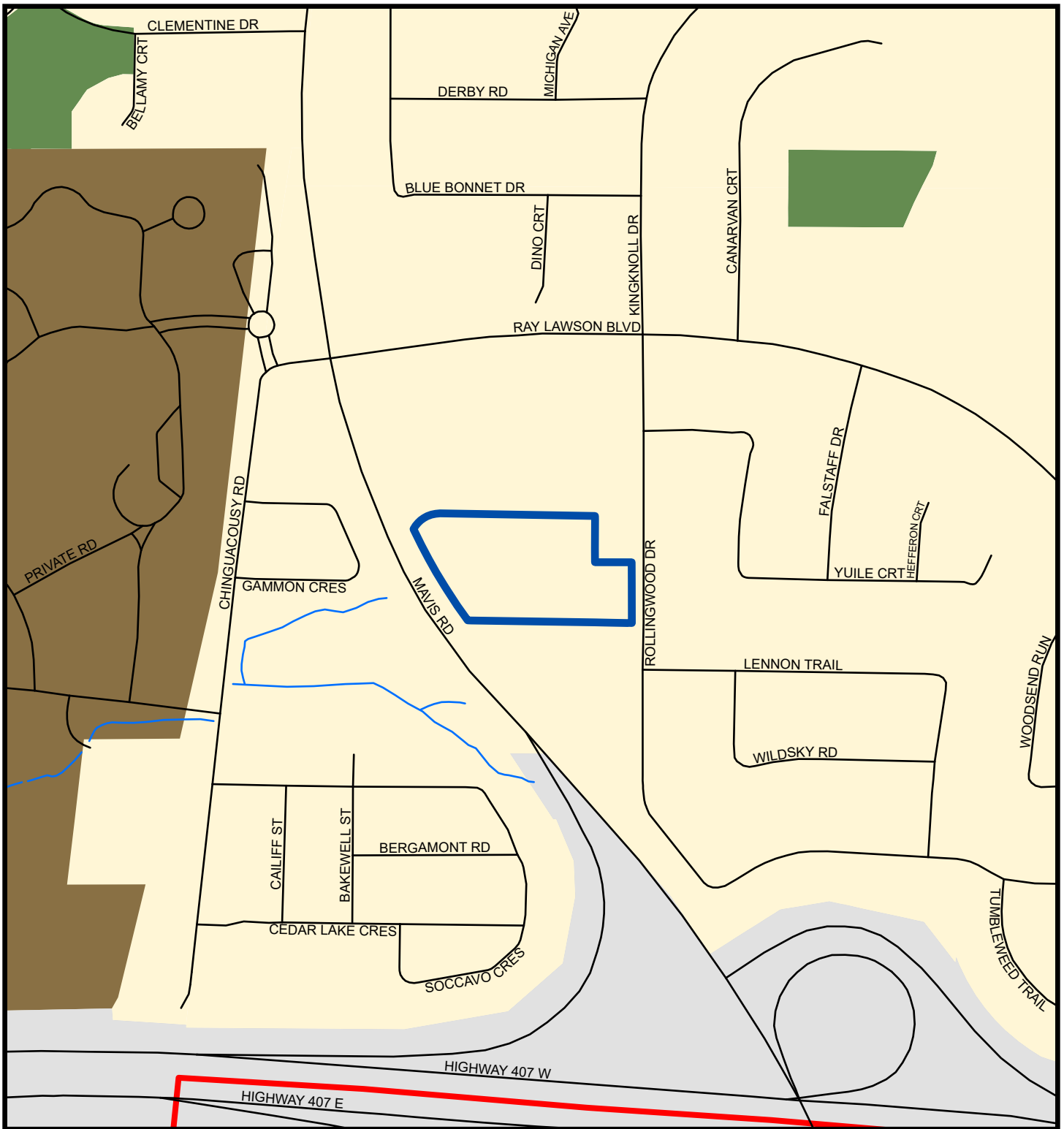
ROLLINGWOOD DRIVE / LINGWOOD DR



-  School
-  Park
-  Subject Lands
-  Parcel Fabric
-  Major Watercourse



**APPENDIX 2
LOCATION MAP**

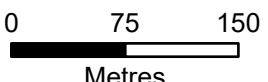


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- MAJOR WATERCOURSES
- OPENSOURCE, UTILITY/OPENSOURCE
- Subject Lands
- L.B.P.I.A. OPERATING AREA
- PROVINCIAL HIGHWAYS
- CEMETERY
- RESIDENTIAL



PLANNING, BUILDING AND GROWTH MANAGEMENT

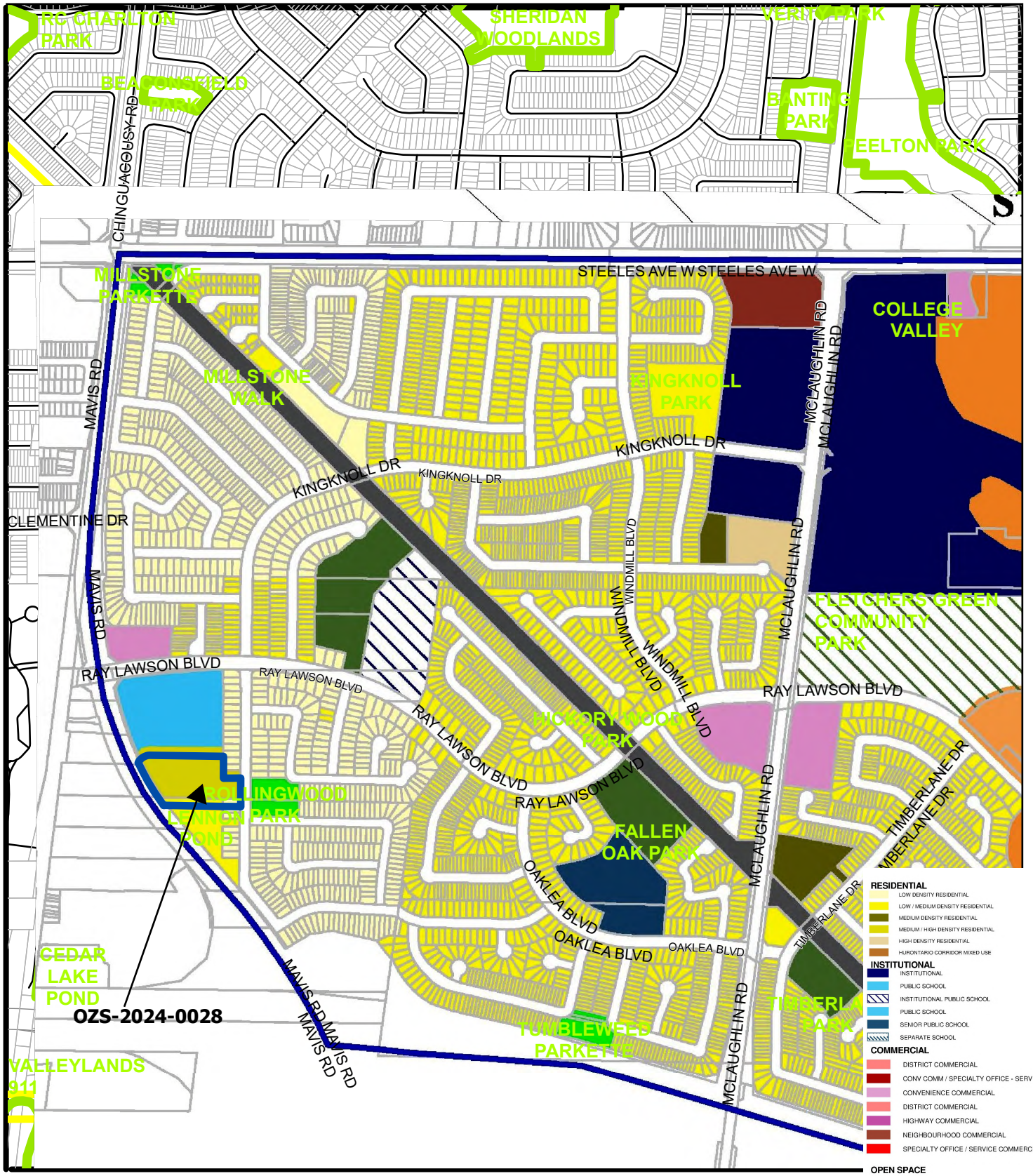


Author: CAntoine
Date: 2025/01/27



**APPENDIX 3
OFFICIAL PLAN DESIGNATIONS**

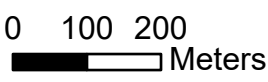
Applicant: The Biglieri Group
Owner: 1000469464 Ontario Inc
 Page 244 of 288
 CITY FILE: OZS-2024-0028



Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT



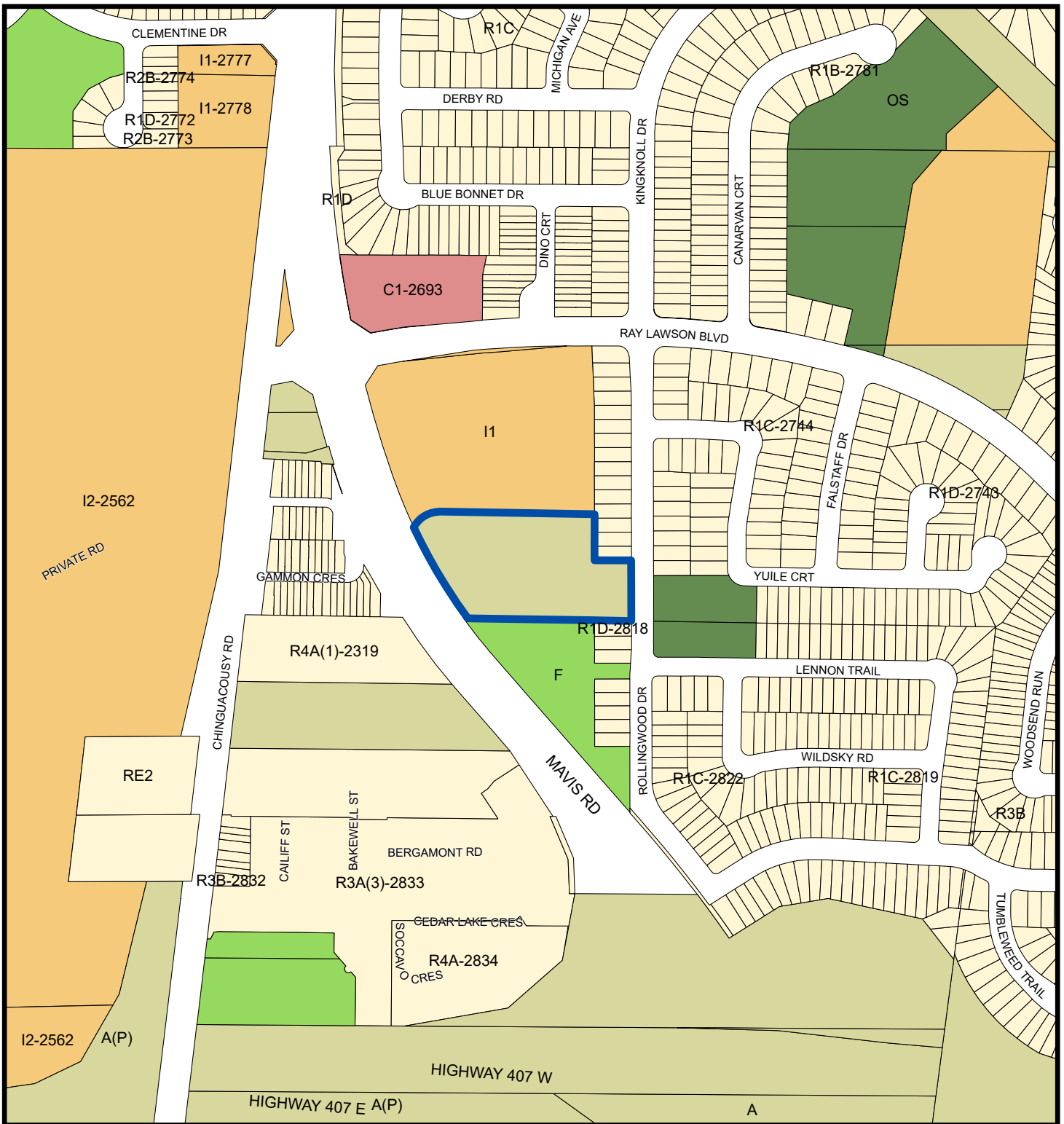
Author: CAntoine
Date: 2025/01/30

**APPENDIX 4
SECONDARY PLAN - SP 24**

Applicant: The Biglieri Group
Owner: 1000469464 Ontario Inc
Page 245 of 288

CITY FILE: OZS-2024-0028

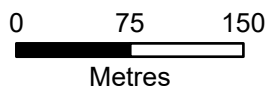
OZS-2024-0028



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



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/01/27



**APPENDIX 5
ZONING MAP**

Applicant: The Biglieri Group
Owner: 1000469464 Ontario Inc
 Page 246 of 288
CITY FILE: OZS-2024-0028











- | | | |
|---------------|---------------|-------------|
| Subject Lands | Industrial | Residential |
| Agricultural | Institutional | Utility |
| Commercial | Open Space | |



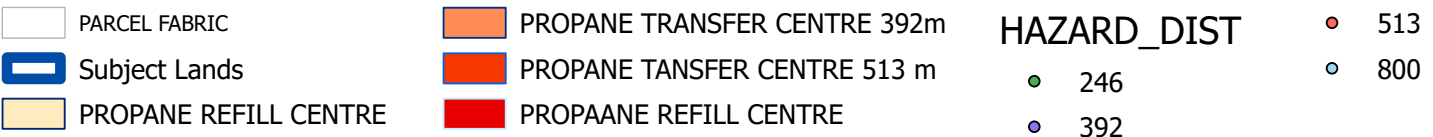
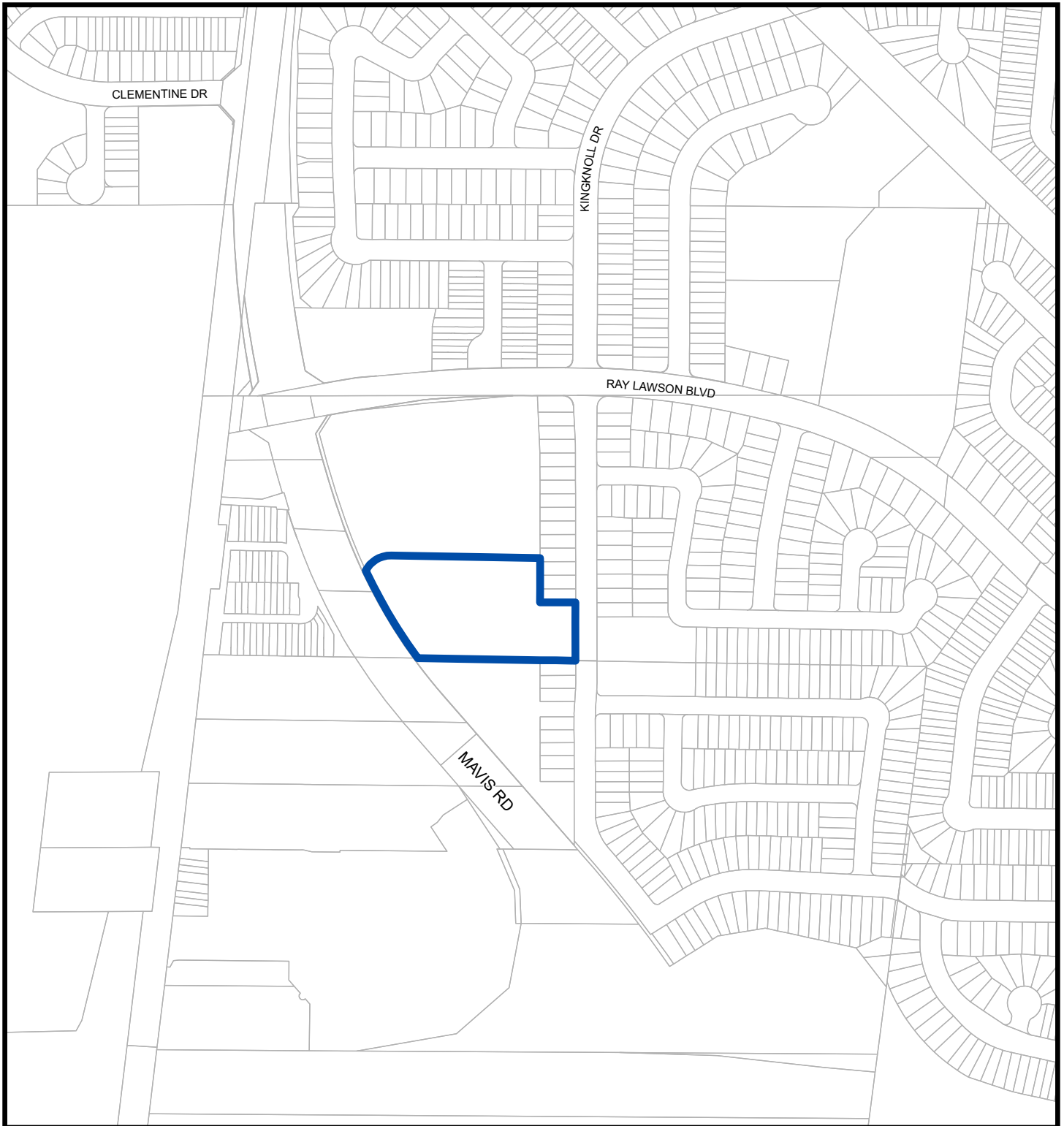
**APPENDIX 6
AERIAL & EXISTING LAND USE**



-  Subject Lands
-  Industrial
-  Residential
-  Agricultural
-  Institutional
-  Utility
-  Commercial
-  Open Space



**APPENDIX 6
AERIAL & EXISTING LAND USE**



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT

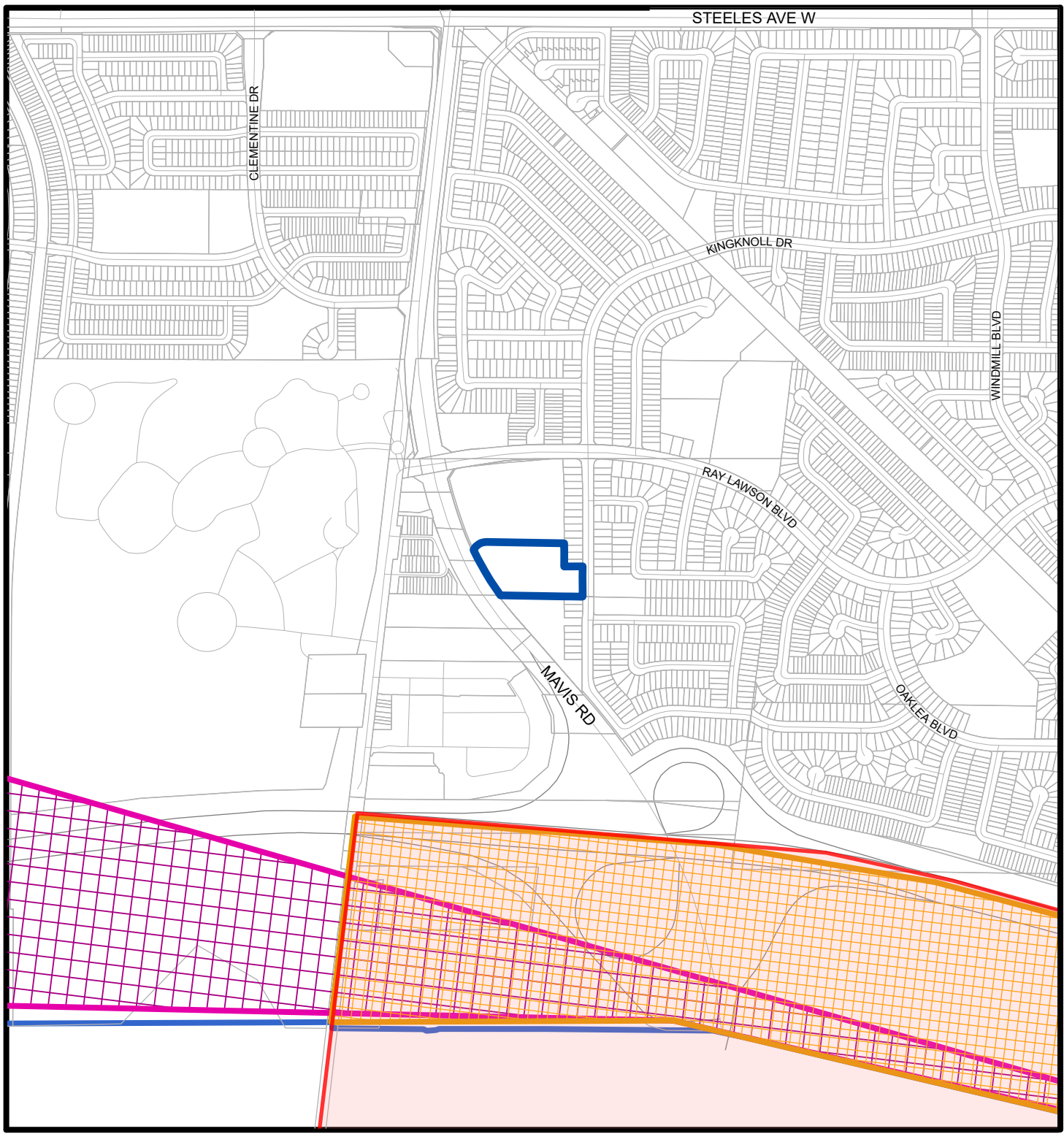
0 80 160
Metres

Author: CAntoine
Date: 2025/01/27

APPENDIX 8
PROPANE FACILITIES

Applicant: The Biglieri Group
Owner: 1000469464 Ontario Inc
Page 249 of 288

CITY FILE: OZS-2024-0028



RESULTS OF APPLICATION CIRCULATION

June 7, 2024

Satwant Hothi
 Development Planner
 City of Brampton
 2 Wellington Street West
 Brampton, ON L6Y 4R2

Dear Satwant:

**Re: Notice of Application and Request for Comments
 Application to Amend the Zoning By-law
 East side of Mavis Rd, south of Ray Lawson Dr
 File: OZS 2024-0028
 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 118 townhouse units, which are anticipated to yield:

- 18 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	Pauline Vanier	145	289	0
Secondary School	St. Augustine	940	1320	3

DPCDSB 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."

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)

December 4, 2024

Satwant Hothi
 Planner
 City of Brampton
 1 Wellington Street
 Brampton, ON L5B 3C1

Dear Sunny,

**RE: Zoning By-law Amendment Application and Official Zoning Submission
 Biglieri Group
 150 Rolling Drive
 OZS-2024-0028
 City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 116 townhomes 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 6	Grade 7 to 8	Grade 9 to 12
31	8	10

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
Ray Lawson P.S. (K-6)	419	713	0
Roberta Bondar P.S. (K-8)	526	769	0
Mississauga S.S.	939	1,554	0

This proposed development is located beside Ray Lawson P.S. (Grade K-6). PDSB requests that appropriate safety measures be applied during site preparation and construction (fencing between sites/scheduled movement of materials and equipment outside of drop off/pick up and lunch hours) to protect students/staff walking or driving to and from the school site. Please advise PDSB of any project updates and scheduling of site works so planning staff can advise the appropriate staff at the school location and gather up to date school hours info.

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

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

December 9, 2024

Satwant Hothi
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
satwant.hothi@brampton.ca

**RE: Region of Peel Comments
Rezoning Application
150 Rollingwood Drive
1000469464 Ontario Inc.
City File: OZS-2024-0028
Regional File: RZ-24-028B**

Dear Satwant,

Region of Peel staff have reviewed the above noted second submission rezoning application received on November 25, 2024, proposing to rezone the subject lands from Agricultural to R3C, to permit the development of the subject lands for 118 back-to-back and standard townhouse units. We offer the following comments:

Development Services Requirements

- A Region of Peel easement is identified on the subject property. No encroachments shall be permitted.

Waste Management

- Following previous Regional comments provided on June 14, 2024, a revised Waste Management Plan dated June 11, 2024, was included as part of this second submission circulation.
- Waste Management staff affirm that the previously issued Waste Collection Clearance on June 14, 2024, continues to be valid.

Servicing Connections

- Regional staff find the response from the Civil Responses document pertaining to the proposed sanitary connection to Ray Lawson Blvd satisfactory.
- The Functional Servicing and Stormwater Management Report dated March 27, 2024, prepared by WPE Engineering Ltd. will be sent for modelling.
- Modelling comments will be provided under separate cover.
- Regional staff will require the documents for the registered easement within 725 Ray Lawson Blvd for review, as the servicing scenario contemplated

proposes to connect therein. This will be required prior to Site Plan approval, as there may be additional comments and requirements.

Please confirm with the City of Brampton Building Division that they do not have concerns with the proposed connection into the property line manhole for 725 Ray Lawson Blvd, as this is considered shared servicing.

From a high-level review of the site servicing drawing, staff have identified that in order to be in line with the required standard 1-8-2 for townhouse developments, there will need to be a mainline valve between the check valves. (The standard drawing is attached for reference)

Regional staff will require the functional servicing report review fee prior to rezoning approval. The first site servicing submission review fee is payable prior to site plan approval; however it may be paid together with the FSR review fee.

Please be advised that the 2025 Fees by-law update will include an increase in some Engineering Fees. All fees may be subject to change on annual basis pending Council approval.

Securities will be 100% of the cost estimate which will provided by the applicant once the servicing design is satisfactory. Servicing connections will provide instructions regarding what should be included in the cost estimate. It will include work subject to Region of Peel approval within the road allowance and at the property line (water valve and chamber and sanitary/storm sewer maintenance hole).

Servicing Connections is accepting payments by Electronic Fund Transfers (EFT) and will accept a Letter of Credit as an alternative for collecting securities.

Please complete the table below with your information and return the completed table to camila.marczuk@peelregion.ca for payment processing (all fields are mandatory). We will not be able to accept or process the payment without the completed table.

Once Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer's Name: (Individual or Company)	
Payer's Phone Number:	
Payer's Address: (Where the securities will be returned to)	
Payer's Email Address:	
Company name representing the Payer:	
Contact person name from company representing the Payer:	
Contact person representing the Payer - email address:	
Dollar Amount of Payment:	\$1025 (FSR fee) + 430.76 (First Submission Fee)

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Region of Peel File Number (C#####)	C603442
Credit Card if Under \$1,500.00 (Yes/No)	Yes or No
For Credit Card – Person to Call:	
For Credit Card – Phone Number for the Above Person:	

Transportation Development

Access and Study

- The Region has reviewed the Traffic Impact Brief/Memo (TIS Brief) and has found it to be satisfactory;
- The Region acknowledges that no access is being proposed off of Mavis Road, access to be from Rollingwood Drive.
- **Please note there is a Capital Project in the vicinity of this site; Capital Project # 18-4070 Mavis Road Widening. The Project Manager for this project is Nour Tabieh (Nour.Tabieh@peelregion.ca) Please reach out to the project manager to obtain additional information on the capital project and detailed design. Additional property requirements and infrastructure may be required to facilitate the Capital Project.**

Property Requirements (Prior to Site Plan Approval) – Property requirements must be acknowledged and shown on concept plan

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 18 (Mavis Road) which has a right of way of 50.5 metres, 25.25 metres from the centreline of the road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 18 (Mavis Road) behind the property line, except at any approved access point;
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way;
- A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Site Plan

- All comments provided should be reflected on the site plan, including;
- Centreline of roadways with property dimensions reflected; **Centreline and New Property Line must be shown on concept plans to ensure that the development incorporates the Regional Right-of-Way, and to ensure adequate setback distances are met.**
- The Capital Project drawings will need to be taken into consideration moving forward to ensure that the design aligns with the Capital Plan. Please ensure to reach out to the PM of the Capital Project for more information.

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Landscaping/Encroachments

- **Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.**
- Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.
- Please note that stairs cannot be placed within the Region's ROW;

Signals and Streetlighting

- Should any light standards or signals, including, hydro poles, sidewalks or MUPs be constructed, relocated or removed along the Region of Peel's right-of-way, photometric drawings will be required to be submitted for review and approval. This is to ensure that the proposed streetlight/signals construction, relocation and or removals comply with our current standards (RP-8-21). Please reach out to our Signals Team for review and approval. Please contact Rebecca Caughey (Rebecca.caughey@peelregion.ca) Supervisor of Traffic Signals and Streetlighting

Engineering Requirements (Prior to Site Plan Approval)

- 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 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 to 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 18 (Mavis 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 PUC approval (minimum six week process). Please note that PUC 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;

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Concluding Comments

Regional staff look forward to working with the applicant team and City staff to address matters of Regional interest. 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

Marzuq Shamsi, BURPI

Junior Planner
Development Services
Region of Peel

cc:

John Hardcastle, MCIP, RPP, Manager, Development Services, Region of Peel

Rachelle Larocque, BES, M.Sc., MCIP, RPP, Partner, The Biglieri Group

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

January 20, 2025

Satwant Hothi
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
satwant.hothi@brampton.ca

**RE: Region of Peel Comments
 Rezoning Application
 150 Rollingwood Drive
 1000469464 Ontario Inc.
 City File: OZS-2024-0028
 Regional File: RZ-24-028B**

Dear Satwant,

Region of Peel staff have reviewed the above noted rezoning application received with submissions on May 27, 2024, and November 25, 2024. The application proposes to permit and facilitate the development of the subject lands for 118 back-to-back and standard townhouse units.

The functional servicing and stormwater management report dated March 27, 2024, prepared by WPE Engineering Ltd. was sent for modelling, upon completion of which, the report was found satisfactory.

The first site servicing submission fee and the functional servicing report review fee in the total amount of \$1,455.76 was paid and received on January 20th, 2025.

With no outstanding matters of Regional interest pertaining to this rezoning application, the Region of Peel offers clearance for the proposed Zoning By-law Amendment being brought forward for City of Brampton Planning & Development Committee consideration.

If you have any questions or concerns, please feel free to contact me at marzuq.shamsi@peelregion.ca / 905.791.7800 x3361 at your earliest convenience.

Thank you,



Marzuq Shamsi

Junior Planner, BURPI
Development Services
Region of Peel

cc: John Hardcastle, MCIP, RPP, Manager, Development Services, Region of Peel
Rachelle Larocque, BES, M.Sc., MCIP, RPP, Partner, The Biglieri Group

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – June 17, 2024
City File Number – OZS-2024-0028

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
Mayor Patrick Brown (ex officio)

Staff Present:

Angelo Ambrico, Acting 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
Melinda Yogendran, Planner, Integrated City Planning
Wang Kei (Edwin) Li, Planner, Development Services
Harsh Padhya, Planner, Development Services
Yinzhou Xiao, Planner, Development Services
Chinoye Sunny, Planner, Development Services
Sadaf Shahid-Hussain, Planner, Development Services
Arjun Singh, Planner, Development Services
Satwant Hothi, Planner, Development Services
Noel Cubacub, Planner, Integrated City Planning
Tristan Costa, Planner, Integrated City Planning
Samantha DeLaPena, Planner, Development Services
Genevieve Scharback, City Clerk
Charlotte Gravlev, Deputy City Clerk
Gagandeep Jaswal, Acting Legislative Coordinator

Staff Report:

Staff Presentation re: Application to Amend the Zoning By-law, The Biglieri Group, on behalf of 10000469464 Ontario Inc

0 Rollingwood Drive, Ward 4, File: OZS-2024-0028

Item 5.1 was brought forward and dealt with at this time. Satwant Hothi, Planner, Development Services, presented an overview of the application that included location of the subject lands, area context, proposal, and next steps.

G. Scharback, City Clerk, confirmed that four (4) correspondences were received for this item.

The following motion was considered:

PDC118-2024

1. That the staff presentation from Satwant Hothi, Planner, Development Services, to the Planning and Development Committee meeting of June 17 2024 re: Application to Amend the Zoning By-law, The Biglieri Group, on behalf of 10000469464 Ontario Inc, 0 Rollingwood Drive, Ward 4, File: OZS-2024-0028, be received;
2. That the following delegation re: Application to Amend the Zoning By-law, The Biglieri Group, on behalf of 1000469464 Ontario Inc., 0 Rollingwood Drive, Ward 4, File: OZS-2024-0028 to the Planning and Development Committee Meeting of June 17, 2024, be received; and
 - a. Rachele Larocque, The Biglieri Group, on behalf of the applicant
 - b. Manjit Jassi and David Dhanoa, Brampton Residents
 - c. Amandeep Malhi, Brampton Resident
 - d. Harjot Dhanda, Brampton Resident
3. That the following correspondence re: Application to Amend the Zoning By-law, The Biglieri Group, on behalf of 1000469464 Ontario Inc., 0 Rollingwood Drive, Ward 4, File: OZS-2024-0028 to the Planning and Development Committee Meeting of June 17, 2024, be received:
 - a. Manjit Jassi, Brampton Resident, dated June 16, 2024 (includes petition).

Carried.

Public Comment Received	Staff Response
Staff report to describe traffic and safety concerns. Alternative routes to be explored.	<p>Traffic study was completed to the satisfaction of Traffic Services and found to be satisfactory.</p> <p>A revised Traffic Study was prepared by applicant (July 2024) following the Public Meeting to explore right-in/out off Mavis as an alternative route/solution. Study finds that direct access from Mavis Road conflicts with regional access management strategies aimed at minimizing direct access points to arterial roads to preserve their function and efficiency.</p>
Staff report to speak to inadequate parking spaces	Development aligns with City's designation and minimum parking requirements for private residence and required visitor parking.

<p>Staff report to speak to insufficient services and infrastructure to support increased density</p>	<p>City staff and Region of Peel have reviewed technical reports and have found existing infrastructure to be sufficient for increased demand.</p>
<p>Staff report to address elimination of green space</p>	<p>The applicant has submitted a Tree inventory and Conservation Plan. A total of 10 regulated trees have been inventoried. Only one tree is in conflict with proposed construction and is to be removed. Three replacement trees are required for the removal of one healthy private tree.</p> <p>Private, vacant land are to be repurposed for residential use. Draft Zoning By-law outlines parameters to provide minimum amenity space and landscape requirements.</p>
<p>Staff report to address anticipated strain on existing infrastructure</p>	<p>Applicant has prepared and provided a Functional Service Report, Site Servicing and Grading plan to the satisfaction of City and Region staff. Additional discussions and technical studies may be required during the Site Plan and Building permit stages to address any service constraints.</p>
<p>Staff report to speak to overcrowding of Public School(s)</p>	<p>All school boards (Peel and Dufferin Peel Catholic District School Board) were circulated on the application and have provided their thorough comments.</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.</p> <p>Comments from PDSB were reviewed as development proposal abuts Ray Lawson Public School. PDSB anticipate an influx of 75 students – Ray Lawson P.S. currently has 360 students enrolled with a maximum capacity of 713 students.</p> <p>Development proposal does not result in overcrowding as all public schools in close proximity to subject lands are under maximum capacity. No concerns were noted by the school boards.</p>

The Corporation of the City of Brampton
BY-LAW NUMBER XX-202X
To Amend Comprehensive Zoning By-law 270-2004

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 Townhouse A – Section xx (R3A – Section xx)

(2) By adding the following sections:

“xx the lands designated R3A – Section xx on Schedule A to this Bylaw Amendment:

xx.01 Shall only be used for the following purposes:

- a) A Townhouse Dwelling;
- b) Back-to-back Townhouses;
- c) Single Detached Dwellings;
- d) Purposes accessory to the other permitted purposes

xx.02 Shall be subject to the following requirements:

1.	Minimum Lot Area:	No Minimum
2.	Maximum Building Height:	13.5 metres 10.6 metres for dwellings fronting on Rollingwood Drive
3.	Minimum Front Yard Setback (Dwelling):	Minimum 5.5 metres
4.	Minimum Rear Wall Setback:	Minimum of 6.0 metres for units abutting Mavis Road
5.	Minimum Interior Side Yard Setback:	2.0 metres
6.	Minimum Garage Door Setback:	5.5 metres from a private or public road
7.	Minimum Landscaped Open Space	Other than approved driveway locations, the areas of the front and side yards of a dwelling shall only be used as landscaped open space
8.	Maximum cumulative Garage Door Width for an attached garage shall be:	2.7 metres for townhouse, back-to-back townhouse

		5 metres for single detached (is this the cumulative width?)
9.	Minimum Amenity Space:	240 square metres
10.	Window bays, with or without foundation encroachment into interior side yard	0.75 metres

11. Maximum Lot Coverage: 37 %

12. Uses permitted as per section 1(c) of this by-law shall be limited to a maximum of 4 units.


13. Accessory structure(s) for the purpose of waste collection shall be permitted.

14. Following shall apply to Accessory structures for waste collection:

- a. Shall have a maximum combined Gross Floor Area of 150sqm.
- b. Shall be setback a minimum 2.5 metres from nearest property line.
- c. Maximum building height of 7 metres.

Schedule A:



 Zone Boundary

Detailed Planning Analysis
City File Number: OZS-2024-0028

The proposal has been reviewed and evaluated against The Planning Act, Provincial Planning Statement (PPS), the Region of Peel Official Plan, the City's Official Plan, the Fletcher's Creek South Secondary Plan (Area 24) 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;
- (h) The orderly development of safe and healthy communities;
- (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;
- (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 (Consolidation 2024):

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 through the proposed Zoning Bylaw amendment. The proposed development will address an underutilized, vacant land in an area which is built out and is municipally serviced. As such, adequate services exist to support the proposed development in accordance with Section 2. (e), (f), (h) and (p) of the Planning Act. The City of Brampton and Region of Peel have provided notice that the proposed development can be adequately serviced with existing municipal services. A condition of approval for a Site Plan application to be submitted has been noted to address any necessary site improvements and remediations, as needed, prior to Zoning bylaw amendment being approved. The development proposal envisions a total of 116 units comprised of 4 single detached dwellings, 22 regular towns and 90 back-to-back towns contributing to a full range of housing types to the City of Brampton in accordance with Sections 2 (j) and (r). 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 with access to municipal services, in accordance with Section 2(p). The proposed development considers 4 detached dwellings fronting onto Rollingwood Drive, intended to be similar in size and height as existing detached dwellings along Rollingwood Drive. 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;

2.2.1.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;

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.

2.3.1.6 - 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 Provincial Planning Statement 2024, (PPS):

The proposed one-block development contemplates an appropriate range and mix of housing options including single detached, back-to-back and regular townhouses. This proposal aims to intensify underutilized lands and redevelop within established areas all the while paying homage to the existing neighbourhood character and context. The Provincial Planning Statement focuses on 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. Sections 2.3.1, 2.3.1.2, 2.3.1.3 and 2.3.1.6 generally support intensification and redevelopment to support the achievement of complete

communities within built-up areas, prioritizing planning for a range and mix of housing options. The proposal echoes these sentiments by introducing compact housing form that compliments and integrates with the existing subdivision, enhancing the neighbourhood through a mix of available densities and built form.

The proposed development is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure by means of connecting with existing municipal infrastructure, public services and amenities, in accordance with Section 2.1.4, 2.1.6 (a), (b), (c) and 2.3.1.3. The proposed development and intensification of currently vacant lands is an efficient use of the land and does not put undue stress on the existing municipal infrastructure as demonstrated through prepared and peer reviewed technical studies. A condition of approval for a Site Plan application to be submitted has been noted to address any deficiencies identified in prepared technical studies to the satisfaction of City and Regional staff prior to Zoning bylaw amendment approval.

The proposed Zoning By-law amendment will effectively intensify the underutilized lands and will support the city's housing targets. The proposal considers a total of 116 units comprised of 4 single-detached dwellings, 22 regular towns and 90 back-to-back towns. The range of residential housing types provides opportunity for the existing neighbourhood to expand its resident's portfolio to include individuals and families of different life stages and income brackets. The proposed development promotes efficient development and land use patterns over the long term given its proximity to numerous community services, garnering a vision of a healthy, livable and safe community (Attachment 1).

The proposed development is consistent and conforms with the Provincial Planning Statement.

Region of Peel Official Plan

The Region of Peel Official Plan facilitates decisions with regards 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' as per Schedule E-1: Regional Structure, of the Region of Peel Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure conformity to the Plan. The applicable sections of the Region of Peel Official Plan are as follows but not limited to:

5.4 Growth Management

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

Section 5.4.4 – To achieve intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

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

Section 5.4.8 – To support planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.18 – Intensification

Section 5.4.18.1 – To achieve efficient and compact built forms

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

Section 5.4.18.3 – To revitalize and/or enhance developed areas

Section 5.4.18.4 – To intensify development on underutilized lands.

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

Section 5.4.18.10 – Facilitate and promote intensification.

Section 5.6 – Urban System

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

Analysis: Region of Peel Official Plan

The subject lands are within the 'Urban System' as designated on Schedule E-1 of the Region of Peel Official Plan. The proposed development will continue to be serviced by existing municipal services whilst supporting a compact urban form. The size and scale of the proposal is compatible with the surrounding residential neighbourhood by means of proposing single-detached dwellings fronting on Rollingwood Drive, keeping in character with existing dwellings along Rollingwood Drive. Furthermore, the proposal introduces a complementary mix of housing type, enhancing the diversity of the community while aiming to preserve its character.

The proposed development directs Residential growth within the Urban System, through means of intensification of the subject site. The introduction of diversity in housing types are seen as complimentary to abutting land uses that include but not limited to, residential, institutional and commercial uses (Attachment 6). As such, this proposed development looks to foster a stronger sense of a complete and healthy community in accordance with sections 5.4.1, 5.4.6, 5.4.8 and 5.4.18 of the Region of Peel Official Plan. The proposal looks to maintain the character of the existing neighbourhood by proposing 4 single-detached dwellings along Rollingwood, serving as a 'gateway' into the compact development behind. This ensures the development aligns with Sections 5.4.18 and 5.6.3, supporting compact and efficient built forms while promoting sustainable development, facilitating intensification and further enhancing a developed area.

The proposal is consistent with the Region of Peel Official Plan's objectives for orderly, timely development within the Urban Boundary, and supports the City of Brampton in meeting its population growth targets.

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

City of Brampton Official Plan, 2006

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 "Communities" in Schedule 1: City Concept and "Residential" in Schedule A: General Land Use 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;
- c) Direct a portion of new residential development annually to within the built-up area;
- 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.

Section 4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in term 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:

Old Housing Mix and Density Categories

DENSITY CATEGORY	DENSITY RANGE	TYPICAL (BUT NOT RESTRICTIVE) HOUSING TYPES
<ul style="list-style-type: none"> ▪ Single Detached Density or ▪ Single Family Density 	<ul style="list-style-type: none"> ▪ 0-25 units/ net hectare ▪ 0-10 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes
<ul style="list-style-type: none"> ▪ Semi-Detached Density 	<ul style="list-style-type: none"> ▪ 26-35 units/ net hectare ▪ 11-14 units/ net acre 	<ul style="list-style-type: none"> ▪ Semi-detached homes ▪ Link townhouses ▪ Small-lot single detached homes
<ul style="list-style-type: none"> ▪ Low Density 	<ul style="list-style-type: none"> ▪ 0-35 units/ net hectare ▪ 0-14 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes ▪ Semi-detached homes ▪ Link townhouses ▪ Small-lot single detached homes
<ul style="list-style-type: none"> ▪ Townhouse or Medium Density 	<ul style="list-style-type: none"> ▪ 36-50 units/ net hectare ▪ 15-20 units/ net acre 	<ul style="list-style-type: none"> ▪ Block townhouses ▪ Street townhouses
<ul style="list-style-type: none"> ▪ Cluster Housing Density or ▪ Medium-High Density 	<ul style="list-style-type: none"> ▪ 51-75 units/ net hectare ▪ 21-30 units/ net acre 	<ul style="list-style-type: none"> ▪ Maisonettes ▪ Stacked townhouses ▪ Garden court/ walk-up apartments ▪ Cluster housing types
<ul style="list-style-type: none"> ▪ Apartment or High Density 	<ul style="list-style-type: none"> ▪ 76-198 units/ net hectare ▪ 31-80 units/ net acre 	<ul style="list-style-type: none"> ▪ Elevator 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 4.2.1.3 – 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 4.2.7 – Design

- i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems and road patterns;
- iv) Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;

Analysis: City of Brampton Official Plan, 2006:

The property is designated 'Communities' in Schedule 1: City Concept and 'Residential' in Schedule A: General Land Use Designations of the Official Plan. Section 4.2.1.1 states: 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. The proposed development maintains the intent of the Residential Designation by providing a range of dwelling types; single-detached, back-to-back towns and regular townhouses. The proposed density for this development is 73.97 units per hectare, which is within the range of density permitted for lands designated as Medium-High Density (51-75 units per hectare) as per Schedule 24(a) of the Fletchers Creek South Secondary Plan.

From an intensification perspective, the proposal is representative of appropriate infill development that complements the surrounding neighbourhood by introducing an appropriate mixture of housing for a range of household incomes. This principle conforms to Sections 4.2.1.1 and 4.2.1.3 of the Official Plan.

The site is serviced by municipal water and sewer and is conveniently located in close proximity to several public facilities including public schools, public parks, existing and proposed transit stops and recreational centre. The proposed development will maximize the benefit of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. A condition of approval for a Site Plan application to be submitted has been noted to address Environmental Engineering staff comments relating to runoff coefficients and revised grading and site servicing plan to ensure no adverse impact on abutting natural feature; Lennon Pond and existing Public School.

Communities:

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 an appropriate mixture of housing types to the fabric of an existing neighbourhood, it is anticipated to serve the needs of current and future residents for years to come. The introduction of diversity in built-form, in an otherwise predominately single-detached dwelling neighbourhood, builds on Section 4.2.1.3 of the Official Plan by introducing an appropriate consideration of housing types and household incomes.

Residential:

The subject site is designated 'Residential' in Schedule A: General Land Use Designations of the Official Plan. Brampton is experiencing continued high growth in population as individuals continue to be drawn to the city given its location, economic, social, cultural, natural and various other positive attributes. For such reasons, housing needs of the existing and future residents are to be satisfied by providing a variety of housing in terms of dwelling types, densities, tenure and cost. The proposed development looks to build on such principles by introducing an appropriate mixture of housing type, cost and tenure to an existing neighbourhood satisfying Section 4.2 (i) of the Official Plan. Furthermore, the proposed development represents well-planned and well-designed residential area as North to South vistas from Rollingwood to Mavis Road are maintained, lined with planters adorned with vegetation, fostering a stronger sense of place for residents and visitors alike. A private amenity space, accessible to all resident's abutting Mavis Road has been proposed to create an overall high quality public realm, satisfying Section 4.2 (vi), 4.2.7 (i) and (iv) of the Official Plan.

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 (2023)

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, however, to date, it is not in full effect due to a number of appeals.

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 subject lands are located within the “Neighbourhoods” Designation of Schedule 2 of the Brampton Plan. The “Neighbourhoods” designation makes up the vast majority of Brampton’s land area where most residents live and are comprised of a mix of uses and lower scale built form.

Section 2.2.7.1(a) – Support 15-minute neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity of 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.

Section 2.2.7.3 – Planning for Neighbourhoods within the built-up area and designated greenfield areas.

- (a) Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;
- (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 classification referenced.

It is the goal of the plan to develop “Neighbourhoods” into a 15-minute neighbourhood where most daily needs are met with an area that can be accessed in 15-minute walking radii from one’s home. As it relates to this development proposal, the subject site is located along a “Potential Future Rapid Transit corridor (BRT/LRT)” as per Schedule 3B: Transit Network and a ‘Planned Corridor’ on Schedule 1A of the Brampton Plan. This promotes active transportation and access to public transit for the existing and future residents. The notion of 15-minute neighbourhood can further be accomplished by providing for everyone’s daily needs within a 15-minute walk or bike ride from home with emphasis on three key elements: Proximity, Diversity, and Ubiquity. Diversity refers to the mix of services and amenities being provided to meet needs locally, diversity of housing options and diversity of culture and socioeconomic backgrounds to truly foster a sense of ‘Neighbourhoods’. Section 2.2.7.5 (Table 6) further elaborates on permitted uses in Neighbourhoods determined based on street classifications in which Major and Minor Arterial Roads (City and Region) permit Residential Uses and Additional Residential Units (ARUs) as an accessory use. The proposed development not only introduces a mix of housing types but also dwellings with a potential to seek and apply for additional residential units satisfying Section 2.2.7.5 of the Official Plan. The proposed development

represents a compact built form and opportunity for intensification as highlighted in Section 2.2.7.3 (g) and (h).

As such, staff is satisfied that proposed Zoning Bylaw amendment conforms to the policies of the City of Brampton Official Plan.

The Fletchers Creek South Secondary Plan (SP 24)

Section 3.1.4 – IN areas designated “Medium-High Density Residential” on schedule SP24(a), permitted uses include those residential uses within the Cluster Housing Density ranges defined in Part II of this Plan, subject to policy 3.1.1.

Section 13.4.2 – Approval of site plan and execution of site plan agreements will be required prior to issuance of building permits for development or redevelopment.

The subject property is located within the Fletchers Creek South (SP 24). The property is designated ‘Medium-High Density Residential’ in the Fletchers Creek South Secondary Plan Area, schedule 24(a). Section 3 of the Fletchers Creek South Secondary Plan Area defines Medium-High Density or ‘Cluster Housing’ as a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acres) which is typically associated with maisonette, stacked townhouse, garden court or walk-up apartments and cluster housing types. The proposed development has a density of 73.97 units per hectare.

The proposal generally conforms and is consistent to the policies and objectives of the Fletchers Creek South 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 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.

A Zoning By-law Amendment is required to facilitate the proposed development. The Zoning Bylaw amendment proposed to rezone the property to ‘Residential Townhouse A – Special Section 3827 (R3A – 3827) with site specific provisions. The site-specific zoning is included to address, but not limited to, permitted uses, setbacks, prescribing building heights, minimum landscaped open space and amenity space requirements.

The zoning changes and performance standards will implement the policies of the Zoning Bylaw to 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 submitted and reviewed:

Planning Justification Report

The Planning justification report prepared by The Biglieri Group dated March 2024 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, Brampton Plan (2023) and the Fletchers Creek South Secondary Plan are satisfied. The proposal represents good planning in the public interest. Planning staff have evaluated this report and have found it satisfactory.

Functional Servicing Report

A Functional Servicing Report dated March 27th, 2024 prepared by WPE Engineering Ltd has been submitted 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.

The submission of a Functional Servicing Report to the satisfaction of the City remains outstanding. Alternatively, a Holding (H) Symbol may be used in conjunction with the zoning by-law amendment to ensure the noted supporting documents are completed.

Phase I Environmental Site Assessment

A Phase One Environmental Site Assessment has been prepared by GeoPro Consulting Ltd dated September 1st, 2023 with the intent of discovering Potentially Contaminating Activities (PCAs). Environmental Engineering staff have reviewed Phase I ESA and have made the determination that a Phase II ESA is required as contaminants have been identified on such report.

Prior to forwarding the enactment of Zoning By-Law amendment to Council for adoption, a Phase Two Environmental Site Assessment (ESA) be submitted and approved at the direction of the Commissioner of Planning, Building and Growth Management.

Noise Study

A noise impact study has been prepared by J.E. Coulter Associates Ltd dated August 8th, 2023. The purpose of the study is to prepare recommendations to address noise issues in connection with the subject property's zoning by-law amendment application and prepare recommendations needed to meet the applicational MECP, Region of Peel and City of Brampton noise guidelines. Noise Review staff have reviewed noise impact study and have found it satisfactory of supporting a Zoning By-law amendment.

Arborist Report & Tree Protection Plan

A tree protection plan and arborist report have been prepared by Landscape Planning dated June 30, 2023. The report findings suggest ten regulated trees have been inventoried as part of this project one of which is located within the municipal road allowance. One tree located on the subject site is in conflict with proposed construction and is to be removed. Cost estimate and compensation in the form of cash-in-lieu will be required at site plan stage.

Open space have reviewed the prepared report and find it satisfactory.

Waste Management Report

GHD Limited was retained by 10000469464 Ontario Inc to complete Waste Management Plan (WMP) as it relates to 0 Rollingwood Drive development proposal. WMP has been prepared to address the Region of Peel's waste collection application requirements. WMP prepared by GHD Limited dated June 11, 2024 was reviewed and cleared by Region of Peel and detailed waste management requirements will be addressed at site plan stage.

Urban Design Brief (UDB)

An Urban Design Brief dated September 13, 2024 was prepared by The Biglieri Group. This document develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm. Urban design staff have reviewed and requested further revisions to UDB. It is Staff's position that the zoning by-law will not be brought forward to council for enactment until such time that the revisions are submitted and found satisfactory as per direction of the Commissioner of Planning, Building and Growth Management.

Traffic Impact Study

A Traffic Impact Study (TIS) prepared by GHD Limited dated August 03, 2023 was submitted to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The report establishes the existing road network and subsequent traffic-related impacts on the adjacent future road network during the weekday am a.m. and p.m. peak hours. A revised traffic letter was prepared by GHD Limited dated July 12, 2024 following public meeting delegations, addressing concerns regarding increased traffic and alternative access solutions. Traffic staff have reviewed the reports and have found them to be generally satisfactory to support the proposed development.



Minutes

Active Transportation Advisory Committee

The Corporation of the City of Brampton

Tuesday, February 11, 2025

Members Present: Stephen Laidlaw (Co-Chair)
Cindy Evans
Alina Grzejszczak
Dayle Laing (arrived 7:10pm)
Barry Lavallee
Steven Lee

Members Absent: Lisa Stokes (Co-Chair)
Enzo Bek
Regional Councillor Rowena Santos (personal)

Staff Present: Nelson Cadete, Sr. Manager, Transportation Planning, Planning,
Building and Growth Management
Fernanda Duarte Peixoto Soares, Project Manager, Active
Transportation
Tyron Nimalakumar, Transportation Manager, Active
Transportation
Chandra Urquhart, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:06 p.m. and adjourned at 8:06 p.m.

2. **Approval of Agenda**

ATC001-2025

That the agenda for the Active Transportation Advisory Committee Meeting of February 11, 2025, be approved, as amended, as follows:

To Add:

7.3 - Correspondence from Enzo Bek, Citizen Member, dated February 9, 2025, re: **Resignation from the Active Transportation Advisory Committee**

Carried

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

Nil

4. **Previous Minutes**

4.1 Minutes - Active Transportation Advisory Committee - December 10, 2024

The minutes were considered by the Planning and Development Committee on January 13, 2025, and were approved by Council on January 22, 2025. The minutes were provided for Committee's information.

5. **Presentations / Delegations**

5.1 Presentation by Stephen Laidlaw, Co-Chair, re: Bicycle Parking in Brampton

Stephen Laidlaw, Co-Chair, provided an overview of Bicycle Parking in Brampton and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding the process of installing bicycle racks on private property.
- Advised plans are in the works for bicycle parking in the public realm.
- Clarification that staff are currently undertaking a comprehensive Zoning By-law review that will include bicycle parking land usage.
- Question regarding whether the style of municipal bike racks is being reviewed.
- Concern was raised regarding bike post ring rack installation as bikes can easily be stolen.

The following motion was considered.

ATC002-2025

That the presentation from Stephen Laidlaw, Co-Chair, re: **Bicycle Parking in Brampton**, to the Active Transportation Advisory Committee Meeting of February 11, 2025, be received.

Carried

5.2 Presentation by Fernanda Soares, Project Manager, Active Transportation, Planning, Building and Growth Management, re: The 2025 Active Transportation Work Plan

Fernanda Soares, Project Manager Active Transportation, Integrated City Planning, provided a detailed overview of the 2025 Active Transportation Work Plan and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding whether the redesign of Kensington Road and Kings Cross intersection to make it easier for pedestrians to cross is being considered.
- Question regarding Etobicoke Creek Trail between Loafers Lake and Conservation Drive is listed for repair.
- Questions regarding how Pedestrian Crossing Overs (PXO's) are prioritized, are they located with signalized lights and are they all constructed with improved lighting.
- Clarification that new options regarding counters are being reviewed.

- Clarification regarding the costs associated with the Howden Boulevard design exercise and consultation.

The following motion was considered.

ATC003-2025

1. That the presentation from Fernanda Soares, Project Manager Active Transportation, Integrated City Planning re: **The 2025 Active Transportation Master Plan**, to the Active Transportation Advisory Committee Meeting of February 11, 2025, be received.

Carried

6. Reports / Updates

Nil

7. Other / New Business / Information Items

- 7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - January 21, 2025

The following motion was considered.

ATC004-2025

That the **Active Transportation Advisory Committee Sub-Committee Minutes of January 21, 2025**, to the Active Transportation Advisory Committee Meeting of February 11, 2025, be received.

Carried

- 7.2 Discussion at the request of Stephen Laidlaw, Co-Chair, re: Degradation of the Asphalt Road Surface at Bus Stops on the Vodden Street Bicycle Lanes

Stephen Laidlaw, Co-Chair advised that the asphalt is failing at three to four bus stops along Vodden Street. Mr. Laidlaw advised that these sections were repaved approximately two years ago and sought clarification as to whether the degradation of the road surface is normal.

Fernanda Soares, Project Manager Active Transportation, Integrated City Planning, advised that further conversations will be had with staff in the Roads

Maintenance department regarding the warranty period and future concerns. Ms. Soares will provide an update at a future meeting.

- 7.3 Correspondence from Enzo Bek, Citizen Member, dated February 9, 2025, re: Resignation from the Active Transportation Advisory Committee

The correspondence was acknowledged by the Committee.

The following motion was considered.

ATC005-2025

That the correspondence from Enzo Bek, Citizen Member, dated February 9, 2025, re: **Resignation from the Active Transportation Advisory Committee**, to the Active Transportation Advisory Committee Meeting of February 11, 2025, be received.

Carried

8. **Correspondence**

Nil

9. **Question Period**

Dayle Laing, Citizen Member, asked a question regarding what will be done regarding the low composition of members actively on the Active Transportation Advisory Committee.

In response to Ms. Laing's question, City Clerk's staff advised that a recruit is being considered for all Council Committees.

10. **Public Question Period**

The public was given the opportunity to submit questions in person or via e-mail to the City Clerk's Office regarding any decisions made at this meeting. C. Urquhart, Legislative Coordinator, confirmed there were no questions from the public.

11. **Adjournment**

The following motion was considered.

ATC006-2025

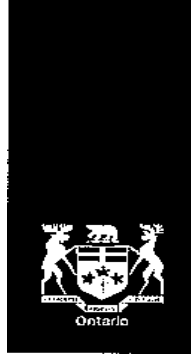
That the Active Transportation Advisory Committee do now adjourn to meet again for a Regular Meeting on Tuesday, April 8, 2025, 7:00 p.m. or at the call of the Chair.

Carried

Steven Laidlaw (Co-Chair)

Lisa Stokes (Co-Chair)

PRABMEET SINGH SARKARIA
MPP - Brampton South



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Dear Residents of Peel Village,

I am writing to address the growing concerns surrounding rooming houses in two specific areas within our riding and community. I share your frustration and alarm over the recent surge of unsafe rooming houses in these particular parts of our city. As many of you have experienced, these conversions often result in unsafe and unsanitary conditions that not only compromise the quality of life for residents but also pose serious health, safety, and fire risks for both the community and the occupants.

There have been disturbing reports and photos from neighbors depicting deplorable living conditions in some of these properties: cars parked on lawns, piles of garbage accumulating outside, and overcrowded, unsanitary living environments inside. Alarming, fires have occurred at some of these properties, narrowly avoiding injury to those inside.

I fully support the by-law moved by our local Councillor, Dennis Keenan, to temporarily pause applications for rooming houses in only two specific areas of our city. This temporary pause will give the city the ability to address these two particular areas, which have seen a significant increase in dangerous living conditions. I believe this issue is unique to these specific parts of our city and should remain limited to the areas outlined in this motion. As Councillor Keenan has stated, this pause will allow city enforcement and officials to better protect residents from health and safety risks, while providing an opportunity for a thorough review of the current situation and the implementation of stronger regulations to safeguard our community. Health and safety must always be a top priority, and it is essential that we ensure the well-being of our residents.

I also want to take this opportunity to recognize Councillor Dennis Keenan. He has been a fierce advocate for the residents of Peel Village, and I have greatly appreciated working alongside him to address many of the issues our community has faced. From investing in additional by-law enforcement officers to passing multiple motions at City Hall to counter illegal rooming houses, I applaud his dedication and hard work on behalf of his constituents.

Thank you for your continued engagement and commitment to our community.

PRABMEET SINGH SARKARIA
MPP, Brampton South