



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

Date: Monday, July 7, 2025
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall
Members: Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8
Mayor Patrick Brown (ex officio)

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 (5 Minutes Maximum)

6. Statutory Public Meeting

6.1 File: City-initiated Report 2025-441 - Public Meeting

Residential Rental Conversion and Demolition By-law

Applicant/Consultant: City-initiated

Purpose: To present the draft City-Initiated By-law to regulate residential rental conversion and demolition city-wide in order to protect Brampton's supply of rental housing.

Location: City-wide

6.1.1 Staff Presentation by Noel Cubacub, Planner, Integrated City Planning

6.1.2 Staff Report by Noel Cubacub, Planner, Integrated City Planning

6.1.3 Delegations

6.1.4 Correspondence

Recommendation

6.2 File: City-initiated Report 2025-532 - Public Meeting

Zoning By-law Amendment – Refreshment Vehicle Permissions

Applicant/Consultant: City-initiated

Purpose: To propose regulations to the Zoning By-law for the operation of refreshment vehicles by removing unnecessary barriers for food trucks, such as, adding a definition for refreshment vehicles trucks (including enclosed trailers), managing parking impacts, exempting refreshment vehicles from outside storage and oversized motor vehicle requirements, and aligning Zoning By-law with the recently approved Mobile Licensing By-law.

Location: City-wide

(See Item 7.2)

6.2.1 Staff Presentation by Marco Gerolini, Planner, Development Services

6.2.2 Delegations

6.2.3 Correspondence

Recommendation

7. Planning Applications

7.1 File: City-initiated Report 2025-457

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.

Location: City-wide

7.1.1 Staff Report by Andrew Ramsammy, Planner, Development Services

7.1.2 Delegations

7.1.3 Correspondence

7.2 File: City-initiated Report 2025-533

Zoning By-law Amendment – Refreshment Vehicle Permissions

Applicant/Consultant: City-initiated

Purpose: To propose regulations to the Zoning By-law for the operation of refreshment vehicles by removing unnecessary barriers for food trucks, such as, adding a definition for refreshment vehicles trucks (including enclosed trailers), managing parking impacts, exempting refreshment vehicles from outside storage and oversized motor vehicle requirements, and aligning Zoning By-law with the recently approved Mobile Licensing By-law.

Location: City-wide

(See Item 6.2)

7.2.1 Staff Report by Marco Gerolini, Planner, Development Services

7.2.2 Delegations

7.2.3 Correspondence

Recommendation

7.3 File: OZS-2023-0008

Application to Amend the Secondary Plan and Zoning By-Law, and Draft Plan of Subdivision

Applicant/Consultant: Apoca Carpenters Limited, Candevcon Limited

Purpose: To facilitate a residential development of 111 single detached dwellings, 48 standard townhouse units, 90 stacked townhouse units, 436 apartment units. Additional blocks are for a park, vista, stormwater management pond, district retail and natural heritage system.

Location: 4584 Castlemore Road, north of Castlemore Road, between The Gore Road and Clarkway Drive, Ward 10

7.3.1 Staff Report by Megan Fernandes, Planner, Development Services

7.3.2 Delegations

7.3.3 Correspondence

Recommendation

7.4 File: OZS-2023-0017

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

Applicant/Consultant: 13743446 Canada Inc., Blackthorn Development Corp.

Purpose: To facilitate the development of thirty-one (31) freehold residential dwelling – comprised of twenty-seven (27) townhouse and four (4) single detached dwellings.

Location: 9874 The Gore Road, Ward 8

7.4.1 Staff Report by François Hémon-Morneau, Principal Planner, Development Services

7.4.2 Delegations

7.4.3 Correspondence

Recommendation

7.5 File: OZS-2024-0044

Application to Amend the Zoning By-law

Applicant/Consultant: Bramalea RR GP Limited c/o LEV Developments Inc.

Purpose: To permit the development of a mixed-use community consisting of two residential towers of 55 and 50 storeys with 1238 units and a retirement home building of 20 storeys with 300 suites connected by a 5-storey podium.

Location: 30 Peel Centre Drive, Ward 7

7.5.1 Staff Report by Nicole Hanson, Principal Planner/Supervisor, Development Services

7.5.2 Delegations

7.5.3 Correspondence

Recommendation

7.6 File: OZS-2024-0057

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

Applicant/Consultant: Umbria Developments, Glen Schnarr and Associates Inc.

Purpose: To facilitate the development of seven (7) detached residential dwellings, thirteen (13) residential reserve blocks and the extension of Castlegate Boulevard.

Location: 3827, 3847, and 3863 Castlemore Road, Ward 8

7.6.1 Staff Report by Nicole Hanson, Principal Planner/Supervisor, Development Services

7.6.2 Delegations

7.6.3 Correspondence

Recommendation

7.7 File: OZS-2022-0019

Application to Amend the Official Plan and Zoning By-Law

Applicant/Consultant: Brampton and Regional Islamic Centre (BARIC), G-Force Urban Planners and Consultants

Purpose: To facilitate the development of a new Place of Worship, known as BARIC.

Location: 9445 Clarkway Drive, Ward 10

7.7.1 Staff Report by Chinoye Sunny, Planner, Development Services

7.7.2 Delegations

1. Abdul Gafur
2. Abul Kalam Ansary
3. Aeysha Ahmad
4. Rahmatullah Habib
5. Mohammed Haque
6. Azeem Sheikh
7. Rehana Sheikh
8. Aadam Sheikh
9. Mahmuda Khanam

10. Rafi Ahmad
11. Shahidul Sultan
12. Saira Sultan
13. Md. Mukbul Bhuiyan
14. Nehal Ahmed
15. Vijay Lad
16. Samira Abukar
17. Dilip Ahir
18. Ibrahim Ali

7.7.3 Correspondence

Recommendation

8. **Staff Reports**

- 8.1 Staff Report by Tristan Costa, Planner, Integrated City Planning, re: Bram West Secondary Plan Review Wards 4 and 6 (RM 13/2025)

Recommendation

Note: To be distributed prior to the meeting.

9. **Committee Minutes**

- 9.1 Minutes - Active Transportation Advisory Committee - June 10, 2025

To be approved.

- 9.2 Minutes - Brampton Heritage Board - June 17, 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

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

Next Regular Meeting: Monday, August 11, 2025 at 7:00 p.m.

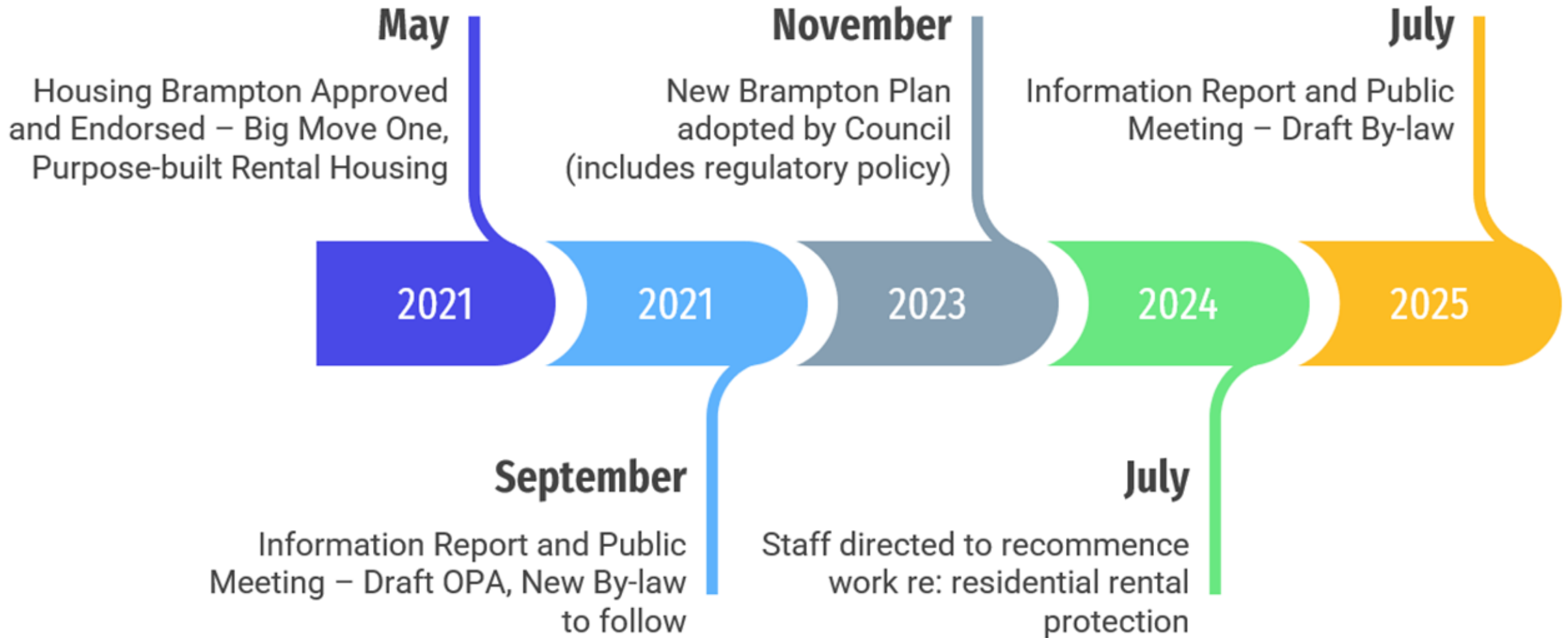
PUBLIC INFORMATION MEETING

City-Initiated By-Law: Residential Rental Conversion and Demolition

Proposed to be applied City-wide

Meeting: July 7th, 2025

Background



Purpose

- Present the draft Residential Rental Conversion and Demolition By-law to maintain key rental assets and ensure Brampton's current and future residents have access to affordable rental housing options
- Compare other local residential rental protections
- Seek feedback and comments on the Draft By-law

Policy Context

Planning Act, Section 33 - Establish a Demolition Control Area

- No person shall demolish a residential property without a permit issued by Council

Municipal Act, Section 99.1 – Regulate Conversion and Demolition of RRP

- Prohibit the conversion and/or demolition of a RRP without a permit; and
- Impose conditions as a requirement of the permit.

Demolition Control By-law

- No. 203-99

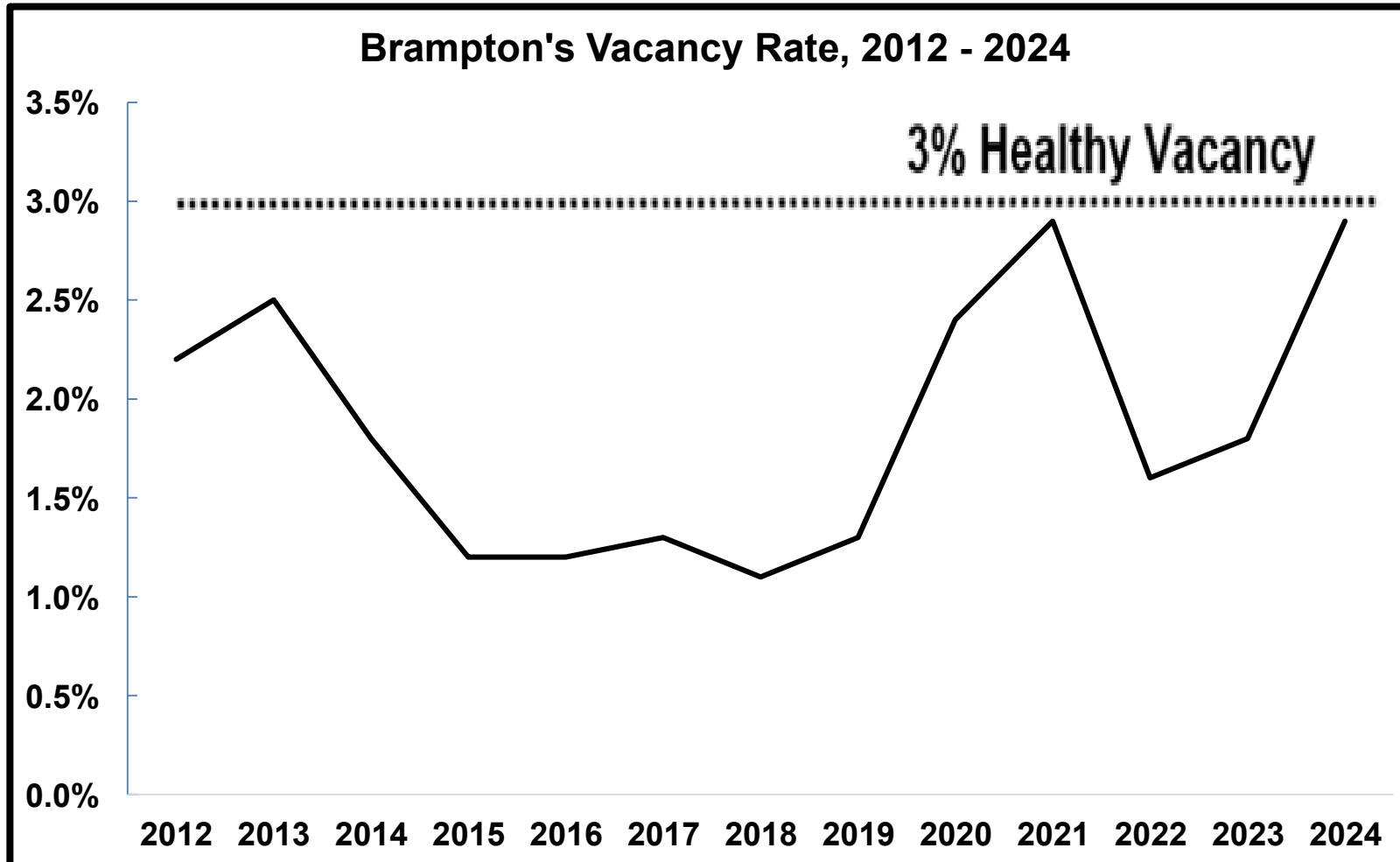
Brampton Plan (In-effect policies)

5.16.3 The City may, by By-law, regulate the conversion and demolition of residential rental properties and impose conditions as a requirement of obtaining a permit.

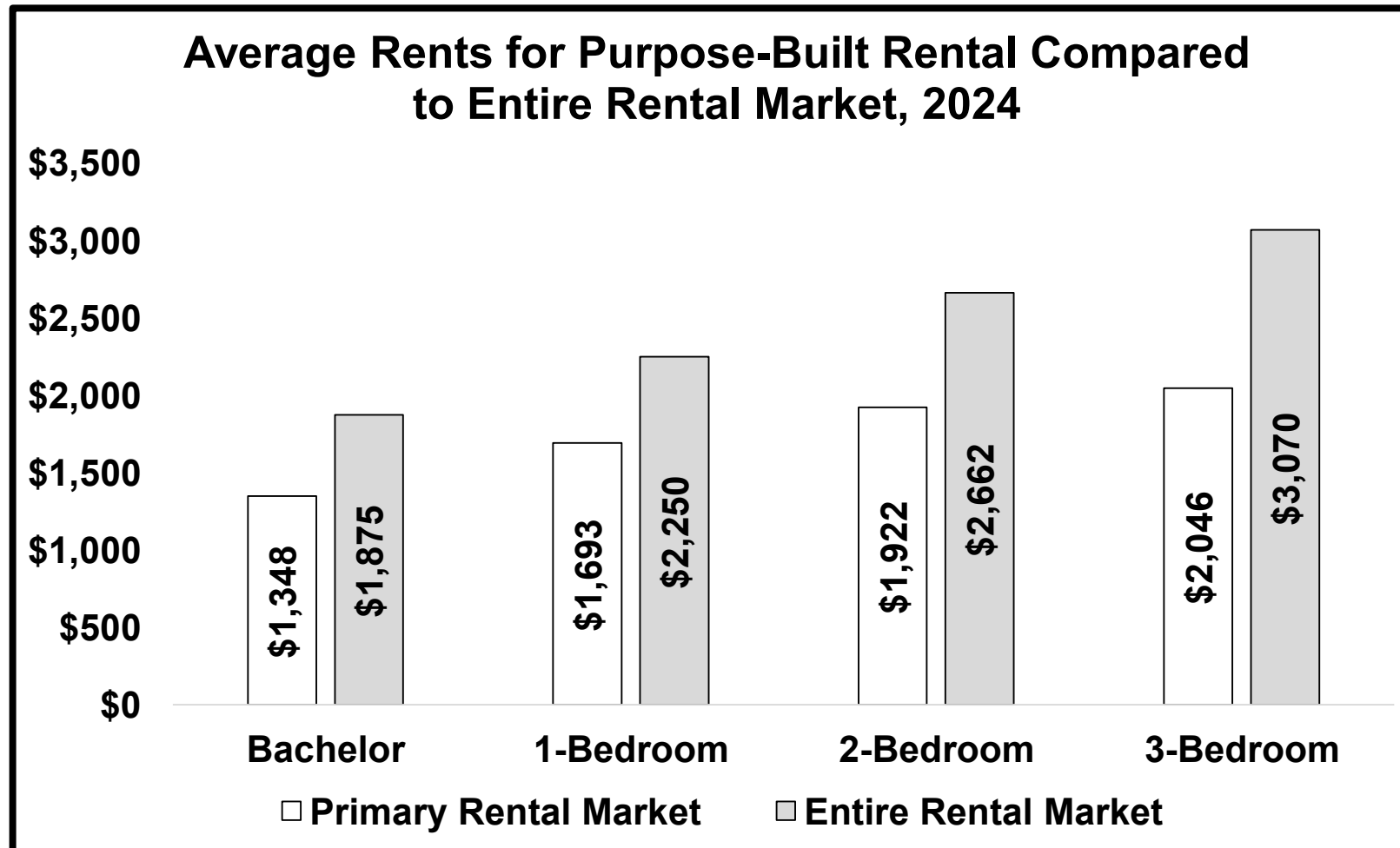
Key Indicators of Brampton's Rental Market

- New purpose-built rental makes up only ~2% of new developments in Brampton over the last decade
- Brampton's annual vacancy rate is consistently below 3%, indicating a strong rental demand and limited rental supply
- Purpose-built rental housing provides stable, affordable long-term housing to tenants

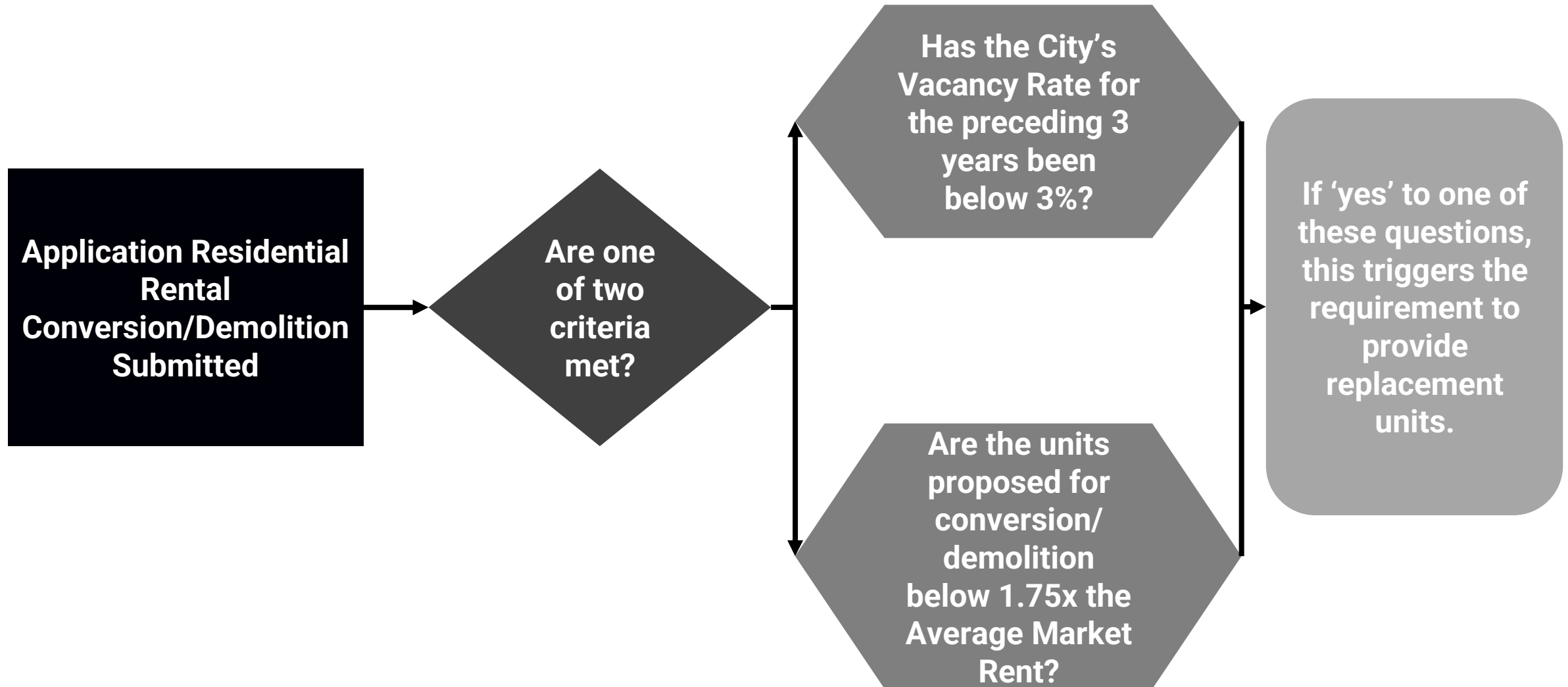
Key Indicators of Brampton's Rental Market



Key Indicators of Brampton's Rental Market



Proposed By-law



Municipal Benchmarking



- Vacancy rate of 3% for 3 years
- Rents for proposed units is 1.75 times AMR
- “Similar” rents for new units



- Vacancy rate of 3% of 2 years
- Rents for proposed units is above 100% of AMR
- Tenant assistance and relocation
- “Similar” rents for new units



- Rental units Affected previously in the last 5 years is less than 6 units
- Proposal will not reduce number of rental units to less than 6
- Enhanced Tenant Assistance Package



- No minimum requirements
- Tenant compensation w/ temporary replacement unit, rent waiver, and cash payout



- Rental units affected previously in the last 5 years is less than 6 units
- Proposal will not reduce number of rental units to less than 6 Units not being returned to will use centralized housing access system

Next Steps

Research & Information Gathering

Notice of Public Meeting

Public Meeting (We are here)

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Additional Information

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

- City Planner contact:
NOEL CUBACUB
POLICY PLANNER III
CITY OF BRAMPTON
NOEL.CUBACUB@BRAMPTON.CA



Thank you!



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-07-07

Subject: **Information Report: City-Initiated By-law – Residential Rental Conversion and Demolition**

Contact: Noel Cubacub, Policy Planner III, Integrated City Planning
 Shannon Brooks-Gupta, Manager, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2025-441

RECOMMENDATIONS:

1. That the report from Noel Cubacub, Planner III, Integrated City Planning to the Planning and Development Committee Meeting of June 9, 2025, re: **Information Report: City-Initiated By-law – Residential Rental Conversion and Demolition**, be received;
2. That Integrated City Planning staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation.

OVERVIEW:

- *Housing Brampton*, the City's Housing Strategy and Action Plan, was approved and endorsed by Council on May 19th, 2021. This draft by-law is a deliverable of *Housing Brampton*.
- Primary, purpose-built rental housing has an integral role in Brampton's housing system, providing more stable, secure and traditionally more affordable rental options than Brampton's secondary rental market (e.g., rented condominiums).
- There has been a minimal increase in the total number of new purpose-built rental projects in the City in recent years. *Housing Brampton* focuses on new policies, programs and actions to encourage and incentivize the supply of new rental housing. At the same time, protecting the existing purpose-built rental stock is imperative.
- The purpose of this report and public meeting is to present the draft City-Initiated By-law to regulate rental conversion and demolition city-wide in order to protect Brampton's supply of rental housing.

- The draft By-law proposes that applicants proposing to convert and/or demolish residential rental properties exceeding six (6) units be required to replace the rental units in the redevelopment, unless one of the two criteria are met:
 1. The average vacancy rate for the preceding three (3) years is at or more than 3%, or
 2. The rents for all existing units proposed for conversion or demolition are equal to or more than 1.75 times the Average Market Rent.
- This draft By-law delivers on “Big Move One - Purpose-Built Rental Housing” of Housing Brampton, delivering on the objective to maintain and increase the supply of purpose-built rental housing for low and moderate-income households. The proposed By-law also seeks to ensure housing stability for existing residents to remain in their communities, while ensuring affordable options for future residents.

BACKGROUND:

In 2021, staff brought forward an [information report](#) to the Planning and Development Committee regarding proposed regulations for the conversion and demolition of six (6) or more residential rental units to protect the existing purpose-built rental supply across the city.

The delivery of this work was put on hold due to newly tabled legislation from the Province of Ontario (Bill 23) which proposed limitations and conditions on the powers of municipalities to prohibit and regulate the demolition and conversion of rental housing. Since 2022, no further regulations have proceeded acting upon these proposed changes. On July 8, 2024, the Planning and Development Committee directed staff to re-initiate the rental conversion and demolition work and report back to Council ([Item 9.1](#)).

The purpose of this report is to present the draft Rental Conversion and Demolition By-law to regulate rental conversion and demolition city-wide, supporting the long-term stability and maintenance of the City’s rental supply.

Policy Context

Foundational direction for rental conversion and demolition bylaws are provided through the *Planning Act* and the *Municipal Act, 2001*, as well as policies from the Provincial Planning Statement, 2024 and the City’s Official Plan - *Brampton Plan* (2023).

Provincial legislation provides direction for municipalities to provide for a range and mix of housing types, including purpose-built rental. Specifically, section 33 of the *Planning Act* allows a municipality to identify areas where the demolition of residential properties can be controlled and regulated. Additionally, section 99.1 of the *Municipal Act* allows a

municipality to enact a by-law that regulates the demolition of multi-unit residential rental properties as well as the conversion of these properties to any other use.

Brampton Plan establishes policies for the protection of purpose-built rental units and an increase in rental housing options across the city. Policy 5.6.13 of Brampton Plan provides that the City may – through a By-law – regulate the conversion and demolition of residential rental properties and impose conditions as a requirement for obtaining a permit. Additionally, policy 3.3.1.29 identifies that the City will seek to maintain a healthy rental vacancy rate of approximately 3% to ensure the adequate supply of rental dwelling units in Brampton.

Attachment 1 includes a detailed review of applicable provincial and municipal policies.

Housing Brampton

Housing Brampton, the City's Housing Strategy and Action Plan, was approved and endorsed by Council on May 19th, 2021. It aims to improve housing affordability, add more diverse types of housing to the City's housing stock, and uses innovative approaches to address housing needs. The Strategy and Action Plan identifies overarching principles and implementation methods to advance housing goals in Brampton.

Rental conversion and demolition are identified in the Housing Brampton Implementation Roadmap, which provides a framework for integrating and implementing policies that will support Brampton's housing supply. The proposed By-law supports the Principles of *Housing Brampton*, particularly reducing barriers to the supply of housing, making full use of regulatory tools, and incorporating equity.

CURRENT SITUATION:

The proposed Rental Demolition and Control By-law is integral to maintaining and increasing the City's rental housing market.

The health of a municipality's rental housing market is characterized by three main elements:

1. Total supply or stock of purpose-built rental
2. Vacancy Rate
3. Average Market Rents

Total Supply of Purpose-Built Rental

Purpose-built rental housing (Primary Rental Market) contributes to the provision of diverse and affordable housing supply options in Brampton. Since 2014, the creation of new purpose-built rental housing within Brampton has remained minimal, with an increase of only 744 new rental units created, for a total of 11,457 purpose-built rental units in total in Brampton, as reported by the Canada Mortgage and Housing Corporation

(CMHC). Comparatively, Brampton had over 31,300 new housing starts¹ from 2014 – 2024, making new purpose-built rental approximately 2% of the new developments in the last decade.

Vacancy Rates

Another important indicator of the health of the City's rental market is its vacancy rate. Vacancy rates refer to the percentage of rental housing units that are vacant in the survey area (municipality or submarket of the municipality), with a healthy vacancy rate at approximately 3% as it indicates a balance between supply and demand of housing. Low vacancy rates, generally anything lower than 3%, indicate a strong rental demand and limited rental supply. A low vacancy rate limits choice in the market for interested households, which presents the market condition for landlords to increase rents above inflationary levels due to the imbalance between supply and demand. Brampton's vacancy rates have remained under 3% every year since 2012, reflecting low supply and high demand that has led many residents looking for rental options to rely on the less affordable secondary market.

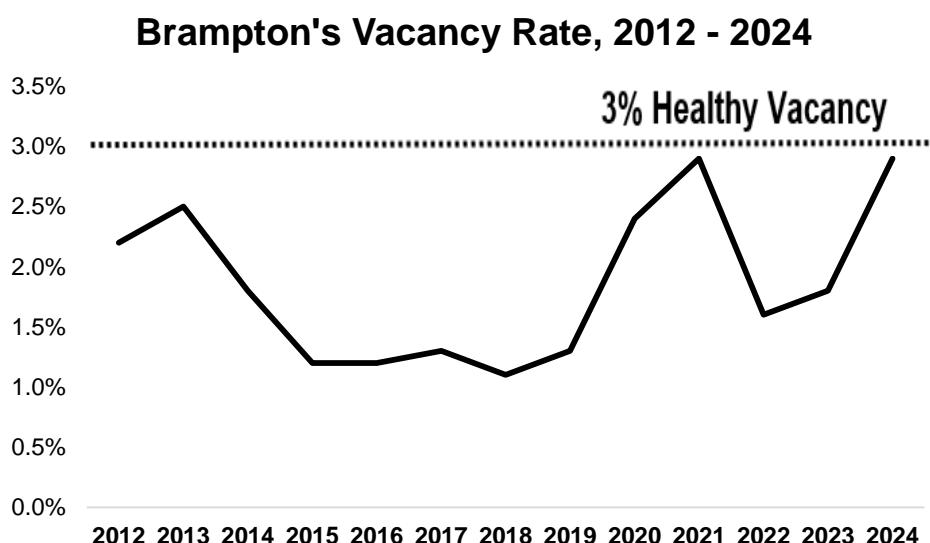


Figure 1. CMHC, Rental Market Survey, 2012- 2024

Purpose-Built Rental Housing Affordability

Figure 2 shows the average rent for purpose-built rental units across all bedroom types in Brampton and compares this to the rents charged in the entire rental market universe (primary, purpose-built rental units and the secondary market).

When the secondary rental market is factored in, rental units stop becoming affordable for even moderate-income households. When considering the entire rental market (both primary and secondary rental), all unit types are more expensive compared to only the primary rental market. This is due to the lack of purpose-built rental supply, lack of rent

¹ This does not include new Additional Residential Units, which has provided an increase in the total supply of new rental units in the City of Brampton.

control in newer units, and demand for secondary market units to fill the gap in purpose-built rental supply.

Older purpose-built rental housing has provided stable, affordable long-term housing to tenants, as these buildings have offered lower rents compared to units in the secondary market. The potential loss of these units, whether through demolition, conversion to ownership, or significant rent increases, poses a risk to housing stability and deepens affordability pressures. If left unprotected, these aging but deeply affordable units may be lost permanently, accelerating housing insecurity. This would leave many residents — including seniors, long-term tenants, and low-income families — with few or no alternatives. The proposed By-law is a preventative measure to keep vulnerable residents housed and communities stable by maintaining the existing supply of affordable rental units.

Average Rents for Purpose-Built Rental Compared to Entire Rental Market, 2024

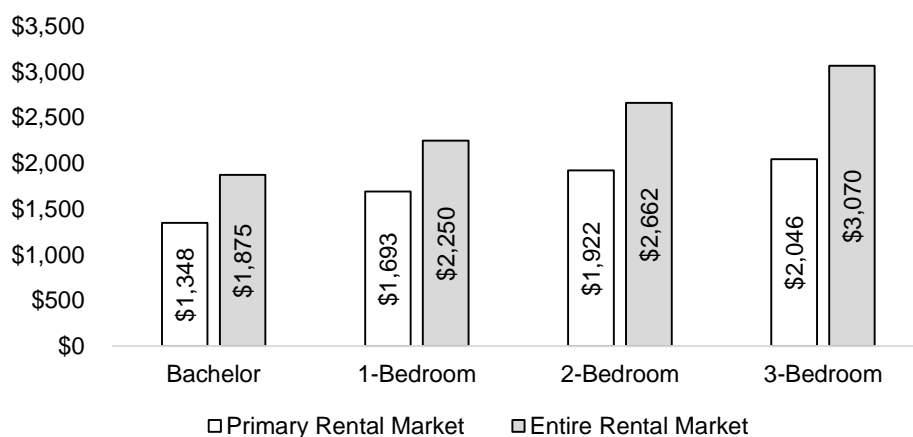


Figure 2. CMHC, Rental Market Survey & TRREB Rental Market Report, 2024

Benchmarking

A number of neighbouring municipalities have taken similar steps to protect their existing purpose-built rental housing units by implementing rental protection by-laws, including:

- City of Mississauga;
- The City of Kitchener;
- The City of Toronto;
- The City Hamilton; and
- The Town of Oakville.

These municipalities are generally consistent on when a permit is required, how to apply for a permit, who is the approving authority, as well as any related enforcement and penalties. Where they differ is the criteria needing to be met to obtain the permit and the conditions that may be imposed should the proposal not meet that criteria. A fulsome

review of the residential rental protection by-law benchmarking can be found in Attachment 2.

Proposed Residential Rental Conversion and Demolition By-law

The purpose of the proposed Residential Rental Conversion By-law (Attachment 3) is to provide better protection for Brampton's existing rental housing stock, as well as its tenants, and ensure that the City's current and future residents have access to affordable rental housing options.

The intent of the proposed By-law is not to delay or deter new development, but to ensure that redevelopment at a minimum maintains and contributes to an inclusive, balanced housing supply. By maintaining key rental assets, Brampton protects housing stability while still enabling new growth and redevelopment, safeguarding affordable rental units and providing tenants affordable, stable and suitable housing as the city evolves.

Table 1 is a summation of the major elements of the proposed by-law.

Table 1: Proposed Residential Rental Conversion and Demolition By-law	
Category	Description
By-law Scope	Residential rental properties with 6+ rental units.
By-law Purpose	To require a Section 99.1 Permit for any proposals seeking to convert or demolish residential rental units of 6 units or more.
Permit Submission Requirements with Application	<ul style="list-style-type: none"> • Description of proposed demolition or conversion; • Unit count (by type); • Rent rolls; • Tenant list; • Any related planning applications; • Proposed rental replacements where applicable; • Tenant engagement plan; and • Applicable fees.
City Criteria for Approval of Permit	<p>The permit will be granted if one of the two criteria below are met:</p> <ul style="list-style-type: none"> • The average vacancy rate for the City for the preceding three years is at or more than 3.0%; or • The rents for all rental units are equal to or more than 1.75 times the average market rent.

Additional Applicant Requirements if City Criteria Are Not Met	<p>If one of the two permit requirements above are not met, the following conditions are required for permit approval:</p> <ul style="list-style-type: none"> • Replaced or retained units be available at comparable rents; • Notify affected tenants as per the <i>Residential Tenancies Act</i>; • Provide tenants with the right to return to replaced or retained unit; • Enter into an agreement to be registered on title; and • Replacement of units can be on-site, a comparable off-site location, cash-in-lieu, or combination.
Permit Approval Authority	<p>Delegated to the Commissioner;</p> <p>Commissioner may refer the application to Council for approval if, in the Commissioner's opinion, the application should be considered with a Related Planning Application.</p>

Staff are seeking public input on the proposed by-law (Attachment 3). The proposed By-law delivers on a key action of *Housing Brampton* as well as the policies of *Brampton Plan, 2023* to ensure the preservation and maintenance of rental housing in the city.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications resulting from the recommendation in this report. Any future financial implications and impacts related to enforcement and City costs will be discussed in a forthcoming Recommendation Report to Council.

Legal Implications:

The proposed By-law will require no amendment to the City's existing Demolition By-law. Legal enforcement of the By-law and compliance with it will be further explored in the Recommendation Report.

STRATEGIC FOCUS AREA:

The Rental Conversion and Demolition By-law delivers on the strategic priorities of 'Growing Urban Centres and Neighbourhoods' and 'Health and Well-being', ensuring strong and connected communities and building citizen belonging, wellness and safety.

CONCLUSION:

This By-law ensures that the limited remaining purpose-built rental housing in the City is protected, providing the full replacement of units that are proposed for conversion or demolition. Losing the City's limited purpose-built rental housing would have long-term consequences for housing affordability and displacement, and would place additional pressures on Peel Living's wait list. Council has remained committed to increasing the new supply of purpose-built rental housing through the Community Improvement Plan for Affordable Housing and funds received under the Housing Accelerator Fund. Building on these initiatives, this By-law will ensure the maintenance of and increase in supply of purpose-built rental housing in Brampton, ensuring stable housing options for residents impacted by rental conversion or demolition.

This report brings forward a Draft Residential Rental Conversion and Demolition By-law to advance and implement the objectives of *Housing Brampton*, to strengthen the City's residential rental protection policies and support the retention of purpose-built rental housing in the city.

Authored by:

Reviewed by:

Noel Cubacub
Policy Planner III
Integrated City Planning

Henrik Zbogar, RPP, MCIP
Director,
Integrated City Planning

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Policy Planning Context and Analysis
- Attachment 2 – Benchmarking of Municipal Residential Rental Protection By-laws
- Attachment 3 – Draft Residential Rental Housing Conversion and Demolition By-law
- Attachment 4 – Presentation: Residential Rental Housing Conversion and Demolition By-law

The City-Initiated By-law has been reviewed for consistency with matters of provincial, and municipal interest, as identified in the following policies.

1. Provincial Alignment

1.1 Planning Act, Section 33

In Ontario, section 33 of the Planning Act authorizes municipalities to identify areas where the demolition of residential property will be controlled. This is currently implemented in Brampton through By-law No. 203-99 which designates the whole of the City of Brampton as an area of demolition control.

Demolition Control Area

33 (1) In this section,

“dwelling unit” means any property that is used or designed for use as a domestic establishment in which one or more persons may sleep and prepare and serve meals; (“logement”)

“residential property” means a building that contains one or more dwelling units, but does not include subordinate or accessory buildings the use of which is incidental to the use of the main building. (“immeuble d’habitation”) R.S.O. 1990, c. P.13, s. 33 (1).

Establishment of demolition control area by by-law

(2) When a by-law under section 15.1 of the *Building Code Act, 1992* or a predecessor thereof is in force in a municipality or when a by-law prescribing standards for the maintenance and occupancy of property under any special Act is in force in a municipality, the council of the local municipality may by by-law designate any area within the municipality to which the standards of maintenance and occupancy by-law applies as an area of demolition control and thereafter no person shall demolish the whole or any part of any residential property in the area of demolition control unless the person is the holder of a demolition permit issued by the council under this section. R.S.O. 1990, c. P.13, s. 33 (2); 1997, c. 24, s. 226 (4).

1.2 Municipal Act, 2001, Section 99.1

The *Municipal Act, 2001* authorizes municipalities to enact by-laws regulating the demolition of multi-unit residential rental properties, or the conversion of such rental properties to other uses such as a residential condominium.

Demolition and Conversion of Residential Rental Properties

99.1 (1) Subject to the regulations, if any, a local municipality may prohibit and regulate the demolition of residential rental properties and may prohibit and regulate the conversion of residential rental properties to a purpose other than the purpose of a residential rental property. 2006, c. 32, Sched. A, s. 40; 2023, c. 10, Sched. 5, s. 1 (1).

Same

(2) The power to pass a by-law respecting a matter described in subsection (1) includes the power,

- (a) to prohibit the demolition of residential rental properties without a permit;
- (b) to prohibit the conversion of residential rental properties to a purpose other than the purpose of a residential rental property without a permit; and
- (c) to impose conditions as a requirement of obtaining a permit. 2006, c. 32, Sched. A, s. 40.

Agreements

(2.1) If a condition referred to in clause (2) (c) requires an owner of land to which a by-law passed under this section applies to enter into an agreement with the municipality, the municipality may,

- (a) register the agreement against the title to the land to which it applies; and
- (b) enforce the agreement against the owner and any subsequent owners of the land. 2017, c. 10, Sched. 1, s. 7.

Restriction

(3) The municipality cannot prohibit or regulate the demolition or conversion of a residential rental property that contains less than six dwelling units. 2006, c. 32, Sched. A, s. 40.

Effect of building code, etc.

(4) Despite section 35 of the *Building Code Act, 1992*, in the event that the *Building Code Act, 1992* or a regulation made under that Act and a by-law prohibiting or regulating the demolition or conversion of a residential rental property treat the same subject-matter in different ways, that Act or the regulation under that Act prevails and the by-law is inoperative to the extent that the Act or regulation and the by-law treat the same subject-matter. 2006, c. 32, Sched. A, s. 40.

Same

(5) If a permit to demolish a residential rental property is issued under this section, no permit is required under section 8 of the *Building Code Act, 1992* to demolish the property. 2006, c. 32, Sched. A, s. 40.

Report

(6) The municipality shall report statistics and other information concerning the demolition and conversion of residential rental properties to the Minister and shall do so

at the times and in the form and manner specified by the Minister. 2006, c. 32, Sched. A, s. 40.

Regulations

(7) The Minister may make regulations,

(a) governing the powers of a local municipality under this section, including regulations,

(i) imposing restrictions, limits and conditions on the powers of local municipalities to prohibit and regulate the demolition and conversion of residential rental properties,

(ii) prescribing requirements to be contained in by-laws made under this section,

(iii) prescribing conditions that local municipalities must include as a requirement for obtaining a permit, and

(iv) prescribing requirements that the local municipality must impose on owners of land to which a by-law passed under this section applies;

(b) authorizing local municipalities that pass a by-law under this section to require an owner of land to which a by-law passed under this section applies to make payments and to provide compensation;

(c) for the purposes of clause (b), prescribing the amounts to be paid, the compensation to be provided, the persons to whom payments and compensation shall be made and the circumstances in which payments and compensation shall be made, and otherwise governing the payments and compensation;

(d) prescribing steps local municipalities must take or conditions that must be met before passing a by-law under this section and governing any transitional matters with respect to the implementation of such conditions;

(e) defining, for the purposes of this section and any regulations under this section, any word or expression not defined in subsection 1 (1) of this Act. 2023, c. 10, Sched. 5, s. 1 (2).

Conflict

(8) If there is a conflict between a regulation made under this section and a provision of this Act, other than this section, or of any other Act or regulation, the regulation made under this section prevails. 2023, c. 10, Sched. 5, s. 1 (2).

1.3 Provincial Planning Statement, 2024

2.2 Housing

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

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

2. Municipal Alignment

2.1 Region of Peel Official Plan (Peel 2051)

Bill 185, the *Cutting Red Tape to Build More Homes Act*, which took effect as of July 1, 2024, removed planning authority and relevant responsibilities provided through the *Planning Act* from the Region of Peel and transferred this authority to local municipalities and the Province. Previously, legislative changes put forward through Bill 23, the *More Homes Built Faster Act* stated that, on July 1, 2024, the RPOP would become an Official Plan of the lower-tier municipality and that the Region of Peel Official Plan prevails in the event of a conflict with the lower tier municipal official plan (*Planning Act* Section 70.13 - Transition, upper-tier municipalities without planning responsibilities). As of July 1, 2024, the City is now responsible for all aspects of implementation of the RPOP until such a time that it is revoked and/or amended. As such, the City is currently required to administer the provisions of the RPOP and ensure applications conform to it.

5.9 Housing – Housing Options and Targets

Policy

5.9.18 Direct the local municipalities to establish a local municipal rental vacancy rate that shall be used as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolition of residential rental units, unless replacement rental units are provided. If a local municipal rental vacancy rate has not been established, the Regional rental vacancy rate of 3 per cent for the preceding three years as reported by the Canada Mortgage and Housing Corporation shall be used.

2.3 Brampton Plan (Policies in-effect)

Purpose-Built Market Rental Housing

Policies

3.3.1.29 An adequate and affordable supply of rental dwelling units will be provided and maintained by ensuring that, through the development approvals process, the City:

- a. Seeks to maintain a residential vacancy rate of at least 3% among all categories of rental dwelling units, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report; and,
- b. Strictly controls the diversion of long-term rental housing units and residential land to dedicated short-term rental use, including through online sharing-economy platforms that enable dwelling units to be rented to the travelling public.

Demolition Control

Objective

Demolition Control allows the City to maintain the integrity of Neighbourhoods, prevent the premature loss of housing stock, avoid the creation of vacant parcels of land, and retain existing dwelling units until new uses have been considered and redevelopment plans have been approved.

Policies

5.16.2 The City will retain and revise its Demolition Control By-law to regulate the demolition of residential rental properties.

5.16.3 The City may, by By-law, regulate the conversion and demolition of residential rental properties and impose conditions as a requirement of obtaining a permit.

Attachment 2: Benchmarking - Residential Rental Protection By-laws

Category	City of Mississauga	City of Hamilton	Town of Oakville	City of Kitchener	City of Toronto
By-law Name & No.	Rental Housing Protection By-law No. 0121-2018	Rental Housing Protection By-law No. 24-109	By-law No. 2023-102	Rental Replacement By-law No. 2024-132	Residential Rental Property Demolition and Conversion Control No. 1331-2023
Effective Date	June 1, 2019	January 1, 2025	July 10, 2023	June 24, 2024	December 15, 2023
Scope	Residential rental properties with 6+ rental units.	Residential rental properties with 6+ rental units.	Residential rental properties with 6+ rental units.	Residential rental properties or with 6+ rental or lodging units.	Residential rental properties with 6+ rental units.
Not in Scope	A condominium; Life Lease Projects; and Section 7 in the RTA.	A condominium; Life Lease Projects; Section 5 of the RTA; Section 7 of the RTA; Certain Municipal, Provincial, Federal Project.	Contains less than six dwelling units; A condominium; Life Lease Projects; Section 5 of the RTA; and Section 7 of the RTA.	A condominium; Life Lease Projects; Section 5 of the RTA; and Section 7 of the RTA.	Contains less than six dwelling units; A condominium; Life Lease Projects; and Section 5 of the RTA.
Conversion Restrictions	Permit required to convert rental units to another use.	Permit required to convert rental units to another use.	Permit required to convert rental units to another use. Adds additional context as to what a purpose other than a residential rental unit is.	Permit required to convert rental units to another use.	Permit required to convert rental units to another use. Adds additional context as to what a purpose other than a residential rental unit is.
Demolition Restrictions	Permit required for demolishing any part of a rental property that contains a dwelling unit.	Permit required for demolishing any part of a rental property that contains a dwelling unit.	Permit required for demolishing any part of a rental property that contains a dwelling unit.	Permit required for demolishing any part of a rental property that contains a dwelling unit.	Permit required for demolishing any part of a rental property that contains a dwelling unit.

Attachment 2: Benchmarking - Residential Rental Protection By-laws

Permit Exemptions	<p>Notwithstanding the above, a permit is not required if the conversion or demolition only includes portions of the property that does not contain any part of a dwelling unit.</p> <p>A permit is not required when the property is subject to a consent to sever and: (1) each parcel of land resulting from the conveyance will have six or more rental units; or (2) one or more of the parcels of land resulting from the conveyance will have six or more rental units an all other parcels at the time have no dwelling units.</p>	<p>Notwithstanding the above, a permit is not required if the demolition does not contain any part of a dwelling unit.</p> <p>A permit is not required when the property is subject to a consent to sever and: (1) each parcel of land resulting from the conveyance will have six or more rental units; or (2) one or more of the parcels of land resulting from the conveyance will have six or more rental units an all other parcels at the time have no dwelling units.</p>	<p>Notwithstanding the above, a permit is not required if the demolition does not contain any part of a dwelling unit.</p> <p>A permit is not required when the property is subject to a consent to sever and: (1) each parcel of land resulting from the conveyance will have six or more rental units; or (2) one or more of the parcels of land resulting from the conveyance will have six or more rental units an all other parcels at the time have no dwelling units.</p>	<p>Notwithstanding the above, a permit is not required if the conversion or demolition only includes portions of the property that does not contain any part of a dwelling unit.</p> <p>A permit is not required when the property is subject to a consent to sever and: (1) each parcel of land resulting from the conveyance will have six or more rental units; or (2) one or more of the parcels of land resulting from the conveyance will have six or more rental units an all other parcels at the time have no dwelling units.</p>	<p>Notwithstanding the above, a permit is not required if the conversion or demolition only includes portions of the property that does not contain any part of a dwelling unit.</p> <p>A permit is not required when the property is subject to a consent to sever and: (1) each parcel of land resulting from the conveyance will have six or more rental units; or (2) one or more of the parcels of land resulting from the conveyance will have six or more rental units an all other parcels at the time have no dwelling units.</p>
Application Requirements	<p>Description of proposed demolition or conversion;</p> <p>Unit count (by type);</p> <p>Rent rolls;</p> <p>Tenant list;</p> <p>Any related planning applications;</p> <p>Proposed rental replacements where applicable;</p> <p>Tenant engagement plan; and</p> <p>Applicable fees.</p>	<p>Description of proposed demolition or conversion;</p> <p>Unit count (by type);</p> <p>Rent rolls;</p> <p>Tenant list;</p> <p>Any related planning applications;</p> <p>Proposed rental replacements where applicable;</p> <p>Tenant engagement plan + extensive tenant meeting; and</p>	<p>Description of proposed demolition or conversion;</p> <p>Unit count (by type);</p> <p>Rent rolls;</p> <p>Tenant list;</p> <p>Any related planning applications;</p> <p>Proposed rental replacements where applicable;</p> <p>Tenant engagement plan + extensive tenant meeting;</p>	<p>Description of proposed demolition or conversion;</p> <p>Unit count (by type);</p> <p>Rent rolls;</p> <p>Tenant list;</p> <p>Any related planning applications;</p> <p>Proposed rental replacements where applicable;</p> <p>Tenant engagement plan; and</p> <p>Applicable fees.</p>	Not specified.

Attachment 2: Benchmarking - Residential Rental Protection By-laws

		Applicable fees.	A proposal for assistance that goes beyond the requirements of the RTA; and Applicable fees.		
Permit Approval Requirements	The vacancy rate for the City is a or above 3.0%; or The rents for all rental units are equal to or more than 1.75 times the average market rent.	<u>General:</u> Property has six or more dwelling units, but less than six rental units <u>Conversion:</u> Vacancy rate based on unit and structure type has been at or above 3.0% for the preceding two years; Rents for proposed converted units are above 100% of the AMR; For vacant units, the last market rent levels charged prior to vacancy were above 100% of AMR. <u>Demolition:</u> Vacancy rate based on unit and structure type has been at or above 3.0% for the preceding two years; Rents for proposed demolished units are above 100% of the AMR;	Property has six or more dwelling units, but less than six rental units; The Residential Rental Property at the time of the application has six or more Rental Units, and: (a) The combined number of existing Rental Units affected by the proposed Demolition or Conversion and any previous Demolition or Conversion activities within the preceding five-year period is less than six; and (b) The proposed Demolition or Conversion will not reduce the number of Rental Units to less than six.	Not specified.	Property has six or more dwelling units, but less than six rental units; The Residential Rental Property at the time of the application has six or more Rental Units, and: (a) The combined number of existing Rental Units affected by the proposed Demolition or Conversion and any previous Demolition or Conversion activities within the preceding five-year period is less than six; and (b) The proposed Demolition or Conversion will not reduce the number of Rental Units to less than six.

Attachment 2: Benchmarking - Residential Rental Protection By-laws

		<p>For vacant units, the last market rent levels charged prior to vacancy were above 100% of AMR.</p> <p><u>Consent to Sever:</u></p> <p>For conversions only, and applies if the conversion will not result in the alteration of a dwelling unit.</p>			
Potential Conditions	<p>Replaced or retained units be available at similar rents for a defined period;</p> <p>Notify affected tenants as per the RTA;</p> <p>Provide tenants with the right to return to replaced or retained unit;</p> <p>Enter into an agreement to be registered on title; and</p> <p>Replacement of units on-site, comparable off-site location, cash -in-lieu, or combination.</p>	<p><u>Demolition:</u></p> <p><i>In Downtown SP</i></p> <p>On-site replacement; and</p> <p>Tenant relocation and assistance.</p> <p><i>Outside Downtown SP</i></p> <p>On-site or off-site replacement; and</p> <p>Tenant relocation and assistance.</p> <p><u>Conversion:</u></p> <p>Similar rental rates for a defined term;</p> <p>Right of first refusal for tenants;</p> <p><u>Conversion and Demolition:</u></p> <p>Written Notice</p> <p><u>Social Housing:</u></p>	<p>Replaced or retained units be available at similar rents for a defined period – similar rents to be determined through AMR;</p> <p>Notify affected tenants as per the RTA;</p> <p>Enter into an agreement to be registered on title;</p> <p>An enhanced Tenant Assistance Package beyond the requirements in the RTA;</p> <p>Provide tenants with the right to return to replaced or retained unit;</p> <p>Replacement of units on-site, comparable off-site location, cash -in-lieu, or combination;</p> <p>Requirements specifying the timeframe that replacement</p>	<p>Tenant compensation;</p> <p>Replacement of an equal number of rental units to be demolished or converted;</p> <p>Notify affected tenants as per the RTA;</p> <p>Other requirements reasonable to minimize the impact of the demolition or conversion; and</p> <p>Initiate a Rental Replacement Agreement with the City to be registered on title.</p>	<p>Notify affected tenants as per the RTA;</p> <p>Tenant relocation and assistance;</p> <p>Enter into an agreement to be registered on title;</p> <p>For demolitions, replacement units with similar rents as well as tenant relocation assistance, including the right to return;</p> <p>Develop and implement an access plan for replacement rental units with no returning tenant such as use of centralized housing access system</p> <p>For conversions, requirements relating to the cost impacts of tenants; and</p>

Attachment 2: Benchmarking - Residential Rental Protection By-laws

		<p>Full replacement of RGI units; and</p> <p>Tenant relocation and assistance.</p> <p><u>General:</u></p> <p>Specific amenities for replacements units;</p> <p>Other requirements reasonable to minimize the impact of the demolition or conversion;</p> <p>Enter into an agreement to be registered on title; and</p> <p>Replacement of units on-site, comparable off-site location, cash -in-lieu, or combination.</p>	<p>units to be constructed + financial consequences; and</p> <p>Possibility of 'Preliminary Approval.'</p>		Lapsing approval.
Approval Authority	<p>Delegated to the Commissioner;</p> <p>Commissioner may refer the application to the Planning and Development Committee for approval.</p>	<p>Delegated to the Commissioner;</p> <p>Commissioner may refer the application to the appropriate Committee for approval.</p>	<p>Delegated to the Commissioner;</p> <p>Commissioner may refer the application to the Council for approval.</p>	<p>Delegated to the Director;</p> <p>Director may refer the application to the Council for approval.</p>	<p>Delegated to the Chief Planner;</p> <p>Chief Planner may refer the application to the Council for approval.</p>
Tenant Protections	<p>Right to return to replacement units at similar rents; and</p> <p>Notification of rights under the RTA.</p>	<p>Right to return to replacement units at similar rents; and</p> <p>Notification of rights under the RTA.</p>	<p>Right to return to replacement units at similar rents; and</p> <p>Notification of rights under the RTA.</p>	<p>Tenant compensation which may include Temporary Offsite Replacement Unit, Rent Waiver, and Cash Payout.</p> <p>Notification of rights under the RTA.</p>	<p>Tenant relocation and assistance;</p> <p>Right to return to replacement units at similar rents; and</p> <p>Notification of rights under the RTA.</p>

Attachment 2: Benchmarking - Residential Rental Protection By-laws

Enforcement and Penalties	Maximum fine of \$100,000; Continuing fines of \$10,000/day; Special fines exceeding \$100,000 for economic gain.	Maximum fine of \$100,000; Continuing fines of \$10,000/day; Special fines exceeding \$100,000 for economic gain.	Maximum fine of \$100,000; Continuing fines of \$10,000/day; Special fines exceeding \$100,000 for economic gain.	Maximum fine of \$100,000; Continuing fines of \$10,000/day; Special fines exceeding \$100,000 for economic gain.	Not specified.
Inspection Powers	City officials may enter for inspections, demand documents, take photographs.	City officials may enter for inspections, demand documents, take photographs.	Not specified.	City officials may enter for inspections, demand documents, take photographs.	No specified.
Anti-Harassment Clause	Prohibits interference with tenants to influence approvals.	Prohibits interference with tenants to influence approvals.	Prohibits interference with tenants to influence approvals.	Prohibits interference with tenants to influence approvals.	Prohibits interference with tenants to influence approvals.
Appeals Process	No right of appeal for Commissioner or Council decisions.	No right of appeal for Commissioner or Council decisions.	Not specified.	No right of appeal for Director or Council decisions.	No specified.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To Attachment 3 - Draft Rental Housing Conversion and Demolition By-law.docx

Residential Rental Conversion and Demolition By-law

WHEREAS subsection 8(1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended ("Municipal Act, 2001") provides that the powers of a municipality shall be interpreted broadly so as to confer broad authority on a municipality to enable it to govern its affairs as it considers appropriate;

AND WHEREAS subsection 11(2) of the Municipal Act, 2001 provides that a local municipality may adopt by-laws for the economic, social and environmental well-being of the municipality and for the health, safety and well-being of persons;

AND WHEREAS under sections 20 to 24 of the Municipal Act, 2001 the City may delegate its powers and duties under the Act to an officer or employee of the City;

AND WHEREAS, without limiting the broad municipal powers, section 99.1 of the Municipal Act, 2001 provides municipalities with the authority to prohibit and regulate the demolition of residential rental properties and the conversion of residential rental properties to a purpose other than the purpose of a residential rental property;

AND WHEREAS the City wishes to exercise its powers under section 99.1 of the Municipal Act, 2001 to protect residential rental housing of six units or more in order to meet the needs of current and future residents;

AND WHEREAS under sections 425 and 429 of the Municipal Act, 2001 the City may pass by-laws to create offences and a system of fines for offences, that are designed to eliminate or reduce any economic advantage or gain from contravening the by-law;

AND WHEREAS section 436 of the Municipal Act, 2001 provides that a municipality may pass by-laws to authorize inspections to determine compliance with a by-law;

AND WHEREAS subsection 391(1) (a) of the Municipal Act, 2001 provides that the City may pass by-laws imposing fees or charges on persons for services or activities provided or done by or on behalf of it;

NOW THEREFORE the Council of the Corporation of the City of Brampton ENACTS as follows:

PART I – DEFINITIONS

1. For the purposes of this By-law:
 - (1) "**Agent**" means a **Person** authorized by the registered **Owner** to act on their behalf in a form acceptable to the Commissioner.
 - (2) "**Applicant**" means the registered **Owner** of the **Residential Rental Property** subject to the **Section 99.1 Permit Application** or their **Agent**.
 - (3) "**Application**" means the application referred to in Section 9 of this By-law.

- (4) “**Average Market Rent**” or “**AMR**” means, in respect of a **Rental Unit**, rent that is at or below the average market rent by type of unit in the City of Brampton as established annually by the **CMHC**.
- (5) “**Building Code Act**” means the **Building Code Act**, 1992 S.O. 1992, c.23 as may be amended.
- (6) “**Chief Building Official**” means the **Person** appointed under subsection 3(2) of the **Building Code Act**, 1992, as the Chief Building Official for the City of Brampton.
- (7) “**City**” means The Corporation of the City of Brampton.
- (8) “**CMHC**” means the Canadian Mortgages and Housing Corporation.
- (9) “**Commissioner**” means the Commissioner of Planning, Building and Economic Development for the City or his or her designate.
- (10) “**Comparable Affordability**” means the last monthly rent amount paid by the most recent tenant of the **Dwelling Unit** proposed for Conversion or Demolition with an increase no higher than the annual Provincial Guideline.
- (11) “**Condominium Act**” means the *Condominium Act*, 1998, S.O. 1998, c. 19 as may be amended.
- (12) “**Conversion**” or “**Convert**” means converting a **Residential Rental Property** to a Purpose other than a **Residential Rental Property** and includes:
 - (a) Conversion as a result of a consent to sever land under section 53 of the *Planning Act*.
 - (b) Conversion to:
 - i. A non-residential use.
 - ii. Living Accommodation other than **Dwelling Units**
 - iii. A **Co-ownership**, a condominium, or a building organized as a **Life Lease Project**.
 - iv. Freehold or other form of ownership of Dwelling Units.
 - (c) Conversion to **Co-ownership** occurs when the first lease or sale of an interest in **Residential Rental Property** or of a share in a corporation owning or leasing any interest in **Residential Rental Property** takes place that carries with it the right to occupy a specific unit in the **Residential Rental Property**.
- (13) “**Co-ownership**” means an equity co-operative or other co-ownership form of housing where the residential property is ultimately owned or leased or otherwise held, directly or indirectly by more than one **Person** where any such **Person**, or a **Person** claiming under such **Person**, has the right to present or future exclusive possession of a **Dwelling Unit** in the residential property. For certainty, **Co-ownership** does not include a condominium, a residential building that is organized as a Life Lease Project, or a non-profit housing co-operative under the *Co-operative Corporations Act*, R.S.O. 1990, c. C. 35.
- (14) “**Designated Staff Person**” means a **Person** employed by the City of Brampton and designated to perform a function of this By-law.
- (15) “**Demolition**” or “**Demolish**” means to do anything in the removal of a building or any material part thereof; that will result in a change to the number of:
 - (a) **Dwelling Units** or
 - (b) **Dwelling Units** by dwelling type.

- (16) “**Dwelling Unit**” means one (1) or more habitable rooms designed, occupied or intended to be occupied as living quarters as a self-contained unit and shall, as a minimum contain sanitary facilities, accommodation for sleeping and one (1) kitchen.
- (17) “**Guidelines**” means guidelines for applications to permit **Conversion** or **Demolition** approval under this by-law.
- (18) “**Heritage Act**” means *Ontario Heritage Act*, R.S.O. 1990, c. O. 18 as may be amended.
- (19) “**Life Lease Project**” means a life lease project as described in paragraph 1 of subsection 3(1) of Ontario Regulation 282/98, under the *Assessment Act*, 1990, c. A. 31.
- (20) “**Owner**” means:
- (a) The registered **Owner** of a **Residential Rental Property**, including any heirs, assigns, **Personal** representatives and successors in title;
 - (b) Mortgagee in possession of the **Residential Rental Property**; or
 - (c) The **Person** for the time being managing or receiving the rent of the **Residential Rental Property** or premises in connection with which the word is sued whether on their account or as agent or trustee of any other **Person**, or whoever would so receive the rent if such land and premises were let. “**Planning Act**” means the *Planning Act*, R.S.O. 1990, c. P.13 as may be amended.
- (21) “**Person**” or any expression referring to a **Person**, means an individual, sole proprietor, partnership, limited partnership, trust, or body corporate, or an individual in his or her capacity as a trustee, executor, administrator or other legal representative.
- (22) “**Planning and Development Committee**” means the Standing Committee of Council as constituted and governed by the City’s Council Procedure By-law 160-2004, as may be amended or its successor.
- (23) “**Related Planning Application**” means
- (a) An application that provides for the **Conversion** of **Residential Rental Property** or the **Demolition** of **Residential Rental Property** to a purpose other than a **Residential Rental Property**, expressly or by necessary implication.
 - (b) For greater certainty, paragraph (a) includes but is not limited to an application for the following:
 - i. A permit under section 8 or 10 of the *Building Code Act*, 1992.
 - ii. A consent or permit to alter part of a property or to demolish or remove a building or structure under section 33, 34, 34.5, or 42 of the *Heritage Act*.
 - iii. Approval or registration of a description of a proposed condominium or exemption from approval for a condominium, under section of the *Condominium Act*.
 - iv. An amendment to the Official Plan under section 22 of the *Planning Act*.
 - v. A zoning by-law amendment under section 34 of the *Planning Act*.
 - vi. A minor variance under section 45 of the *Planning Act*.
 - vii. Approval of plans and drawings under subsection 41(4) of the *Planning Act*.

- viii. Approval of a plan of subdivision under section 51 of the **Planning Act**.
 - ix. A consent under section 53 of the **Planning Act**.
 - x. A demolition control permit under section 33 of the **Planning Act**.
 - (c) Despite subparagraph (b)v., paragraph (a) does not include a City-initiated general zoning by-law amendment to implement area land use studies and other general policies, except for any site specific exemptions or other site specific provisions at the request of a land owner.
- (24) **“Related Buildings”** means
- (a) Buildings that are under the same **Ownership** and on the same parcel of land as defined in section 46 of the **Planning Act**, or
 - (b) Buildings that form part of the same **Application** under this By-law or under a **Related Planning Application**.
- (25) **“Rental Unit”** means
- (a) A **Dwelling Unit** used, or intended for use, for residential rental purposes, including
 - i. A **Dwelling Unit** that has been used for residential rental purposes and is vacant.
 - ii. A **Dwelling Unit** in a **Co-ownership** that is or was last used for residential purposes.
 - (b) Does not include a **Dwelling Unit** that is:
 - i. In a condominium registered under section 2 of the **Condominium Act, 1998** or a predecessor of that section.
 - ii. In a building organized as a **Life Lease Project** where the right to occupy the **Dwelling Unit** is based on a life lease interest.
- (26) **“Residential Rental Property”** means a building or **Related Buildings** containing six or more **Rental Units** and includes all common areas and services and facilities available for the use of its residents.
- (27) **“Residential Tenancies Act”** means the **Residential Tenancies Act**, 2006, S.O. 2006, c. 17 as may be amended.
- (28) **“Section 99.1 Permit”** means the permit issues by the **Commissioner** or his or her designate after the approval of an application under this By-law.
- (29) **“Tenant”** includes a **Person** who pays rent in return for the right to occupy a **Rental Unit** and includes the **Tenant’s** lawfully authorized assignees, but does not include a **Person** who has the right to occupy a **Rental Unit** by virtue of being,
- (a) A co-owner of the **Residential Rental Property** in which the **Rental Unit** is located, or
 - (b) A shareholder of a corporation that owns the **Residential Rental Property**.
- (30) **“Vacancy Rate”** means the Private Row (Townhouse) and Apartment Vacancy Rate for the City of Brampton, as reported by the **CMHC** in the most current annual survey.

PART II – SCOPE

2. This By-law shall apply to all **Residential Rental Properties** in the City containing six or more **Dwelling Units** and all **Related Planning Applications**.
3. Notwithstanding section 2, this By-law does not apply to a **Residential Rental Property** that is:
 - (1) A condominium governed by the **Condominium Act, 1998**; or
 - (2) Organized as a **Life Lease Project**; or
 - (3) Described in section 5 (Exemption from Act) of the **Residential Tenancies Act, 2006** other than subsection 5(c), a member unit of a non-profit housing co-operative;

PART III – CONVERSION & DEMOLITION PROHIBITED WITHOUT A PERMIT

Conversion

4. No **Person** shall **Convert** a **Residential Rental Property**, or cause a **Residential Rental Property** to be converted, to a purpose other than a **Residential Rental Property** unless the **Person** has received a **Section 99.1 Permit** and except in accordance with the terms and conditions of the **Section 99.1 Permit**.

Demolition

5. No **Person** shall **Demolish**, or cause to be demolished, the whole or any part of a **Residential Rental Property** unless the **Person** has received a **Section 99.1 Permit** and except in accordance with the terms and conditions of the **Section 99.1 Permit**.

When Permit is Not Required

6. Notwithstanding Sections 4 and 5, a **Section 99.1 Permit** is not required if only part of a **Residential Property** is proposed for **Conversion** or **Demolition** and that part does not contain any part of a **Dwelling Unit**.
7. Notwithstanding Section 5, a **Section 99.1 Permit** is not required if a **Residential Rental Property** is subject to an application for a consent to sever under section 53 of the **Planning Act** and if after the proposed conveyance:
 - (1) Each Parcel of land resulting from the severance will have six (6) or more **Rental Units**; or
 - (2) One (1) or more parcels of land resulting from the severance will have six (6) or more **Rental Units** and all other parcels of land at the time of the application contained no **Dwelling Units**.

PART IV – APPLICATION FOR SECTION 99.1 PERMIT

8. (1) An **Owner**, or their **Agent**, who wishes to **Convert** or **Demolish** a **Residential Rental Property** shall submit an **Application** for approval in writing on a form prescribed by the **Commissioner**, and shall supply any additional information or documentation relating to the **Application** as required by the **Commissioner**.

- (2) The **Commissioner** is delegated authority to develop **Guidelines** for the application process and requirements.
9. An **Application** under Section 8 shall include the following information:
- (1) description of the proposed **Conversion** or **Demolition**.
 - (2) the number of existing **Dwelling Units**;
 - (3) the number of existing and proposed **Rental Units** by unit type, including number of bedrooms and floor area;
 - (4) the rent roll(s) including utilities for the **Residential Rental Property**, categorized by unit type;
 - (5) a list containing the names and mailing addresses of the **Tenants** of the **Residential Rental Property** proposed for **Conversion** or **Demolition**;
 - (6) identification of any **Related Planning Applications**;
 - (7) where applicable, a proposal for the replacement and retention of the **Rental Units** proposed for **Conversion** or **Demolition**;
 - (8) a proposal for **Tenant** engagement by the **Owner**, or their **Agent**, including consultation and education;
 - (9) any additional information or documentation required to evaluate the **Application**, as specified by the **Commissioner**; and
 - (10) the applicable fees.
10. The **Commissioner** may seek to verify the application information.
11. No **Person** shall knowingly furnish false or misleading information in any **Application** under this By-law.

Notice of Application to Tenant

12. An **Applicant** for a **Section 99.1 Permit** shall provide proof of notice of the **Application** to the **Tenant** of the **Residential Rental Property** to the satisfaction of the **Commissioner** within 14 days after the **Commissioner** has advised that the **Application** is complete or within such other time period as determined by the **Commissioner**. Such notice shall include:
- (1) the date that the notice was delivered to the **Tenant**; and
 - (2) a notification to the **Tenant** of the rights of the **Tenant** under the **Residential Tenancies Act, 2006** in connection with the **Conversion** or **Demolition**, as the case may be.

Related Planning Application

13. If a **Person** makes a **Related Planning Application**, the **Person** shall also file an application under this By-law for the same property without delay.

14. (1) if a **Related Planning Application** is made with respect to a **Residential Rental Property** for which a **Section 99.1 Permit** is required, the **Owner**, or their **Agent**, shall provide written notice to the applicable approval authority and, in the case of an appeal or referral, to the Ontario Land Tribunal or court.
- (2) The notice required under subsection 14(1) shall be filed at the time the application for a **Section 99.1 Permit** is filed with the approval authority, or at the same time the referral or appeal of a **Related Planning Application** is filed with the Ontario Land Tribunal or the court, as the case may be.
15. The Notice required under section 14 shall include a statement that the **Conversion** or **Demolition** is not permitted unless a **Section 99.1 permit** has been given for the **Conversion** or **Demolition**.

Withdrawal of an Application

16. If all the required documentation for a **Section 99.1 Permit** is not provided to the **Commissioner** within two (2) years from the date the **Application** is received by the **City**, the **Applicant** shall be deemed to have withdrawn the **Application** and shall not be entitled to any refunds of any payments made in respect of such **Application**.
17. Despite Section 16, the **Commissioner** may extend the timeframe for an application where the **Commissioner** determines that appropriate steps are being taken to advance the **Application**.
18. If the **Application** is withdrawn or deemed to have been withdrawn under Section 16 before the **Commissioner** or Council makes a decision, no further **Application** under this By-law to approve the **Conversion** or **Demolition** of the **Residential Rental Property** may be made within two (2) years after the withdrawal, unless Council give its consent.

PART V – ELIGIBILITY FOR SECTION 99.1 PERMIT

19. A **Section 99.1 Permit** shall be approved where:
 - (1) the average **Vacancy Rate** for the preceding three (3) years is equal to or above 3.0 per cent; or
 - (2) the rents for all **Rental Units** proposed to be **Converted** or **Demolished** are equal to or more than 1.75 times the **Average Market Rent** by unit type.
20. Where an **Application** fails to satisfy either Subsection 19(1) or 19(2) of this by-law, a **Section 99.1 Permit** may be approved in accordance with Part IV and subject to such conditions as are appropriate in the **Commissioner's** or Council's discretion, as the case may be.
21. Conditions imposed on a **Section 99.1 Permit** may include:
 - (1) requirements to replace the **Rental Units** proposed for **Demolition** or retention of converted units as **Rental Units**, at **Comparable Affordability** and for a defined term;
 - (2) requirements that the **Owner**, or their **Agent**, of the **Residential Rental Property** notify any **Tenant** who reside in **Rental Units**

affected by the approval of the relevant provisions in the **Residential Tenancies Act, 2006**;

- (3) requirements that the **Owner**, or their **Agent**, of the **Residential Rental Property** provide information from time to time sufficient to verify that the terms of an agreement are being met;
 - (4) requirements securing **Tenant** rights to return to the replaced or retained rental units at **Comparable Affordability**, and associated notification requirements;
 - (5) provisions concerning the **Applicant's** entitlement to claim or act under any of the following until the conditions imposed have been satisfied or secured, to the satisfaction of the **Commissioner**:
 - (a) A permit under subsection 8(1) or section 10 of the **Building Code Act, 1992** for construction, **Conversion** or **Demolition** of a building.
 - (b) A consent or permit to alter part of a property or to demolish or remove a building or structure under section 34, 34.5, or 42 of the **Heritage Act**.
 - (c) Approval or registration of a description for a proposed condominium under section 51 of the **Planning Act**, or an exemption from approval for a condominium, under section 9 of the **Condominium Act, 1998**.
 - (d) A consent under section 53 of the **Planning Act**, except for provisional consent that is conditional on receiving a **Section 99.1 Permit** under this By-law.
 - (6) Such other conditions, requirements, or provisions reasonably related to minimizing the impact of the **Conversion** or **Demolition** on the City's rental housing supply as determined by the **Commissioner**.
22. Where conditions are imposed under Section 21, the **Owner**, or their **Agent**, of the **Residential Rental Property** to which the application for **Section 99.1 Permit** relates shall, as a condition of obtaining a **Section 99.1 Permit**, enter into an agreement with the City securing conditions to the approval of the **Section 99.1 Permit**.
23. The agreement referred to in Section 22 shall be registered on title to each property to which the agreement applies and may be enforced against the **Owner** and any subsequent **Owner** of the **Residential Rental Property**. The registration of the agreement shall be to the satisfaction of the City Solicitor and with such priority as may be required to ensure its proper enforcement by the **City**.
24. Conditions imposed under Subsection 21(1) may require the **Rental Units** proposed for **Demolition** to be replaced:
- (1) On-site;
 - (2) In comparable off-site location to the **Residential Rental Property**;

- (3) By cash-in-lieu for the replacement value of the units; or
 - (4) A combination thereof at the discretion of Commissioner or Council as applicable.
25. For the purposes of Subsection 24, a comparable off-site location may include but is not limited to consideration of the following factors:
- (1) Type of residential rental property (apartment or townhouse);
 - (2) Proximity to existing and proposed transportation options, including transit service;
 - (3) Proximity to community infrastructure such as recreational facilities, libraries, police stations, schools, and places of religious assembly; and
 - (4) Proximity to commercial services and amenities.
26. Conditions imposed under Section 21(1) requiring off-site replacement units may also specify a timeframe within which those units must be constructed.

PART VI – APPROVAL AND ISSUANCE OF SECTION 99.1 PERMIT

Approval by Commissioner under Delegated Authority

27. The **Commissioner** is authorized to approve an application for a **Section 99.1 Permit** when:
- (1) The **Application** meets the requirements of Section 19;
 - (2) The **Residential Rental Property** at the time of the **Application** has six (6) or more **Dwelling Units**, but less than six (6) **Rental Units**; or
 - (3) The **Residential Rental Property** at the time of the **Application** has six (6) or more **Rental Units**, and:
 - (a) The combined number of existing **Rental Units** affected by the proposed **Conversion** or **Demolition** and any previous **Conversion** or **Demolition** activities within the preceding five-year period is less than six (6); and
 - (b) The proposed **Conversion** or **Demolition** will not reduce the number of **Rental Units** to less than six (6).
28. For the purposes of Subsection 27(3)(a), the “preceding five-year period” is deemed to be the earlier of the date all the required **Application** material is provided to the **City** under Part IV for a **Section 99.1 Permit** or the complete **Application** date of a **Related Planning Application** as determined in accordance with the **Planning Act**.
29. The **Commissioner** shall consider the application not earlier than 14 days after the notice has been given to the **Tenant** under Section 12.

30. Notwithstanding Section 21, the **Commissioner** may only impose conditions to the approval that relate to the following matters:
- (1) A requirement that the **Owner**, or their **Agent**, of the **Residential Rental Property** notify any **Tenant** who reside in the **Rental Units** affected by the changes permitted under the approval of the relevant provisions in the **Residential Tenancies Act, 2006**.
 - (2) A requirement that the notification required under Subsection 29(1) be given in a form and at a time satisfactory to the **Commissioner**.
 - (3) A requirement that **Owner**, or their **Agent**, of the **Residential Rental Property** provide information from time to time sufficient to verify that the terms of the agreement are being met.
 - (4) The lapsing of the approval by the **Commissioner** in accordance with any guidelines.
31. Notwithstanding Section 22, the **Commissioner** may require that the **Owner** of the **Residential Rental Property** to which the **Application** for a **Section 99.1 Permit** relates enter into an agreement with the **City** securing conditions imposed on the approval of the **Section 99.1 Permit**.
32. Where the provisions of Sections 27-31 have been met, the **Commissioner** shall approve a **Section 99.1 Permit**.

Referral to Council by Commissioner

33. The **Commissioner** may refer an **Application** the **Planning and Development Committee** for Council's approval if, in the **Commissioner's** opinion, the **Application** should be considered by Council with a **Related Planning Application**, or that the **Application** has implications for more than one Ward, or is of **City-wide** interest.

Approval by Council

34. If there is a referral pursuant to Section 33, the **Commissioner** shall submit a report respecting the **Application** to the **Planning and Development Committee**.
35. The **Planning and Development Committee** shall recommend to Council whether to refuse or approve the **Application**, including any conditions.
36. Council may refuse the **Application** or approve the **Application**, and may impose any of the conditions set out in Section 21 and 30 on the approval.

Section 99.1 Permit Issuance

37. Subject to Section 38, if Council or the **Commissioner** approves a **Section 99.1 Permit**, the **Commissioner** is authorized to issue the **Section 99.1 Permit** after all the condition have been satisfied or secured to the satisfaction of the **Commissioner**.
38. Where **Applications** for **Conversion** or **Demolition** are also subject to section 8 or 10 of the **Building Code Act, 1992** or to a demolition control by-law under section 33 of the **Planning Act**, the **Commissioner** may

designate the **Chief Building Official** to issue the **Section 99.1 Permit**, which shall only be issued once approval for the **Section 99.1 Permit** is given and together with all other applicable requirements related to the **Demolition**.

Application for Revision to Conditions

39. If the **Owner**, or their **Agent**, of a **Residential Rental Property** applies for revisions to the conditions on a **Section 99.1 Permit**, the **Commissioner** may treat request as a new **Application** under this By-law.
40. The **Planning and Development Committee** will consider and make recommendations to Council on the proposed revisions only after a report has been submitted to the **Planning and Development Committee** by the **Commissioner**.

Revocation of Section 99.1 Permit

41. The **Commissioner** may revoke a **Section 99.1 Permit** if:
 - (1) The **Section 99.1 Permit** was issued on mistaken, false or incorrect information;
 - (2) The conditions of the **Section 99.1 Permit** are not complied with; or
 - (3) The **Owner**, or their **Agent**, of the **Residential Rental Property** or other holder of a **Section 99.1 Permit** has contravened this By-law.
42. Where a **Section 99.1 Permit** for **Demolition** has been issued under this By-law and the building permit for the new construction is revoked under the **Building Code Act, 1992**, the **Section 99.1 Permit** shall be deemed to be revoked and this By-law shall apply to any subsequent **Application** for a **Demolition** or the **Residential Rental Property** for which the original **Section 99.1 Permit** was issued.
43. Section 42 does not apply if the **Residential Rental Property** has been demolished under a **Section 99.1 Permit** before the building permit for the new construction was revoked.

Council or Commissioner Decision Final

44. Council's or the **Commissioner's** decision to approve, refuse, or revoke a **Section 99.1 Permit**, or impose or revise conditions on a **Section 99.1 Permit** in accordance with this By-law is final, without any further right of appeal.

PART VII – ENFORCEMENT

Harassment of Tenant

45. No **Owner** of **Residential Rental Property** or **Person** acting on the **Owner's** behalf shall interfere with a **Tenant's** reasonable enjoyment of a **Rental Unit** in the **Residential Rental Property** with the intent of discouraging the participation of the **Tenant** in the **Application** or approval process described herein or with the intent of otherwise

facilitating the obtaining of the approval of Council or the **Commissioner** on an application made under this By-law.

Powers of Entry and Inspection

46. Any **Designated Staff Person** may at any reasonable time enter upon any land for the purpose of carrying out an inspection to determine whether the following are being complied with:
- (1) this By-law;
 - (2) any direction or order issued under this By-law;
 - (3) any **Section 99.1 Permit** condition imposed under this By-law;
 - (4) an order issued section 431 of the **Municipal Act, 2001**.
47. Subject to the requirements under section 437 of the **Municipal Act, 2001** related to entry to dwellings, submission of an **Application** for a **Section 99.1 Permit** is deemed to be the consent of the **Owner** for any **Designated Staff Person** to enter at any reasonable time onto the **Residential Rental Property** for the purpose of carrying out an inspection.
48. When an inspection is conducted under this By-law, any **Designated Staff Person** may:
- (1) require the production of documents and things that may be relevant to the inspection;
 - (2) inspect and remove documents or things which may be relevant to the inspection for the purpose of making copies;
 - (3) require information from any **Person** concerning a matter related to the inspection, including but not limited to name(s), address(es), contact information, and proof of identity or other identification; and
 - (4) alone or in conjunction with a **Person** possessing special or expert knowledge, make examinations.
49. No **Person** shall hinder or obstruct, or attempt to hinder or obstruct, any **Designated Staff Person** from exercising any power or authority, or performing a duty as permitted under this By-law.
50. No **Person** shall decline or neglect to give, produce or deliver any access, information, document or other thing is requested by any **Designated Staff Person** pursuant to this By-law.
51. Every **Person** from whom information, or any other thing, has been requested in relation to an inspection conducted under this By-law shall identify themselves to any **Designated Staff Person** and failure to identify shall constitute hindering and/or obstructing under Section 45.

Offences

52. Every **Person** who contravenes any section of this By-law, including an Order issued pursuant to this By-law or sections 444 or 445 of the ***Municipal Act, 2001*** is guilty of an offence and is liable to a fine, and such other penalties, as provided for in the ***Provincial Offences Act, R.S.O. 1990, c. P.33***, as amended and the ***Municipal Act, 2001***.
53. Every director or officer of a corporation who knowingly concurs in a contravention of this By-law by the corporation is guilty of an offence.
54. Every **Person** who fails to comply with a term of condition of a **Section 99.1 Permit** under this By-law is guilty of an offence.
55. All contraventions of this By-law or an Order issued pursuant to this By-law are designated multiple and continuing offences pursuant to subsection 429(2) of the ***Municipal Act, 2001***.

Penalty

56. Every **Person** who is charged with an offence under this By-law upon conviction is liable as follows:
 - (1) the maximum fine for an offence is \$100,000;
 - (2) in the case of a continuing offence, in addition to the penalty mentioned in subsection 56(1), for each day or part of a day that the offences continues, the maximum fine shall be \$10,000, and the total of all daily fines for the offence is not limited to \$100,000;
 - (3) in the case of a multiple offence, for each offence included in the multiple offence, the maximum fine shall be \$10,000 and the total of all fines for each included offence is not limited to \$100,000;
 - (4) if a **Person** is convicted of an offence under this By-law, the potential for economic advantage acquired by or that accrued to the **Person** as a result of the commission of the offence may be considered an aggravating factor for sentencing purposes which may attract a special fine and the maximum amount of the special fine may exceed \$100,000 or such other maximum amount permitted by the ***Municipal Act, 2001***.
57. If any section of this By-law is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by this By-law, the Court in which the conviction has been entered and any Court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the **Person** convicted.

PART VIII – TRANSITION

Effective Date

58. The By-law will come into force January 1, 2026.

Applicability

59. This By-law applies to a proposal for **Conversion** or **Demolition** of **Residential Rental Property** made on or after January 1, 2026, except

where an approval on the **Related Planning Application** is made by the applicable approving authority before the Effective Date.

- 60. In the case of applications under section 8 of the **Building Code Act, 1992**, for interior renovation as described in the definition of **Demolition** in subsection 1(7), this By-law applies to any **Application** made after the Effective Date.

PART VII – ENFORCEMENT

- 61. Any section of this By-law, or any part thereof, that is found by a court of competent jurisdiction to be invalid shall be severable, and the remainder of the By-law shall continue to be valid.
- 62. In this By-law, unless the context otherwise requires, words imparting the singular number shall include the plural, and words imparting the masculine gender shall include the feminine and further, the converse of the foregoing also applies where the context so requires.
- 63. References in this By-law to any legislation (including but not limited to regulations and bylaws) or any provision thereof include such legislation or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor legislation thereto.
- 64. This By-law may be referred to as the “Residential Rental Conversion and Demolition By-law”.

ENACTED and PASSED this ____ day of _____ 2025.

Approved by Legal Services:

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

Patrick Brown, Mayor

Approved by the Division Head/Director:

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

Genevieve Scharback, City Clerk

Date: 2025-06-18

Subject: **Information Report – City-Initiated Zoning By-law Amendment – Refreshment Vehicle Permissions**

Contact: Marco Gerolini, Development Planner III, Development Services and Design

David VanderBerg, Development Manager, Development Services and Design

Report number: Planning, Bld & Growth Mgt-2025-532

RECOMMENDATIONS:

1. That the presentation from Marco Gerolini, Development Planner III, Development Services & Design to the Planning and Development Committee Meeting of July 7th, 2025, re: **Information Report – City-Initiated Zoning By-law Amendment – Refreshment Vehicle Permissions**, be received.

Attachments:

- Attachment 1 - Statutory Public Meeting Presentation – Refreshment Vehicle Permissions

Public Information Meeting

CITY INITIATED ZONING BY-LAW AMENDMENT

PROPOSED REGULATIONS FOR THE OPERATION OF REFRESHMENT VEHICLES

CITY-WIDE

**Planning and Development Committee Meeting:
July 7th 2025**

BACKGROUND

Mobile Licensing By-law: With community input, the City has updated the Mobile Licensing By-law to enhance public safety, strengthen enforcement, and create a clear, fair framework for refreshment vehicles. Key provisions include:

- Maintain permissions in Commercial and Industrial Zones
- Maintain 50m separation distance from fixed food premises
- Introduce separation distances between refreshment vehicles
- Enhance safety and operational standards

Zoning By-law: The Mobile Licensing By-law regulates how food trucks may operate, whereas the Zoning By-law establishes land use standards. Together, they ensure food trucks contribute positively to Brampton's economy, streetscapes, and public realm.

The proposed Zoning By-law amendment removes unnecessary barriers for food trucks while protecting public spaces, managing parking impacts, and ensuring alignment with modern food truck operations.



CURRENT ZONING STANDARDS

Zoning Services staff review site plans to ensure the proposed operating location complies with performance standards in the Zoning By-law.

Current Challenges: Refreshment Vehicles sometimes operate from a towable trailers rather than a truck. When a trailer is stored without a motor vehicle, it is considered an “Oversized Motor Vehicle” or “Outside Storage” under the Zoning By-law – which is not permitted in many cases.

Proposed Amendment: The proposed amendment creates a definition of “Refreshment Vehicle” to differentiate refreshment vehicle trailers from an “Oversized Motor Vehicle” or “Outside Storage” – permitting them in accordance with new performance standards.

New Performance Standards prevent obstructions of areas required for parking, loading, driveway, drive aisle or landscaped open space. These allow Zoning Services to accurately approve proposed operating locations.



NEXT STEPS



Staff Review & Assessment



Notice of Statutory Public Meeting



Public Meeting and Recommendation Report (we are here)



Council Decision



Ontario Land Tribunal Appeal Period

ADDITIONAL INFORMATION

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

- City Planner contact:
Marco Gerolini, MCIP, RPP
Development Planner III
City of Brampton
marco.gerolini@brampton.ca

The background image is a blue-tinted photograph of a city street. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on its side. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with a curved facade and many windows. To the right of this building is a tall, narrow clock tower with a clock face. Further right, there is a vertical sign that reads "CANADA 150". The street is visible in the foreground, and other buildings are in the background.

Thank you!



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-06-18

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

Contact: Andrew Ramsammy, Development Planner III, Development Services and Design

Allyson Sander, Strategic Leader, Project Management, Legislative Services

Report number: Planning, Bld & Growth Mgt-2025-457

RECOMMENDATIONS:

1. That the report from Andrew Ramsammy, Development Planner III, Development Services and Design and Allyson Sander, Strategic Leader, Project Management, Legislative Services to the Planning and Development Committee Meeting of July 7, 2025, re: **Recommendation Report: City-Initiated Zoning By-law Amendment: Outdoor Storage Permissions for Truck Parking** be received; and
2. That the amendment to the Zoning By-law generally in accordance with the by-law attached as Attachment 1, be enacted.

OVERVIEW:

- Brampton, as one of Canada's fastest-growing cities and a key hub for national and international goods movement, is experiencing a shortage of authorized locations for truck and trailer parking. This shortage has resulted in unauthorized parking on lands not zoned for this use, creating challenges for infrastructure, safety, and long-term planning objectives.
- A review of City by-laws identified opportunities to increase the supply of legal truck parking by utilizing underused industrial lands.
- Currently, M2 and M3 Industrial zones permit the outdoor storage of oversized motor vehicles only when accessory to a business operating from a building or structure on the same lot. This restriction prevents property owners from allowing unrelated businesses to use excess parking spaces, leading to demand for alternative parking arrangements in areas not zoned for such use.

- The proposed Zoning By-law Amendment seeks to expand outdoor storage permissions in existing industrial zones that already permit such uses. It would allow unrelated businesses to lease excess parking spaces for truck parking, subject to the property owner's consent and compliance with applicable outdoor storage and parking standards.
- Key goals of the proposed amendment include:
 - Increasing as-of-right permissions in industrial zones to expand the supply of viable and compatible truck parking locations.
 - Leveraging surplus parking spaces to support economic growth and the efficient movement of goods.
 - Prioritizing permanent, planned solutions over temporary or ad hoc arrangements, reducing the number of variance/amendment applications, discouraging unauthorized parking lot development, and minimizing land use conflicts with residential and agricultural areas.
- On February 26, 2025, Council directed staff to proceed to a Public Meeting with the proposed Zoning By-law Amendment and on May 12, 2025, the Planning and Development Committee held the required Public Meeting. No delegations were received, and no written submissions were submitted.
- This report recommends the enactment of the proposed Zoning By-law Amendment, generally in accordance with Attachment 1, to modify the existing Zoning By-law 270-2004, as amended by expanding outdoor storage permissions in industrial zones
- In addition to amending the current Zoning By-law, staff propose to incorporate these changes into the forthcoming Comprehensive 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.

To help alleviate instances of illegal land use and development associated with truck parking and storage, staff from Development Services & Design, Enforcement, and By-law Services worked together to prepare Recommendation Report *City-Initiated Zoning By-law Amendment – Outdoor Storage Permissions for Truck Parking (Planning, Bld & Growth Mgt-2025-089)*. That report sought Council direction to hold 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.

On February 26, 2025, Council provided direction for Staff to proceed to a Public Meeting for the recommended Zoning By-law Amendment. On May 12, 2025, Planning and Development Committee held a Public Meeting for the proposed Zoning By-law Amendment. No one spoke at the public meeting and no correspondence was received.

Attachment 1 includes a draft of the proposed Zoning By-law Amendment.

CURRENT SITUATION:

Currently, certain Industrial zones permit the outdoor storage of oversized motor vehicles but only when it is 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 those businesses 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 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 another business utilize the 100 excess and unused spaces; and could be subject to enforcement and legal action if they do.*

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 was developed for that purpose with Site Plan Approvals, and the minimum required parking spaces for the printing warehouse is maintained.*

The key goals of the proposed amendment include:

- **Increasing as-of-right permissions** in Industrial zones 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, and 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 reduce 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.

Provisions are recommended to alleviate the visual impact of outdoor storage of truck and trailers from street view. This includes not permitting trucks and/or trailers to be parked or stored on vacant land, limiting the location of truck and trailer parking to the areas already permitted 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 and will also be incorporated into the new Comprehensive 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.”*

The proposal seeks to amend the current Zoning By-law 270-2004, as amended. In addition to the proposed amendment to the current Zoning By-law, Staff also propose to incorporate the proposed changes into the new Comprehensive Zoning By-law.

Public Consultation

A Statutory Public Meeting for this application was held on May 12, 2025. No members of the public made delegations at the meeting and no pieces of written correspondence were received.

CORPORATE IMPLICATIONS:

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

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, reducing impact local infrastructure and contributing to 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.

Authored by:

Andrew Ramsammy, Development Planner III, Development Services & Design

Allyson Sander, Strategic Leader, Project Management, Legislative Services

Approved by:

Laura Johnston, Commissioner, Legislative Services

Approved by:

Steve Ganesh, Commissioner Planning, Building and Growth Management

Approved by:

Marlon Kallideen, Chief Administrative Officer

Attachments:

- Attachment 1 – Draft Zoning By-law Amendment



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



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-06-18

Subject: **Recommendation Report: City-Initiated Zoning By-law Amendment: Refreshment Vehicle Permissions**

Contact: Marco Gerolini, Development Planner III, Development Services and Design

David VanderBerg, Development Manager, Development Services and Design

Report number: Planning, Bld & Growth Mgt-2025-533

RECOMMENDATIONS:

1. That the report from Marco Gerolini, Development Planner III, Development Services and Design to the Planning and Development Committee Meeting of July 7, 2025, re: **Recommendation Report: City-Initiated Zoning By-law Amendment: Refreshment Vehicle Permissions** be received; and
2. That the amendment to the Zoning By-law generally in accordance with the by-law attached as Attachment 1, be enacted.

OVERVIEW:

- This report recommends approval of a City initiated amendment to the Zoning By-law (By-law 270-2004, as amended) to align it with the newly approved Mobile Licensing By-law and to expand the provisions relating to refreshment vehicles. The statutory public meeting for this matter is scheduled for the same meeting date as this Recommendation Report.
- With community input, the City updated the Mobile Licensing By-law in May, 2025 to enhance public safety, strengthen enforcement and create a clear, fair framework for regulating food trucks and other refreshment vehicles. Key provisions include:
 - Maintain existing permissions to allow them in Commercial and Industrial Zones.
 - Maintain existing 50 metre separation distance from fixed food premises (i.e. brick and mortar restaurants).
 - Introduce separation distances between refreshment vehicles.

- Enhance safety and operational standards.
- The Mobile Licensing By-law regulates how food trucks may operate, whereas the Zoning By-law establishes land use standards. Together, they ensure food trucks contribute positively to Brampton’s economy, streetscapes, and public realm.
- The proposed Zoning By-law amendment is intended to remove unnecessary barriers for food trucks while protecting public spaces, managing parking impacts, and ensuring alignment with modern food truck operations.
- A challenge that the proposed Zoning By-law Amendment addresses is that refreshment vehicles sometimes operate from a towable trailer rather than a truck. When a trailer is stored without a motor vehicle, it is considered an “Oversized Motor Vehicle” or “Outside Storage” under the Zoning By-law – which is not permitted in many cases.
- The proposed amendment creates a definition of “Refreshment Vehicle” to differentiate trailers from an “Oversized Motor Vehicle” or “Outside Storage” – permitting them in accordance with the new performance standards.
- The proposed new performance standards are intended to prevent obstructions of areas required for parking, loading, driveway, drive aisle or landscaped open space.
- In addition to amending the current Zoning By-law, staff propose to also incorporate these changes into the forthcoming Comprehensive Zoning By-law.

BACKGROUND:

On January 22nd, 2025, Council directed staff to report back on the current state of the Class C Refreshment Vehicle industry (also known as Food Trucks) in the City. On February 19th, 2025, staff provided a report to Council on the current environment of Class C Refreshment Vehicles, including:

- Application requirements
- Mobile Licensing Bylaw standards
- Current locations of food trucks
- Role of the Downtown Brampton Business Improvement Association
- Public health requirements
- Zoning and other bylaw restrictions
- Complaint process

- Special event licenses.

The full report can be found [here](#). Next steps were to provide a report containing options for a potential future-state environment for Council's consideration.

On April 23rd, 2025, staff provided a report on future state options for refreshment vehicles in the City of Brampton. The full report can be found [here](#). Based on the report, staff updated the Mobile Licensing Bylaw (MLB) on May 7th, 2025. During this meeting, there was correspondence and delegations from the food truck industry on the proposed changes to the Mobile Licensing Bylaw.

Council asked staff to have further public consultation with the stakeholders (food truck vendors, restaurant operators, city staff, etc.) on the changes. On May 14th, 2025, staff reported back to Council on the discussions that occurred at the two public consultation sessions. On May 21st, 2025, staff provided modifications to the Mobile Licensing Bylaw and on May 28th, 2025 the [Mobile Licensing Bylaw](#) was approved.

Key provisions from the Mobile Licensing Bylaw included:

- Maintain existing permitted locations for food trucks – Commercial and Industrial zones.
- Add separation distances between refreshment vehicles: 5m but increased to 10m if there are more than 3 refreshment vehicles at a site.
- Maintain 50m separation distance from fixed food premises (i.e. brick and mortar restaurants).

While the Mobile Licensing By-law is the primary tool that the City uses to regulate refreshment vehicles, there are some zoning matters related to them. The City-initiated Zoning By-law Amendment presented in this report is intended to complement the recent updates to the Mobile Licensing By-law.

Attachment 1 includes a draft of the proposed Zoning By-law Amendment. This bylaw was prepared in consultation with a number of departments at the City including Enforcement and By Law Services, Legislative Services, Zoning and the Development Services and Design Division.

Statutory Public Meeting

The Statutory Public Meeting for this Zoning Bylaw Amendment is being held at the same meeting as the Recommendation Report due to:

- The need to align with the recently approved Mobile Licensing Bylaw with the Zoning Bylaw.
- The proposed changes are considered to be minor in nature.
- Early public consultation has occurred in May 2025 with the food truck industry.

Any comments received at the public meeting will be addressed by staff during this meeting. If the comments result in any potential changes to the Zoning Bylaw Amendment, Committee may choose to defer the Recommendation Report, or request

that changes occur prior to the implementing bylaw before it goes to Council for approval.

CURRENT SITUATION:

The current standards for Class C Refreshment Vehicles were originally designed to regulate hot dog carts. Since 2020, the popularity of food trucks has transitioned from hot dog carts to a diverse range of food truck and trailers.

Currently, refreshment vehicles are permitted in Commercial and Industrial zones in the City of Brampton. In addition to zoning permissions within the Zoning Bylaw, in order to operate a food truck in the City, the operator must meet a number of provisions within the Mobile Licensing Bylaw. Some of these provisions include:

- Written permission of the property owner
- Not obstruct required landscaping, parking space, drive aisle, or any loading bay
- Not operate in visibility triangle
- Have the appropriate refreshment vehicle license to operate

Proposed City Initiated Zoning By-law Amendment

The proposed City Initiated Zoning By-law Amendment seeks to add provisions related to permissions for refreshment vehicles within the City of Brampton. The intent of the Zoning Bylaw Amendment is to complement the updated Mobile Licensing Bylaw, which is the primary tool to regulate food trucks.

The key provisions within the draft By-law amendment are:

- Adding a definition for refreshment vehicles (including food trucks and trailers) and modifying other definitions.
- Adding site standards, including exempting refreshment vehicles from outside storage and oversized motor vehicle requirements, and provisions on permitted parking locations.
- Aligning zoning standards with the newly approved Mobile Licensing Bylaw.

The proposal seeks to amend the current Zoning By-law 270-2004, as amended. In addition, Staff also propose to incorporate the changes into the new Comprehensive Zoning By-law.

Intended Outcomes

The proposed changes to the Zoning By-law remove some barriers for prospective food truck operators looking to operate one. In particular, the exemption for outside storage and oversized motor vehicle requirements and inclusion of food trailers in the definition will make it easier to operate a food truck or trailer.

Regulating the permitted location for a food truck on a site is important to not cause vehicle congestion, and ensure sufficient parking is available for other uses on site. Therefore, the proposed Zoning By-law Amendment requires that a food truck

cannot be parked in any required parking stalls (only non-required parking stalls), loading bays, driveway aisles, or landscape open space.

The proposed By-law Amendment limits the food trucks, regardless of orientation, to occupying a maximum of three non-required parking spaces per refreshment vehicle. While setting a size limit, it would still allow room for larger food trucks and/or trailers, that are more commonly being used by the industry, compared to older models of food trucks that were generally smaller.

Public Consultation

A Statutory Public Meeting for this application will also be held on July 7th, 2025. As mentioned previously, public consultation also occurred in May 2025 with food truck operators and restaurant vendors, through two public consultation sessions hosted by City staff.

CORPORATE IMPLICATIONS:

Financial Implications:

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

STRATEGIC FOCUS AREA:

This report and associated recommendations for the proposed Zoning By-law Amendment is consistent with the Strategic Focus Area of Culture and Diversity. The recommendations will support a variety of cuisines from different cultural backgrounds throughout the city, meeting residents and workers diverse needs, and providing accessible and local options for all.

CONCLUSION:

The proposed Zoning By-law Amendment is an important step toward helping address the operation of refreshment vehicles within the City. By aligning zoning regulations with the Mobile Licensing Bylaw, the City will ensure a balanced approach that benefits residents and business owners, enhances the community, and sustains economic development.

Authored by:

Reviewed by:

Marco Gerolini, MCIP, RPP
Development Planner III,
Development Services and Design
Planning, Building, and Growth
Management

Allan Parsons, MCIP, RPP
Director, Development Services and
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 Zoning By-law Amendment



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To amend Attachment 1 - Draft Zoning By-law Amendment_Refreshment
Vehicles.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 amended as follows:

(a) by adding the following definition to Section 5.0 DEFINITIONS and organizing the defined terms in alphabetical order accordingly;

“REFRESHMENT VEHICLE shall mean a motorized or towable unit, including an enclosed trailer, from which food and drink are offered for sale to the public for consumption on or off the premises.”

(b) by amending Section 5.0 DEFINITIONS to delete and replace the following definitions as follows:

“RESTAURANT, CONVENIENCE shall mean a building or place having eleven (11) seats or more where food and drink are prepared and offered for sale to the public for consumption either on or off the premises, and may include a drive-through facility or window, and shall not include a refreshment vehicle.”

“RESTAURANT, DINING ROOM shall mean a building or place having eleven (11) seats or more where food and drink are prepared and offered for sale to the public for consumption either on or off the premises, and does not include a drive-through facility or window, and shall not include a refreshment vehicle.”

“RESTAURANT, TAKE-OUT shall mean a building or place having less than eleven (11) seats for customers, where food and drink are prepared and offered for sale to the public primarily to be taken out or delivered for consumption off the premises, and shall not include a refreshment vehicle.”

(c) by adding the following section to SECTION 6.0 of the By-law:

“6.37 Refreshment Vehicles

The provisions of this by-law shall not apply to prevent a refreshment vehicle from operating on lands zoned Commercial or Industrial, including lands zoned Commercial or Industrial that are subject to a special section, provided that:

- (a) the refreshment vehicle is parked for the purpose of operating with the consent of the land owner;
- (b) the refreshment vehicle is not parked on any area of the lot required for parking, loading, driveway, drive aisle or landscaped open space;
- (c) when located in an area intended for non-required motor vehicle parking, the refreshment vehicle shall be deemed to occupy a total of 3 parking spaces, and may not exceed a maximum area of 3 non-required parking spaces;
- (d) for the purpose of this section, a refreshment vehicle shall not be deemed to be “an oversized motor vehicle” or “outside storage” and is not subject to the requirements and restrictions of Section 6.31 or Section 30.10 of this by-law.
- (e) the refreshment vehicle shall also operate in accordance with the requirements of the City of Brampton Licensing for Mobile Businesses By-law, as amended.”

ENACTED and PASSED this ___ day of Month, 2025.

Approved as to
form.

Patrick Brown, Mayor

Approved as to
content.

Genevieve Scharback, City Clerk

DRAFT



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-06-13

File: OZS-2023-0008

Subject: **Recommendation Report - Draft Plan of Subdivision and Application to Amend the Secondary Plan and Zoning By-Law**
(To facilitate a residential development of 111 single detached dwellings, 48 standard townhouse units, 90 stacked townhouse units, 436 apartment units. Additional blocks are for a park, vista, stormwater management pond, district retail and natural heritage system.)
Apoca Carpenters Limited – Candevcon Limited
 4584 Castlemore Road – North of Castlemore Road between the Gore Road and Clarkway Drive
 Ward 10

Contact: Megan Fernandes, Development Planner, Development Services
 Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2025-471

RECOMMENDATIONS:

1. That the report from Megan Fernandes, Development Planner, Development Services to the Planning and Development Committee Meeting of July 7, 2025, re: **Recommendation Report - Draft Plan of Subdivision and Application to Amend the Secondary and Zoning By-law**, Apoca Carpenters Limited – Candevcon Limited, North of Castlemore Road between the Gore Road and Clarkway Drive, Ward 10, File OZS-2023-0008 be received;
2. That Draft Plan of Subdivision, file OZS-2023-0008, be endorsed, on the basis that it represents good planning, including that it has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the Official Plan and for the reasons set out in this Planning Recommendation Report;
3. That the amendment to the Official Plan generally in accordance with the attached Appendix 11 to this report be adopted;
4. That the amendment to the Zoning By-law, generally in accordance with the attached Appendix 12 to this report be adopted; and that staff are directed to advance the

Zoning By-law amendment to Council for enactment only after the Commissioner of Planning, Building and Growth Management is satisfied that the engineering servicing matters are adequate, or that alternatively a Holding (H) symbol be incorporated into the by-law for that purpose;

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

OVERVIEW:

- **This report recommends approval of an amendment to the Secondary Plan, Zoning By-Law Amendment, and for a Draft Plan of Subdivision to accommodate a proposed residential development consisting of 111 single detached dwellings, 48 standard townhouse units, 90 stacked townhouse units, 436 apartment units, one (1) District Retail block, one (1) Park block, and one (1) Stormwater Management block. A natural heritage system / valley corridor will also be protected through this development proposal.**
- **The subject lands are located within the Highway 427 Industrial Secondary Plan Area (SP47). The lands are designated as “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential” “Parkette”, “Storm Water Management Facility”, “District Retail”, “Special Policy Area 9”, “Heritage Resource” and “Valleyland”. An amendment to the Secondary Plan is required to permit proposed stacked townhouses on a portion of the lands.**
- **The subject lands are currently zoned “Agricultural” (A), and “Floodplain (F)” in the Zoning By-Law. An amendment to the Zoning By-Law is proposed to permit the proposed residential development.**
- **A Statutory Public Meeting for this application was held on June 5, 2023. Details of Statutory Public Meeting are summarized in Attachment 8 of this report.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centers and Neighbourhoods by contributing to an economic that thrives with communities that are strong and connected.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, and conforms to the Region Official Plan, the City of Brampton Official Plan (2006), and Brampton Plan (2024).**

BACKGROUND

The application was reviewed for completeness and found to be Complete on April 5, 2023; in accordance with Section 22 (6.1), Section 34 (10.4), and Section 51 (19.1) of the Planning Act. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on June 5, 2023, satisfying the notice and statutory public meeting requirements in the Planning Act and Public Meeting policies in Section 5.30 of the City of Brampton Official Plan (2006) and Section 5.4.10 of Brampton Plan (2023).

Since the time of the application was deemed to be complete, staff worked with the applicant on two technical submissions to be able to resolve outstanding issues. At this time, staff are recommending that any outstanding technical comments are to be addressed prior to draft approval of the Draft Plan of Subdivision.

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

CURRENT SITUATION

Proposal (Please refer to Attachment 1)

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

- 111 lots for single detached dwellings;
- Five (5) Medium Density Residential Blocks (1.31 ha / 3.24 ac) with 48 standard townhouse units, 90 stacked townhouse units;
- One (1) High Density Mixed Use Residential Block (2.40 ha / 5.93 ac)
 - Conceptual High Density Residential Block totaling 436 apartment units, intended to be 6-8 storeys.

- One (1) District Retail Block (0.09 ha / 0.22 ac)
- One (1) Park Block (0.23 ha / 0.57 ac)
- One (1) Stormwater Management Block (1.45 ha / 3.58 ac)
- One Natural Heritage System Block (0.45 ha / 1.11 ac)
- Walkways, Open Space, and Buffer Blocks; and
- Public roads and laneways.

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

The current conditions on-site are as follows:

- total site area of approximately 16.26 ha (40.18 ac);
- frontage on to Castlemore Road;
- contains a single detached dwelling listed on the City's Heritage Register. The dwelling will be relocated to a proposed new lot and retained within the proposed subdivision.
- Natural Heritage Features including the Clarkway Tributary are located on the eastern side of the property.

The surrounding lands are described as follows:

- North: lands part of Block Plan 47-1 proposed for future residential and commercial uses as part of applications OZS-2021-0041, OZS-2021-0019, and OZS-2021-0038;
- East: Clarkway Drive, beyond which are agricultural lands part of Block 47-1 proposed for residential uses as part of applications OZS-2021-0060, OZS-2021-0050, and OZS-2025-0010;
- West: The Gore Road, beyond which is the Gore Meadows Community Centre and agricultural lands;
- South: Castlemore Road, beyond which are existing single-detached residential dwellings a part of the Castlemore Crossing residential community.

Garage & Driveway Dimensions

Appropriate provisions have been included in the draft Zoning By-law to ensure residential dwellings can accommodate a minimum of two parked vehicles, in accordance with the minimum parking requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law. The site-specific Zoning By-law for this application requires a minimum 6.0 metre front yard setback from the front lot line to the garage door to maintain an appropriate driveway length. The driveways are planned for a minimum driveway dimension of 3 metres by 6 metres. The driveway in combination with the garage will provide the necessary space to park two vehicles while maintaining space to store regional waste/recycle bins.

Additional Residential Units (ARU)

Appropriate measures have been taken to protect for the opportunity of future residents to create ARUs within detached dwellings. Provisions have been included in the draft Zoning By-law to protect for the minimum 1.2 metre unobstructed path of travel to meet Ontario Building Code requirements to accommodate additional residential units. Typical rear yard depths range between 6.0 metres and 7.0 metres (depending on location and building typology) within the SP47-1 Block Plan. It is anticipated that ARUs will take the form of a secondary unit in the basement of a dwelling unit, given some of the space limitations associated with rear yard setbacks. ARUs in the rear yard would be difficult for lots approved with a 7m rear yard depth or less.

Outstanding Technical Review and Clearance

Staff have been working with the applicant on two technical submissions to be able to resolve outstanding issues with this application in regard to the Secondary Plan and Zoning By-Law Amendment. At the time of writing this report, formal clearance is required from the following departments:

- Heritage Resource Protection
As previously stated, a Heritage Resource is located within the subject lands. The applicant has provided a letter of commitment towards the maintenance, protection, and relocation to a proposed lot of the heritage building. Staff note that the Heritage Building Protection Plan is to be completed prior to Draft Plan Approval and the completion of the Heritage Conservation is to be completed prior to the Registration of the Draft Plan of Subdivision.

At this time, staff are recommending any outstanding technical comments are to be addressed prior to draft approval of the Draft Plan of Subdivision.

Deferral of Enacting Zoning By-law / Holding Symbol

Engineering Staff have raised the concern that the location of the proposed storm and sanitary sewer outlets are tied to the adjacent development located at 10159 The Gore Road (City File: OZS-2021-0038), where the subdivision is not yet draft approved.

Staff are recommending that the enactment of the Zoning By-law be deferred, until such time as the adjacent subdivision is draft approved so that 'Prior to Registration' conditions can be finalized by the Environment and Development Engineering Division. The lands to the west are required for the proposed storm and sanitary sewer outlets.

Alternatively, a holding symbol can be added to the Zoning By-law requiring confirmation from Development Engineering that appropriate locations for storm and sanitary sewer outlets are provided through the adjacent lands to the west.

Staff have been working with the applicant on these matters and anticipate that they will be resolved with a future anticipated submission, prior to the enactment of the zoning by-law and subdivision draft approvals.

Sustainability Score

The subject application achieved a sustainability score of 37, attaining the Bronze Threshold. Through the subdivision registration process, staff will continue to work with the applicant to try to accommodate additional sustainability score metrics can be achieved.

Secondary Plan Amendment

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

An amendment to the Secondary Plan is required to permit the proposed stacked townhouse block currently designated as 'Low/Medium Density' to "Medium Residential Density". The draft Secondary Plan Amendment can be found in **Attachment 11**.

Zoning By-Law Amendment

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

The proposed Zoning By-Law Amendment will rezone the property to new site-specific single-detached residential zones, townhouse residential zones, residential apartment

zones, a commercial zone, and Open Space (OS) and Floodplain (F) zones. The schedule depicting the proposed zones can be found in Attachment 12A.

Summary of Recommendations

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

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

PLANNING ANALYSIS SUMMARY

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

Matters of Provincial Interest

Planning Act

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

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

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

Provincial Policy Statement (PPS) (2024)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20th, 2024.

The Provincial Policy Statement (PPS), 2024 provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 2.1.4, 2.1.6, and 2.2.1 of the PPS which speaks to promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities. The proposal will also allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The proposed development will be in close proximity to existing and planned transit corridors along Clarkway Drive, as well as the existing bus route along Castlemore Road which aligns with Section 2.2.1(d).

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

Municipal Planning Documents

Region of Peel Official Plan

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

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

City of Brampton Official Plan (2006)

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

The subject lands are designated “Residential” and “Open Space” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

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

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

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

Brampton Plan (2023)

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

The subject lands are designated “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” on Schedule 2 – Designations of the Brampton Plan (2024). The “Mixed Use” designation permits a range of residential uses including mixed-use buildings, with retail and service uses on ground level, and residential and non-service

office uses generally directed to the rear of buildings and to upper floors. The “Neighborhoods” designation permits predominantly residential uses, subject to the planned or existing character of the subject property’s street classification. These uses include residential uses, community services and facilities, and parks and open space. The “Natural Heritage System” designation permits a limited amount of uses, including passive recreational uses such as trails, picnic areas, small playgrounds, etc., which are restricted to minimizing the impacts of development on the natural heritage system.

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

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

Highway 427 Industrial Secondary Plan - Area 47

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

The proposal will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designation. An amendment to the Secondary Plan is required to permit the proposed stacked townhouse development within the plan of subdivision. Staff have reviewed the proposed details from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

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

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

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

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

Community Engagement

Notice of this 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 requirements. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City’s website.

A Statutory Public Meeting for this application was held on Monday, June 5, 2023. Two (2) members of the public spoke at the meeting. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concern Raised	Staff Response
What is the proposed number of storeys of the apartment building?	As per the proposed Zoning By-law Amendment, any apartment buildings to be developed within the proposed high-density block must conform to the Residential Apartment (R4A) zone, which permits a maximum building height of 12 storeys.
What is the timeline of construction once approved?	The construction timeline of this development application would vary depending on several factors, including the timing of draft approval for the Draft Plan of Subdivision and future Site Plan Approval for the proposed high-density block.

CORPORATE IMPLICATIONS

Financial Implications:

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

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA

This application to amend the Official Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Highway 427 Industrial Secondary Plan and will add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s greenfield area.

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

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

LIVING THE MOSAIC – 2040 Vision

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

CONCLUSION

Staff is satisfied that the proposed Draft Plan of Subdivision, Secondary Plan Amendment, and Zoning By-law Amendment, subject to the Draft Conditions of Draft Approval generally in accordance with Attachment 14, represent good planning.

The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Highway 427 Secondary Plan (Area 47).

The report recommends that Council enact the Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 11 and 12, respectively. The Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of

Subdivision application is appropriate for the orderly development of the lands considering the following:

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

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

Authored by:

Reviewed by:

Megan Fernandes,
Planner, Development Services
Planning, Building, and Growth
Management

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

Approved by:

Approved by:

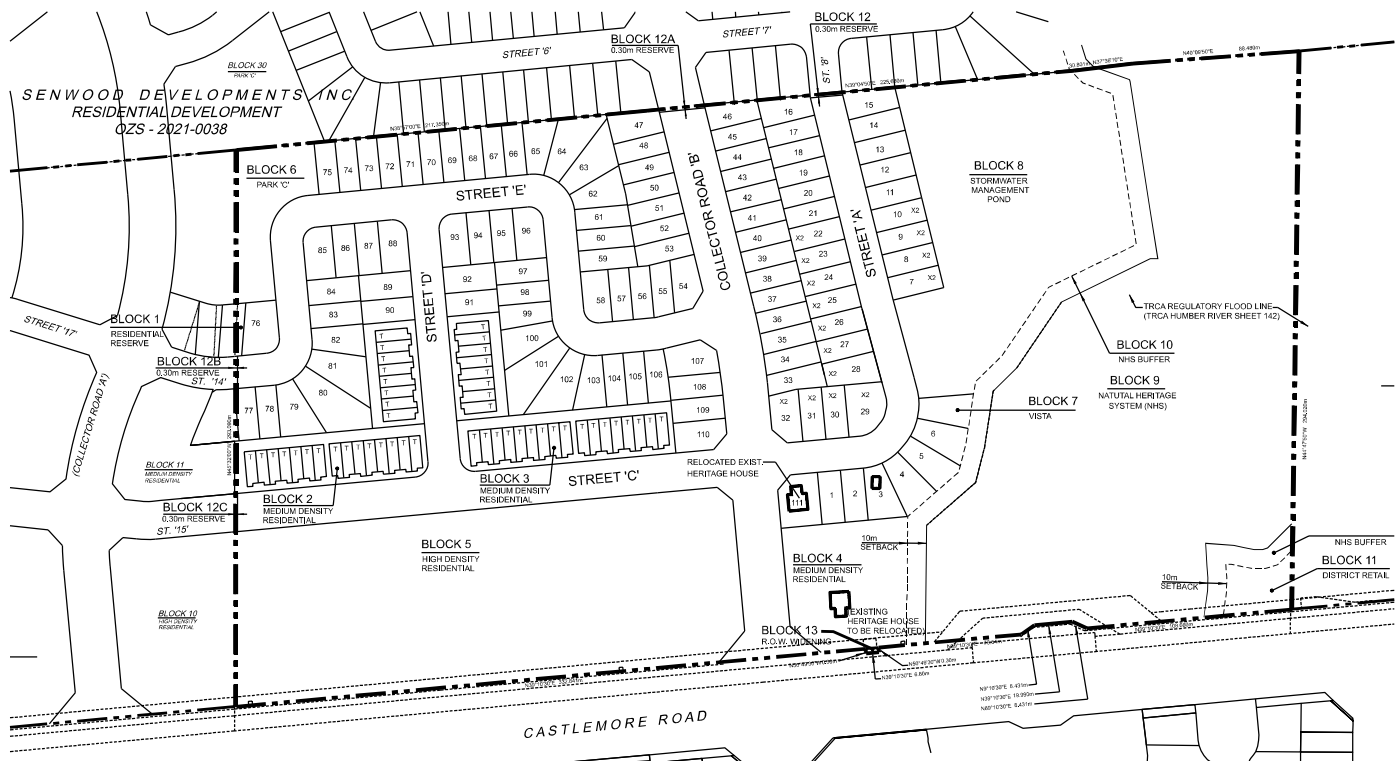
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management

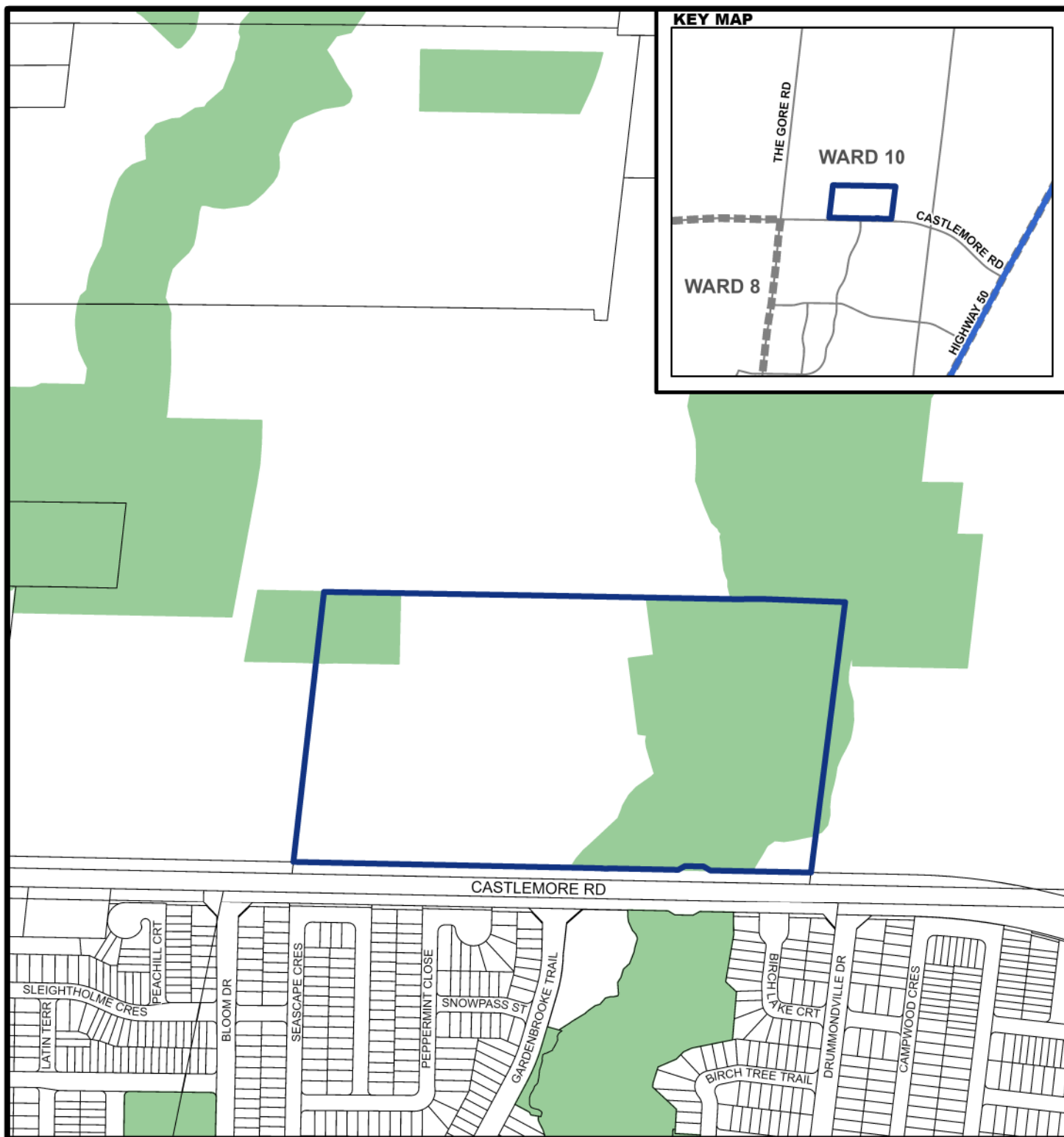
Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designation
- Attachment 4 – Secondary Plan Designation
- Attachment 4A – Block Plan 47-1 Designation

- Attachment 4B – Active Applications in Block 47-1
- Attachment 5 – Zoning Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resources
- Attachment 8 – Results of Public Meeting
- Attachment 9 – Detailed Planning Analysis
- Attachment 10 – Sustainability Score
- Attachment 11 – Draft Secondary Plan Amendment
- Attachment 12 – Zoning By-Law Amendment
- Attachment 12A – Zoning By-Law Amendment Schedule
- Attachment 13 – Draft Plan of Subdivision
- Attachment 14 – Draft Conditions of Draft Approval
- Attachment 15 – Results of External Circulation
- Attachment 16 – Medium and High Density Concept Plans



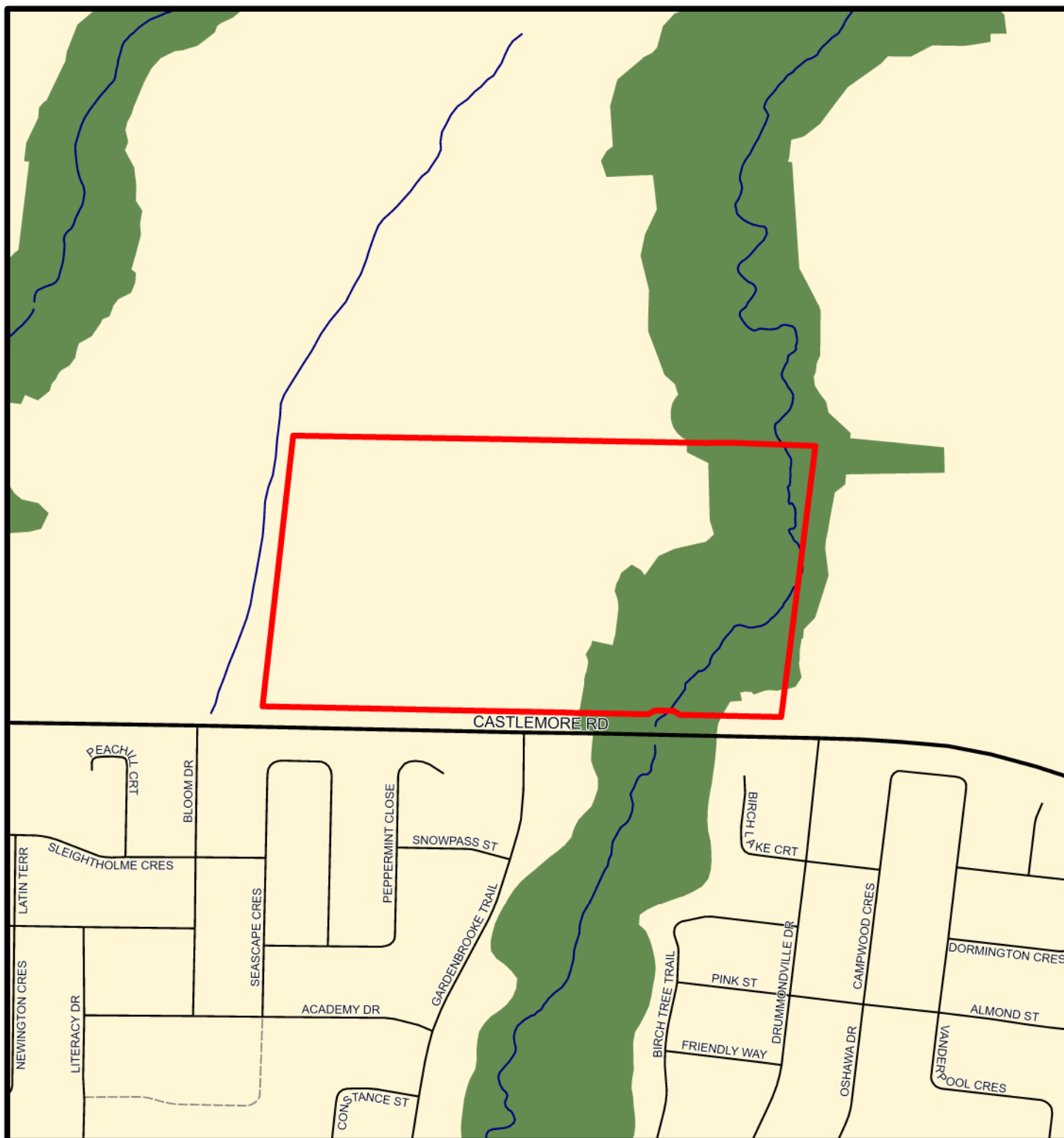


 SUBJECT LAND

 PROPERTY LINE

 GREENSPACE



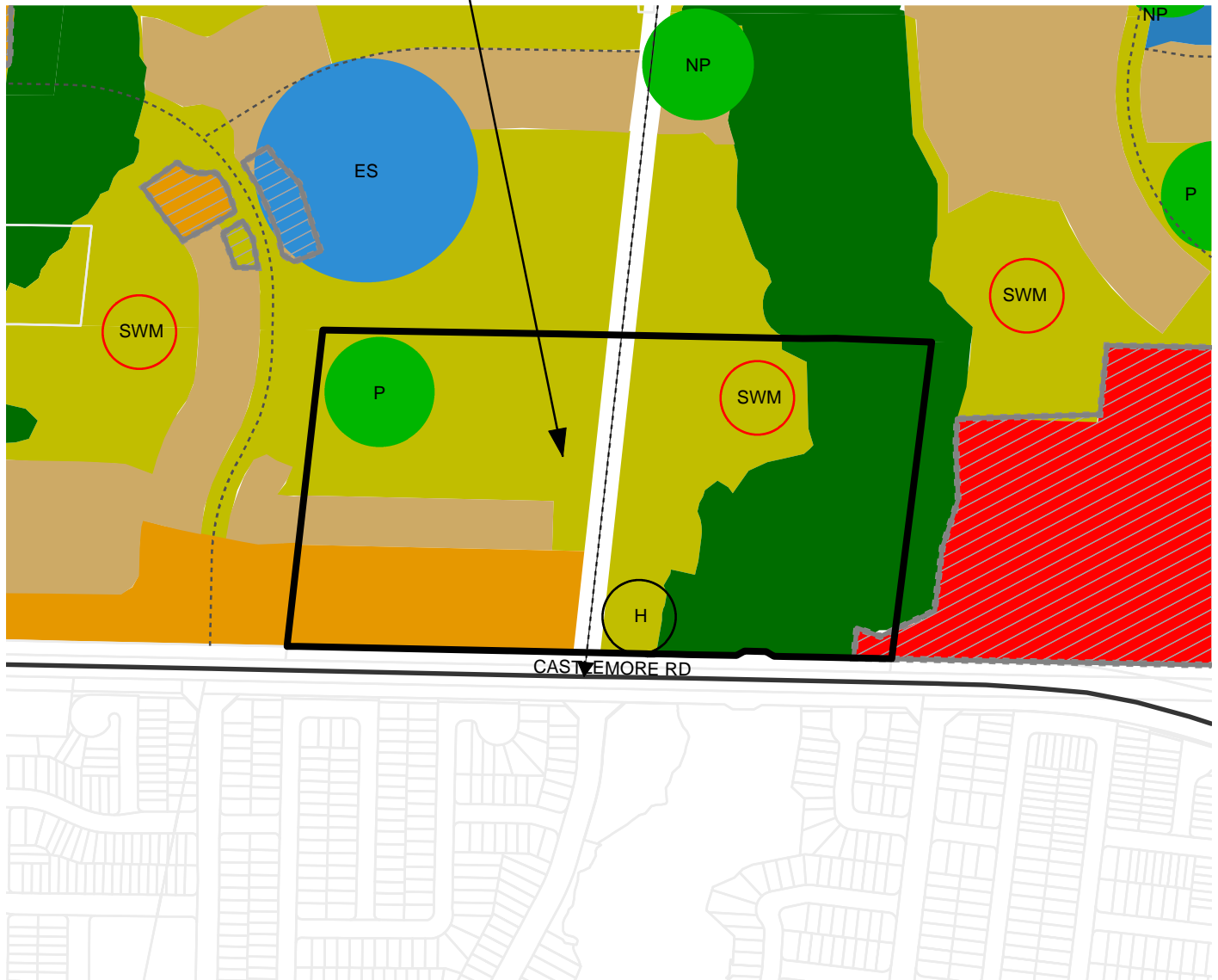


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

SUBJECT LAND OPENSOURCE RESIDENTIAL



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP 47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN

RESIDENTIAL

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

EMPLOYMENT

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

COMMERCIAL

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

ROAD NETWORK

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

NATURAL HERITAGE SYSTEM

- SIGNIFICANT WOODLANDS
- VALLEYLAND
- WETLAND RESTORATION AREA

RECREATION OPEN SPACE

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- PARKETTE

INSTITUTIONAL

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

UTILITIES AND INFRASTRUCTURE

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

Corridor Protection Area
(Reduced in accordance with
the Northwest GTA Corridor
Identification Study Area -
MTO 2014)



BRAMPTON
Flower City

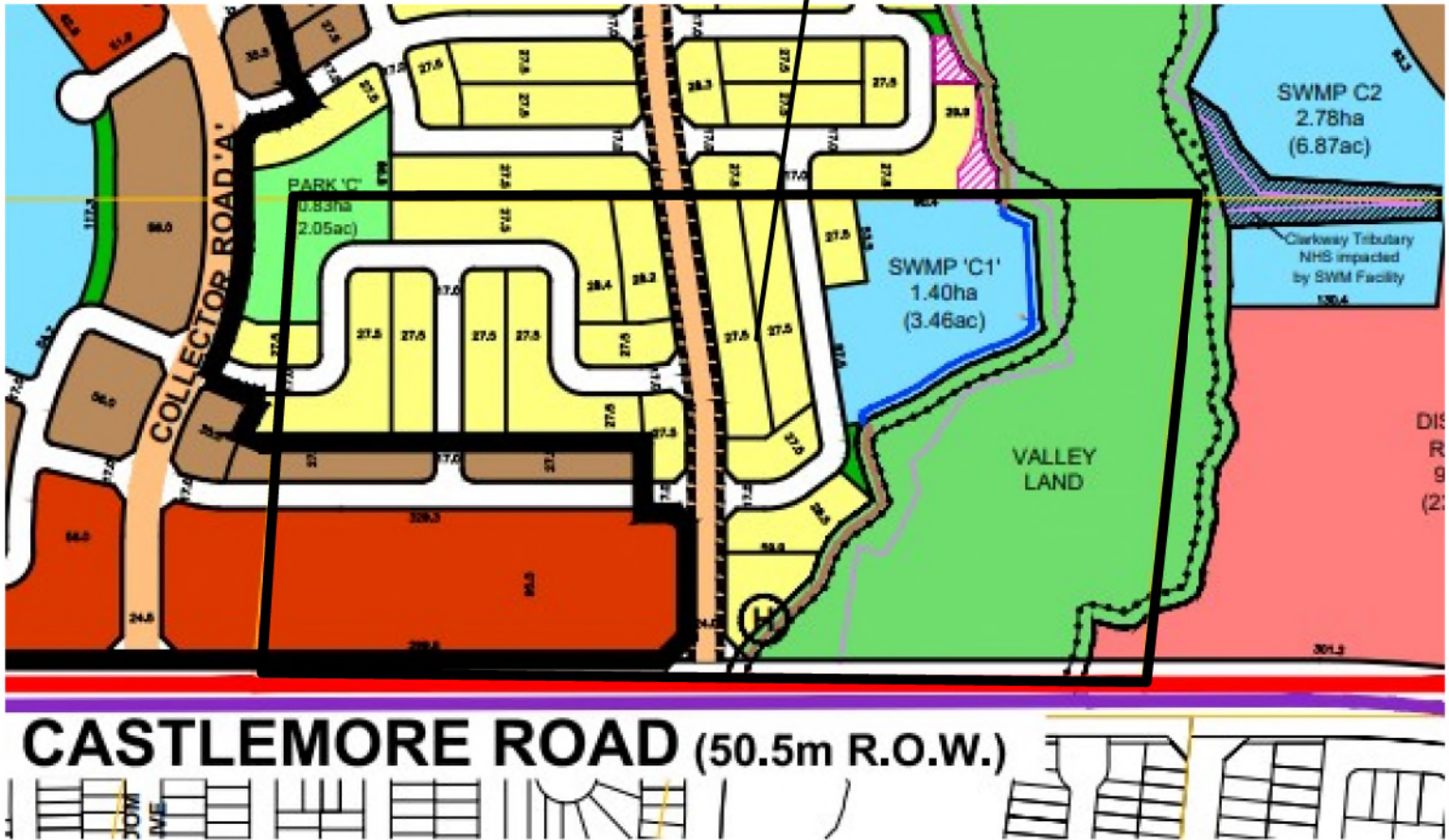
PLANNING, BUILDING AND GROWTH MANAGEMENT

Author: ckovac
Date: 2023/04/13

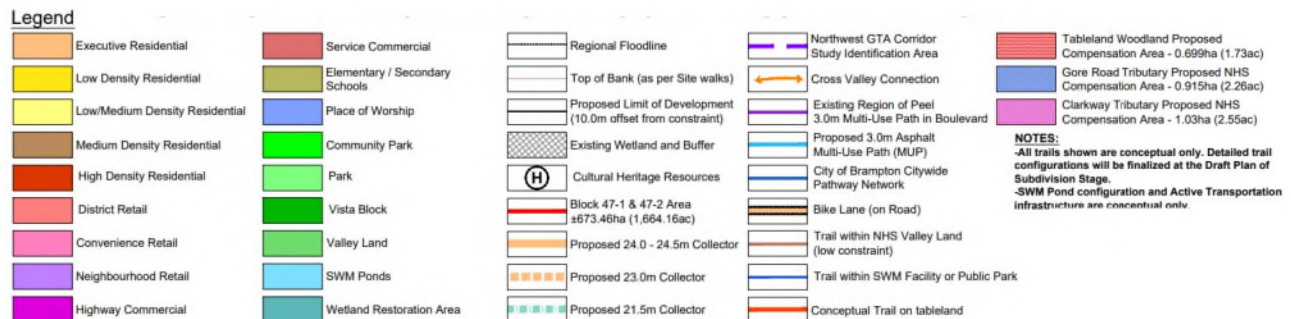
APPENDIX 4
SECONDARY PLAN DESIGNATIONS
CANDEVCON LTD.
APOCA CARPENTERS LTD.

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CITY FILE: OZS-2023-0008

SUBJECT LANDS



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



BRAMPTON
 Flower City

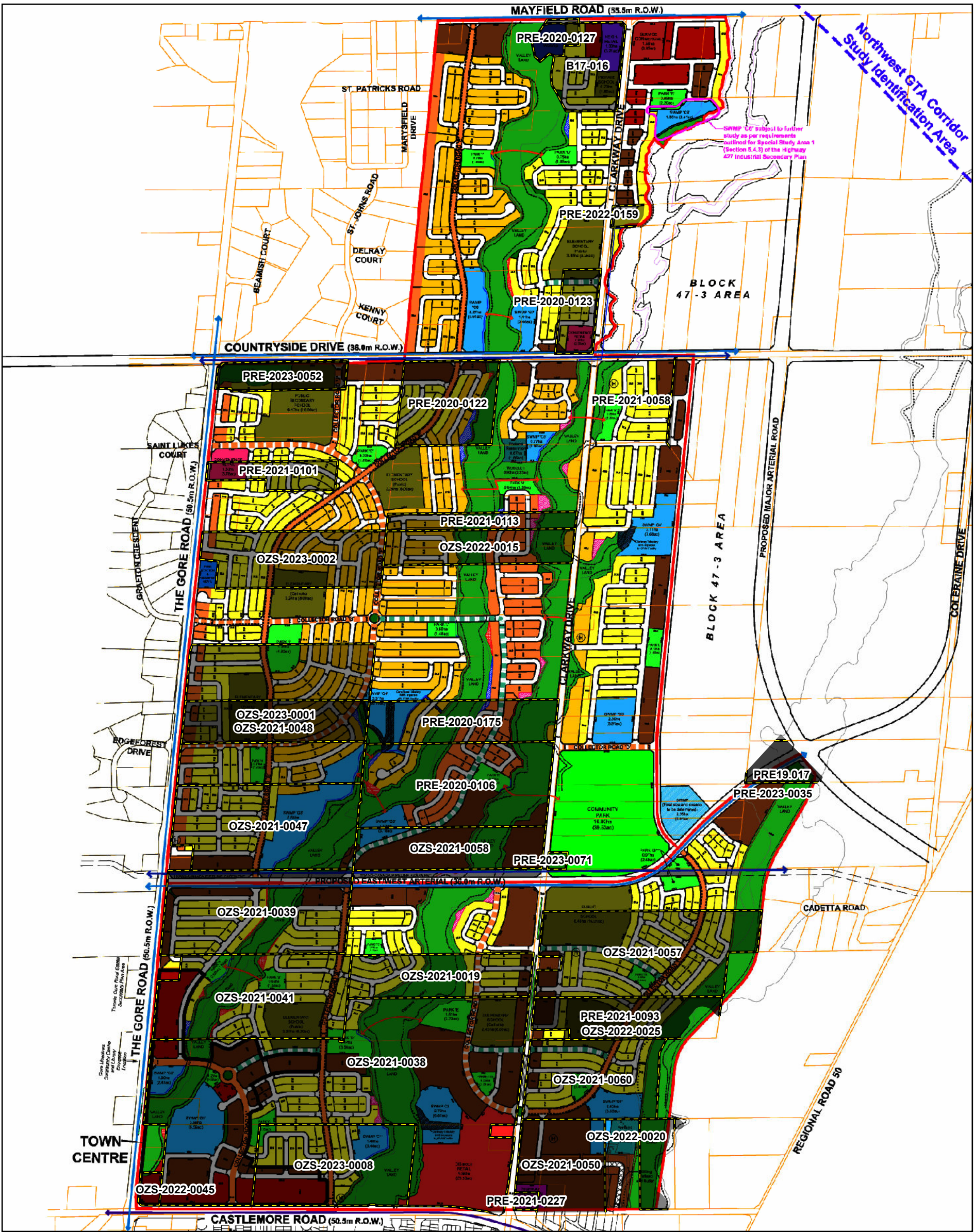
PLANNING, BUILDING AND GROWTH MANAGEMENT

Author: ckovac

Date: 2023/04/13

APPENDIX 4A
BLOCK PLAN DESIGNATIONS
CANDEVCON LTD.
APOCA CARPENTERS LTD.

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 CITY FILE: OZS-2023-0008



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

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

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

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

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

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

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

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

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

NOTES:

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

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

BRAMPTON
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PLANNING, BUILDING AND GROWTH MANAGEMENT

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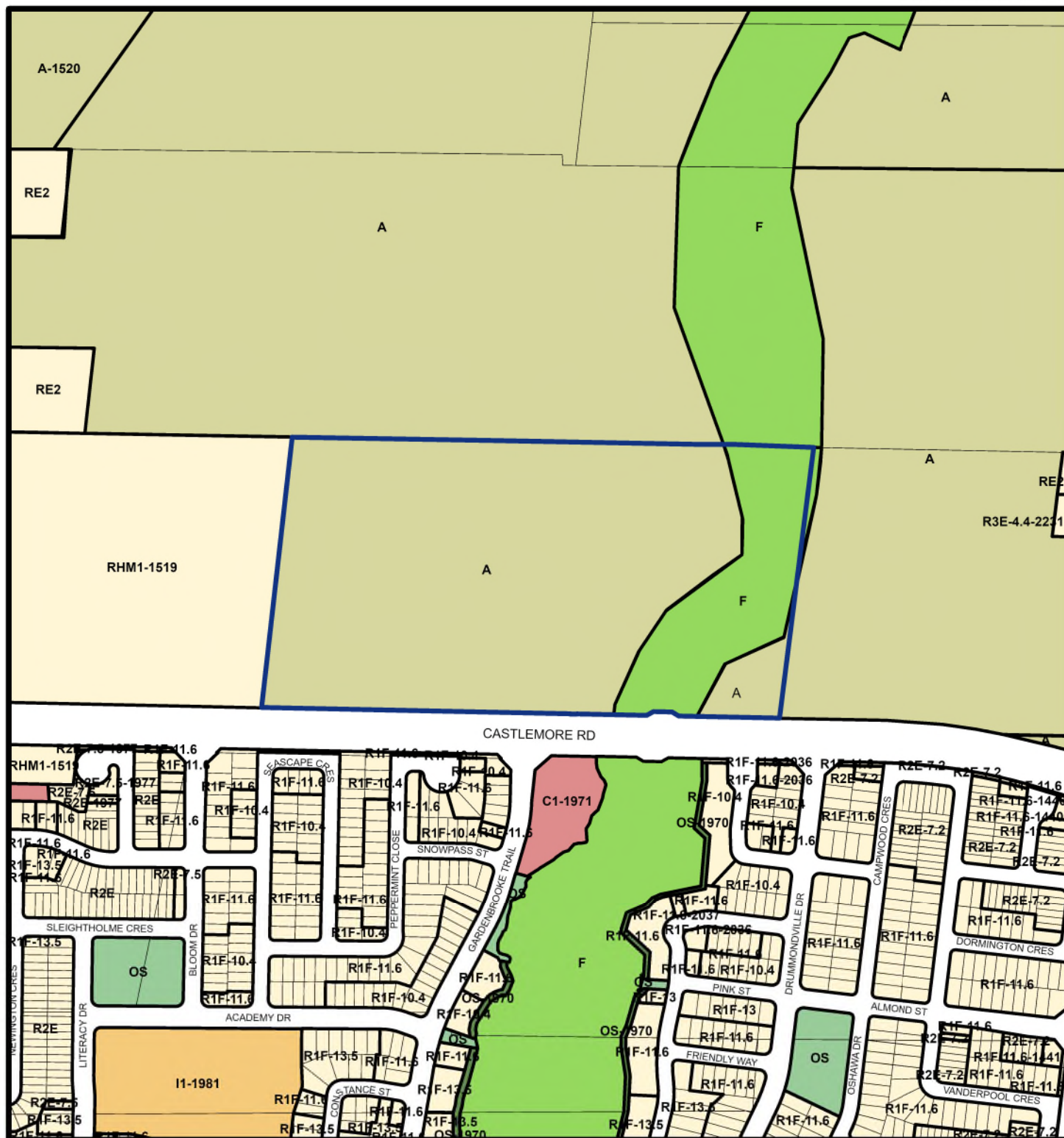
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APPENDIX 4B - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

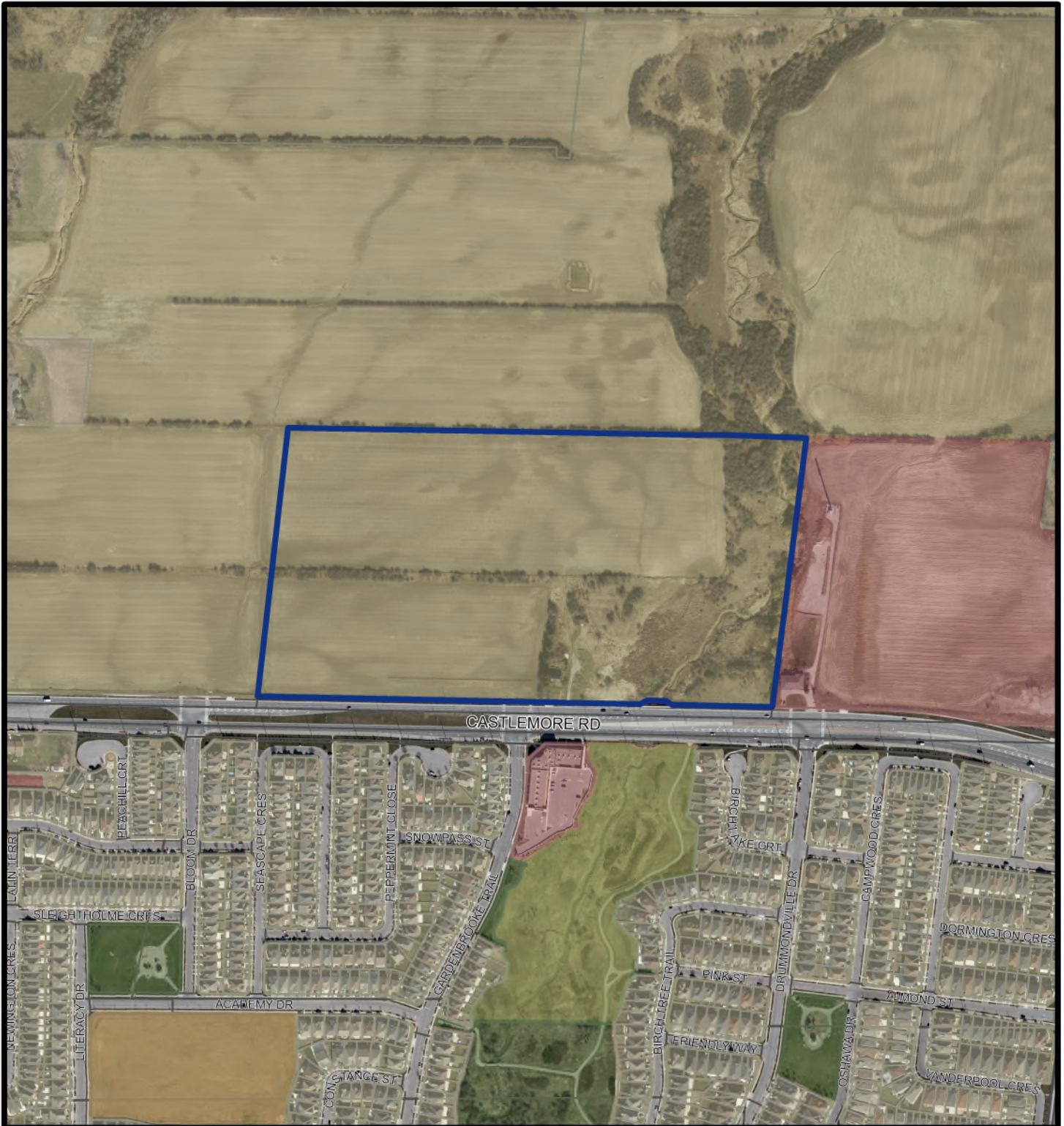
Date: 2023/11/02 Author: ADeBoer

C:\Users\ADeBoer\Desktop\APPENDIX X Schedule BP 47-1 and 47-2 overlaid with Open Planning Applications 20231102-ADeBoer.aprx Page 96 of 731



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



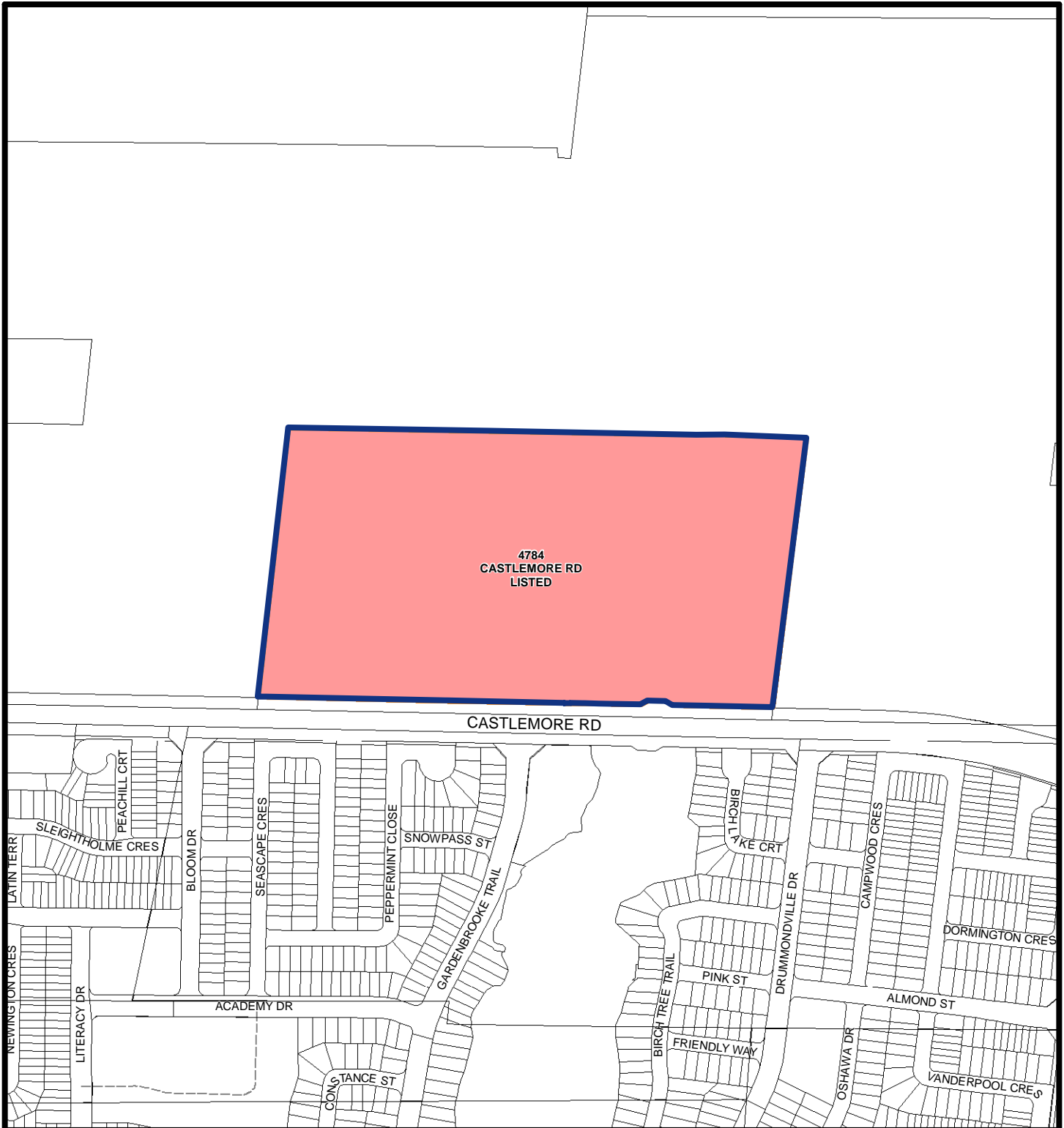


AERIAL PHOTO DATE: SPRING 2022

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





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



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

OZS-2021-0038

Members Present via Virtual Option:

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

Members Absent: Mayor Patrick Brown (ex officio)

Staff Present:

S. Ganesh, Commissioner, Planning Building and Growth Management

Allan Parsons, Director, Development Services

Cindy Hammond, Director, Planning, Building and Growth Management

David Vanderberg, Manager, Planning Building and Economic Development

Angelo Ambrico, Manager, Development Services

Wang Kei (Edwin) Li, Planner, Development Services

Emma De Melo, Planner, Development Services

Arjun Singh, Planner, Development Services

Chinoye Sunny, Planner, Development Services

Andrew Ramsammy, Planner, Development Services

Alex Sepe, Supervisor, Development Services

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Clara Vani, Legislative Coordinator

Item 5.1

Staff report re: Proposal to Amend the Official Plan, Amend the Zoning By-law and Draft Plan of Subdivision, Apoca Carpenters Limited – Candevcon Limited, 4584 Castlemore Road - File: OZS-2023-0008 & 21T-23003B

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

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

Committee consideration of the matter included concerns from the residents with respect to following:

- privacy for residential residents
- environmental green space features of already existing homes
- concerns with height of the building
- Staff commented the building would be ranging from two to four floors.

Additional comments from a resident included the following:

- support of the proposal

At the June 5th, 2023, statutory public meeting, one member of the public spoke to the application and one written submission was received:

1. Piyush Sheth, Brampton Resident, addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application.
2. Sam Sarjeant, Brampton Resident, addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application.

Concern Raised	Staff Response
What is the proposed number of storeys of the apartment building?	As per the proposed Zoning By-law Amendment, any apartment buildings to be developed within the proposed high-density block must conform to the Residential Apartment (R4A) zone, which permits a maximum building height of 12 storeys.
What is the timeline of construction once approved?	The construction timeline of this development application would vary depending on several factors, including the timing of draft approval for the Draft Plan of Subdivision and future Site Plan Approval for the proposed high-density block.

Detailed Planning Analysis

City File Number: OZS-2023-0008

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities. The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

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

The following provides a discussion to these sections. Section 2:

- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (h) The orderly development of safe and healthy communities;
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and,
- (q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- (r) The promotion of built form that,
 - i. Is well-designed,
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

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

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) conformity to the official plan;
- (d) suitability for the land for the purpose for which it is being subdivided; and
- (h) conservation of natural resources and flood control.

Analysis: Planning Act R.S.O 1990

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

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

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

Provincial Policy Statement (PPS), 2024:

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20, 2024. The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS), 2024. Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2.4.1.3 – Planning authorities should:

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

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

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

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

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

Section 4.1.1 – Natural features and areas shall be protected for the long term. Section 4.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

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

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

Analysis: Provincial Policy Statement

The proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3 of the PPS.

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

- 62 single-detached dwelling units with lot widths of approximately 11.0 metres;
- 49 single-detached dwelling units with lot widths of approximately 12.20 metres;
- Three (3) Medium Density Residential Blocks (1.31ha / 3.24 Ac) with 48 standard townhouse units and 56 stacked townhouse units.
- One (1) High Density Mixed Use Residential Block 2.40ha / 2.34ac) conceptually designed for one 8-storey apartment building with 200 units, one 8-storey apartment building with 135 units, and one 6-storey apartment building with 101 units, comprising a total of 438 residential units.
- One (1) District Retail Block (0.09ha / 22ac)
- 3.77 hectares (9.31 acres) dedicated to Natural Heritage System (NHS) blocks;
- 0.45 hectares (1.11 acres) dedicated to Natural Heritage System (NHS) buffer blocks;
- 0.23 hectares (0.57 acres) dedicated to park blocks
- 1.45 hectares (3.58 acres) dedicated to a stormwater management pond block;
- 2.62 hectares (6.67 acres) dedicated to road widenings and internal road network blocks.

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

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

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure, ‘Designated Greenfield Area’ in Schedule E-3: The Growth Plan Policy Areas in Peel, and ‘Node/Centres’ in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

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

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following: a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

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

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

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

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

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

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

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

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

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the

overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

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

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

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

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

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached, townhouse, and apartment building structural types, in close proximity to park facilities, and other uses in the Block Plan area such as public service facility uses in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

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

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

City of Brampton Official Plan (2006):

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

Section 2.4.2 – Managing Growth in Brampton:

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

Section 3.2.2.2 - Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs

combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

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

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

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

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

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

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

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

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

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

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

Section 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 – In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- I. Variety of housing types and architectural styles;
- II. Siting and building setbacks;
- III. Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
- IV. Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- V. Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
- VI. Incorporation of multiple unit dwellings and apartments; and,
- VII. Landscaping and fencing on private property;

Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) – Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed, and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

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

Section 4.5.2.9 - Development proposals shall conform to the City of Brampton’s standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City’s overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 – From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations. Section 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i. Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- ii. Requiring the provision of adequate off-street private parking; and,
- iii. Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

Section 4.5.2.26 – The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

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

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

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

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

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

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

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

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

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

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

Analysis: City of Brampton Official Plan (2006)

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

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

The subject property will be located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the

surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

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

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

Brampton Plan (2024)

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

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

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

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

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

opportunities for urban, high intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.

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

- a) Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.
- b) Concentrate a broad range of uses that create attractive multistorey streetrelated building environments.
- c) Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.
- d) Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.
- e) Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.
- f) Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as family friendly housing units in key growth areas.
- g) Have connection and access to community services, including schools, parks, community centres, libraries and childcare.
- h) improve the pedestrian experience by making it attractive, comfortable and safe.
- i) Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a) Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.
- b) Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.
- c) Foster Livability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

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

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

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

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

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

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

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

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

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

Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses (Subject to the Policies of this Section)	Permitted Accessory Uses (Subject to the Policies of this Section)
Local Street	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space 	<ul style="list-style-type: none"> I. Home Occupations J. Additional Residential Units K. Community Gardens
Collector	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Neighbourhood Supportive Commercial Uses E. Emergency Facilities F. Places of Worship G. Day Care Centres H. Long Term Care Facility 	
Major and Minor Arterial (City and Region)	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Emergency Facilities E. Places of Worship F. Day Care Centres G. Long Term Care Facility H. Motor Vehicle Commercial 	

Section 2.2.7.8 - New proposals locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of complete communities by providing vertically and/or horizontally integrated mixed-use buildings. This may include, any combination of compatible uses, including but not

limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.

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

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

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

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

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

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

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

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

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

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

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

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

- b. The proposed development includes a mix of residential and communitysupportive non-residential uses to help support achievement of a complete and walkable community, as appropriate;
- c. The intent of the City-Wide Growth Management Framework is met;
- d. The proposed development meets the Housing and Social Matters policies of this Plan;
- e. Have heights, massing and scale that have regard for nearby residential properties and provide a transition between areas of different development intensity and scale;
- g. Development is evaluated against the new Neighbourhoods policies of this Plan.

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

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

- a) Identify, Protect and Restore the Natural Heritage System. Taking a systems based approach to identify, protect, restore and enhance key natural heritage features and

areas, and the ecological functions, processes, and linkages they provide over the long-term while striving to achieve watershed/subwatershed targets identified by the Conservation Authorities.

- b) Identify and Protect the Water Resource System. Identify, protect, restore and enhance the water resource system, features and areas, and their linkages, including ground and surface water features and their hydrologic functions
- c) Enhance the Natural Heritage System and Water Resource System. Restore, enhance and conserve the quality and ecological integrity of the Natural System and Water Resource System through appropriate permitted uses, well planned built form and community design and stewardship, buffers, linkages, ecological restoration and enhancement, appropriate mitigation, environmental studies and green infrastructure implementation.
- d) Education, Stewardship, and Partnerships. Encourage through education, stewardship and partnerships, the cooperation of property owners in the maintenance of, or enhancement to, the naturalization of lands and the sustainable use of the Natural System.

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

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

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

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

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

- a) Passive recreational uses, including trails, trail heads, foot bridges, signage, public art, small playgrounds, outdoor classrooms, picnic areas, and washrooms if measures are taken to minimize the number of such structures and their negative impacts;
- b) Natural heritage restoration or enhancement efforts, including forest, fish, and wildlife management;
- c) Flood and erosion control project where it has been demonstrated to be necessary in the public interest and after all reasonable alternatives outside the Natural Heritage System have been considered, and the impact to the Natural Heritage System is minimized;

- d) Essential infrastructure exempted, pre-approved, or authorized under an Environmental Assessment process;
- e) Existing uses, buildings, or structures;
- f) A new single residential dwelling, if the need has been demonstrated and it has been established that there is no reasonable alternative, on an existing lot of record, after studies have been undertaken and approved by the City and appropriate agencies; and,
- g) Minor Development and Minor Site Alteration where it has been demonstrated through an Environmental Implementation Report that there will be no net loss to the Natural Heritage System and its functions and a net ecological gain.

Analysis: Brampton Plan (2024)

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

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

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

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

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

As such, the proposal is consistent with the “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision conforms to the policies of the Brampton Plan (2024).

Highway 427 Industrial Secondary Plan (Area 47):

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

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

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

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

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

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

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

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

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

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

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

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

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

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

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

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

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

An amendment to the Secondary Plan is required to permit the proposed stacked townhouse block located on the northeast corner of Castlemore and proposed Collector Road B. This block is currently designated as ‘Low/Medium Density Residential’ and an amendment to change the designation to ‘Medium Density Residential’ would be consistent with the proposal.

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

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

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

Zoning By-law

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

Analysis: Zoning By-law

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

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

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

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

- Residential Single Detached F11.0 – Section AAAA (R1F-11.0 – AAAA)
- Residential Single Detached F 12.2 – Section BBBB (R1F-12.2 – BBBB)
- Residential Single Detached F 18.3 – Section CCCC (R1F-18.3 – CCCC)
- Residential Townhouse A – Section DDDD (R3A-DDDD)
- Residential Townhouse A – Section EEEE (R3A-EEEE)
- Residential Apartment A – Section FFFF (R4A-FFFF)
- Commercial Three – Section GGGG (C3 – GGGG)
- Open Space (OS)
- Floodplain (F)

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

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was prepared by Candevcon Limited and submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan

and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Limited in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Traffic Impact Study

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

Stage 1 and 2 Archaeological Assessment

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

Arborist Report

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

Environmental Impact Study

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

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by DS Consultants Ltd. and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Acoustical Report

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

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 37 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.

Sustainable New Communities Program: Score & Summary

City File Number: PRE-2021-0009

Municipal Address: 4784 CASTLEMORE RD

Applicant Name: Candevcon Limited

Property Owner Name: Apoca Carpenters Ltd

Application Type: Draft Plan of Subdivision

SUSTAINABILITY SCORE: 37

THRESHOLD ACHIEVED: **Bronze**

Metric IB-12			
Metric		Level	Points
Building Energy Efficiency, GHG Reduction, and Resilience			
<ul style="list-style-type: none"> Part 9 Residential Buildings (3 storeys or less, and less than 600 m2 in GFA) achieve ENERGY STAR for New Homes v.17.1 or R-2000 requirements (or equivalent). Part 3 Buildings: Multi-Unit Residential, Office and Retail (more than 3 storeys, or more than 600 m2 in gross floor area) achieve the following whole-building performance: Total Energy Use Intensity (TEUI) = 170 kWh/m2.yr; Thermal Energy Demand Intensity (TEDI) = 70 kWh/m2.yr; Greenhouse Gas Emissions Intensity (GHGI) = 20 kgCO2/m2.yr All Other Part 3 Buildings achieve at least a 15% improvement in energy efficiency over OBC SB-10, Division 3 (2017) reference building. 		Good	3
Documentation: Confirmed at detailed design			
Staff responsible for verifying this Metric: Development Planner			
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
Documentation: As per the Draft Plan of Subdivision surrounding uses			
Staff responsible for verifying this Metric: Urban Designer			
BE-1	Three or more amenities are within 400 metres (i.e. 5 minute walk) of 75% of dwelling units.	Great	2
Documentation: As per the Draft Plan of Subdivision surrounding uses			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: Single Detached, Townhouses and Apartment units are provided			
Staff responsible for verifying this Metric: Urban Designer			
BE-3	Three of the housing typologies listed are provided: Single Detached, Semi Detached, Townhouse, Mid-rise, High-rise, and/or additional dwelling unit within a Single Detached, Semi Detached or Townhouse dwelling.	Great	1
Documentation: Single Detached, Townhouses and Apartment units are provided			
Staff responsible for verifying this Metric: Urban Designer			
BE-3	Four or more 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.	Excellent	1
Documentation: Single detached, street townhouses, stacked townhouses, apartments and ARUs within single detached are proposed			
Staff responsible for verifying this Metric: Urban Designer			
BE-3	Two accommodation types listed are provided: Live-work, Purpose-Built Rental, Studio, 1 bedroom, and/or 2 or more bedrooms.	Good	1
Documentation: 1 bedroom and 2 or more bedrooms typologies are provided			
Staff responsible for verifying this Metric: Urban Designer			
Community and Neighbourhood Scale			
BE-4	The proposed Community provides a mixed-use node central to a cluster of neighbourhoods that include higher residential densities, retail, and employment opportunities, and served by public transit.	Excellent	3
Documentation: As per the Planning Justification Report, pages 5-8			
Staff responsible for verifying this Metric: Urban Designer			
Cultural Heritage Conservation			
BE-5	A portion of the cultural heritage resource is retained, and the integrity of the cultural heritage resource is conserved.	Great	2
Documentation: As per the Heritage Impact Assessment, page ii			
Staff responsible for verifying this Metric: Heritage Planner			
BE-5	A cultural heritage resource is relocated to a visually prominent location within the development.	Good	1
Documentation: As per the Heritage Impact Assessment and Draft Plan of Subdivision			
Staff responsible for verifying this Metric: Heritage Planner			
Electric Vehicle Charging Stations			
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 10% of parking spaces.	Good	3

Documentation: Electric vehicle parking is provided in the condominium development			
Staff responsible for verifying this Metric: Traffic Planning Analyst,Technologist			
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 20% of parking spaces.	Great	2
Documentation: Electric vehicle parking is provided in the condominium development			
Staff responsible for verifying this Metric: Traffic Planning Analyst,Technologist			
Mobility			
Indicator	Metric	Level	Points
Intersection Density			
MB-3	40-50 multi-use trail, path, and/or street intersections are provided per square kilometre (sq.km).	Good	1
Documentation: Block Plan 47 Schedule			
Staff responsible for verifying this Metric: Urban Designer			
MB-3	51-60 multi-use trail, path, and/or street intersections are provided per square kilometre (sq.km).	Great	1
Documentation: Block Plan 47 Schedule			
Staff responsible for verifying this Metric: Urban Designer			
MB-3	More than 61 multi-use trail, path, and/or street intersections are provided per square kilometre (sq.km).	Excellent	2
Documentation: Block Plan 47 Schedule			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: Active Transportation and pathways have been analyzed in the PJR			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: Planning Justification Report, page 30			
Staff responsible for verifying this Metric: Urban Designer			
Distance to Public Transit			
MB-9	The site is within 800 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops.	Good	1
Documentation: Planning Justification Report, Page 44			
Staff responsible for verifying this Metric: Urban Designer			

MB-9	The site is within 400 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops.	Great	1
Documentation: Planning Justification Report, Page 44			
Staff responsible for verifying this Metric: Urban Designer			
Natural Environment and Parks			
Indicator	Metric	Level	Points
Healthy Soils			
NE-3	A minimum topsoil depth of 200 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Good	1
Documentation: Geotechnical Investigation, page 4			
Staff responsible for verifying this Metric: Landscape Architect,Technologist			
Natural Heritage System Enhancements			
NE-5	A Woodland Management Plan has been developed and will be implemented, where not already required by the municipality.	Good	1
Documentation: Tableland Woodland has been reviewed and implemented in the EIS page 6			
Staff responsible for verifying this Metric: Environmental Planner			
Parks Access			
NE-8	2 or more road frontages are provided for each park (e.g. urban square, parkette, and neighborhood park)	Good	3
Documentation: Draft Plan of Subdivision			
Staff responsible for verifying this Metric: Landscape Architect,Technologist			
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
Documentation: Functional Servicing Report			
Staff responsible for verifying this Metric: Environmental Engineer,Technologist			
Infrastructure & Building			
Indicator	Metric	Level	Points
Light Pollution Reduction			
IB-17	All exterior light fixtures are Dark Sky Compliant.	Good	1
Documentation: Will be confirmed through detailed design			
Staff responsible for verifying this Metric: Development Planner			

Points Achieved by Category	
Built Environment	18
Mobility	9
Natural Environment and Parks	6
Infrastructure & Building	4

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 bylaw.

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

Approved as to
form.
??/??/2025

Patrick Brown, Mayor

Approved as to
content.
??/??/2025

Genevieve Scharback, City Clerk

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

**AMENDMENT NUMBER OPXXXX-____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA**

Purpose:

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

Location:

The property subject to this amendment is located in Block 47-1, specifically east of The Gore Road, north of Castlemore Road, and west of Clarkway Drive.

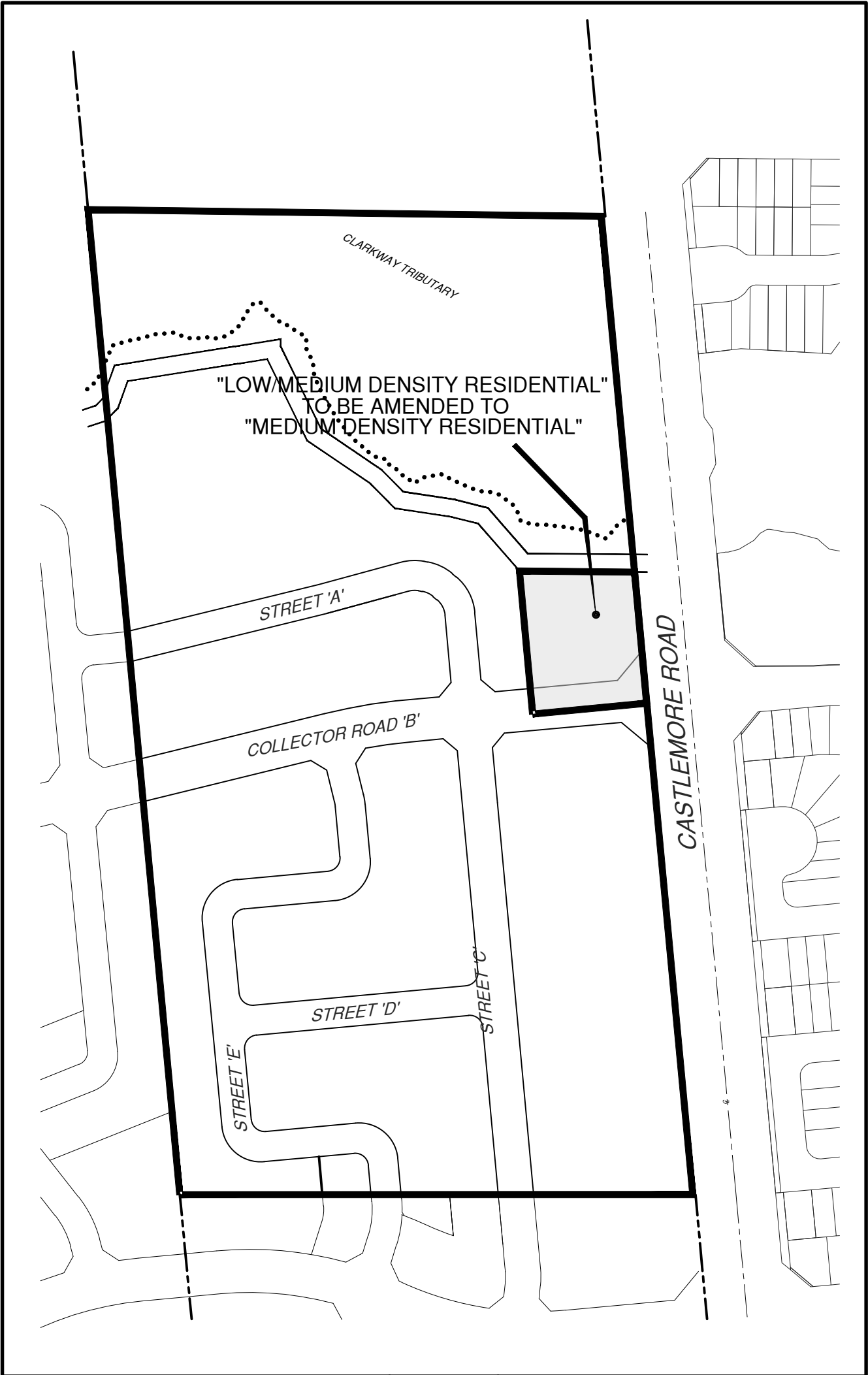
Amendments and Policies Relative Thereto

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

1. By adding to the list of amendments pertaining to Secondary Plan Area Number 47: Highway 427 Industrial Secondary Plan as set out in Part Two: Secondary Plans, thereof, Amendment Number OP 2006-_____.
- 1.
2. By replacing the 'Low/Medium Density Residential' designation lands shown on Schedule 'A' with 'Medium Density Residential'.

Approved as to Content:

Allan Parsons
Director, Planning and Development Department



APOCA CARPENTERS LIMITED
4784 CASTLEMORE ROAD
CITY OF BRAMPTON
SCHEDULE A TO OFFICIAL PLAN
AMENDMENT OP -----



1:1000



CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS

TEL. (905) 794-0600

FAX (905) 794-0611

Date: APRIL, 26th, 2022 Drawn By: S.G.

File No. W20112

Plan No. OP-1

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To amend By-law 270-2004, as amended

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

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

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

From	To
Agricultural (A)	Residential Single Detached F11.0 – Section AAAA (R1F-11.0 – AAAA)
Floodplain (F)	Residential Single Detached F 12.2 – Section BBBB (R1F-12.2 – BBBB)
	Residential Single Detached F 18.3 – Section CCCC (R1F-18.3 – CCCC)
	Residential Townhouse A – Section DDDD (R3A-DDDD)
	Residential Townhouse A – Section EEEE (R3A-EEEE)
	Residential Apartment A – Section FFFF (R4A-FFFF)
	Commercial Three – Section GGGG (C3 – GGGG)
	Open Space (OS)
	Floodplain (F)

- (2) By adding thereto the following sections:

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

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

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

- (1) Minimum Lot Area:

Interior Lot:	297 square metres;
Corner Lot:	345 square metres;
- (2) Minimum Lot Width:

Interior Lot:	11.0 metres;
Corner Lot:	12.8 metres;
- (3) Minimum Lot Depth: 27 metres;
- (4) Minimum Front Yard Setback:
 - a) 3.0 metres;
 - b) 6.0 metres to a garage door facing the front lot line;
 - c) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;
 - d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
 - e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
 - f) a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard;
 - g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- (5) Minimum Rear Yard Setback
 - a) 7.0 meters,
 - b) 6.5 metres for all lots shown on Schedule A1;
 - c) 6.0 metres for lots that back onto open space blocks, which include valleylands, parks, stormwater management ponds and schools;
 - d) 3.0 metres for a corner lot provided that is not less than 50% of the unit width; is setback 6.0 metres from the rear lot line;
 - e) 3.5 metres to a deck off the main floor;
 - f) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard;
 - g) 4.5 metres for open roofed porches and or uncovered terraces;
 - h) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard;
- (6) Minimum Side Yard Setbacks (Interior):
 - a) 0.6 metres on one side and 1.2 metres on the other side;
 - b) 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and

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

(7) Minimum Side Yard Setback (Exterior)

- a) 3.0 metres;
- b) 5.5 metres to a garage door facing the exterior side yard;
- c) The main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- f) a bay window, bow window or bac window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- g) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard;

(8) Maximum Building Height: 13.5 metres;

(9) No garage may project more than 1.5 metres beyond the porch or front yard of a dwelling;

(10) The following provisions apply to garages:

- a) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
- b) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 12.5 metres but less than 14.0 metres shall be 5.5 metres;
- c) 5.5 metres for a garage door for a corner unit equal to or greater than 9.0 metres when the main entrance to the dwelling is from the exterior side yard;
- d) the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit;
- e) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum of 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.

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

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

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

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

“BBBB The lands designated R1F-12.2-Section BBBB on Schedule A to this by-law:

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

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

(1) Minimum Lot Area:

Interior Lot:	324 square metres;
Corner Lot:	372 square metres;

(2) Minimum Lot Width:

Interior Lot:	12.0 metres;
Corner Lot:	13.8 metres;

(3) Minimum Lot Depth: 27 metres;

(4) Minimum Front Yard Setback:

- a) 3.0 metres;
- b) 6.0 metres to a garage door facing the front lot line;
- c) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;
- d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- f) a bay window, bow window or bac window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard; and;
- g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 meres of a daylight rounding/triangle;

(5) Minimum Rear Yard Setback:

- a) 7.0 meters,
- b) 6.5 metres for all lots shown on Schedule A1;
- c) 6.0 metres for lots that back onto open space blocks, which include valleylands, parks, stormwater management ponds and schools;
- d) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;
- e) 3.5 metres to a deck off the main floor;
- f) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots greater that 9.0 metres;

- g) 4.5 metres for open roofed porches and or uncovered terraces; and
 - h) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard;
- (6) Minimum Side Yard Setbacks (Interior):
- a) 0.6 metres on one side and 1.2 metres on the other side provided that the combined total for each interior lots is 1.8 metres;
 - b) 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and
 - c) 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres, for a total of 1.2 metres between buildings.
- (7) Minimum Side Yard Setback (Exterior):
- a) 3.0 metres;
 - b) 6.0 metres to a garage door facing the exterior side yard;
 - c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
 - d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
 - e) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
 - f) a bay window, bow window or bac window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
 - g) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard;
- (8) Maximum Building Height: 13.5 metres;
- (9) The following provisions apply to garages:
- a) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
 - b) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 12.5 metres but less than 14.0 metres shall be 5.5 metres;
 - c) 5.5 metres for a garage door for a corner unit equal to or greater than 9.0 metres when the main entrance to the dwelling is from the exterior side yard;
 - d) the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit; and
 - e) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum of 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.

- f) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling;

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

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

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

“CCCC The lands designated R1F-18.3 – Section CCCC on Schedule A to this by-law:

CCCC.1 shall be used for the purposes permitted within an R1F-18.3 zone.

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

- (1) Minimum Lot Area: 500 square metres;
- (2) Minimum Lot Width: 18 metres;
- (3) Minimum Lot Depth: 27 metres;
- (4) Minimum Front Yard Setback:
 - a) 3.0 metres;
 - b) 6.0 metres to a garage door facing the front lot line;
 - c) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding/triangle;
- (5) Minimum Rear Yard Setback:
 - a) 6.0 metres;
- (6) Minimum Side Yard Setbacks:
 - a) 1.8 metres for an interior yard;
 - b) 3.0 metres for an exterior yard;
- (7) Maximum Building Height: 13.5 metres;

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

“DDDD The lands designated R3A – Section DDDD on Schedule A to this by-law:

DDDD.1 shall only be used for the purposes permitted within an R3A zone, and,

- a) Dwelling, Street Townhouse.

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

(1) Minimum Lot Area:

Interior Lot: 137 square metres;
Exterior Lot: 212 square metres;
End Lot: 175 square metres

(2) Minimum Lot Width:

Interior Lot: 5.5 metres;
Corner Lot: 8.5 metres;
End Lot: 7.0 metres;

(3) Minimum Lot Depth: 25 metres;

(4) Minimum Front Yard Depth:

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

(5) Minimum Rear Yard Setback:

- a) 6.0 metres for an interior lot;
- b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line;
- c) 3.5 metres to a deck off the main floor;
- d) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard; and,
- e) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the rear yard.

(6) Minimum Side Yard Setback (Interior):

- a) 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;

(7) Minimum Side Yard Setback (Exterior):

- a) 3.0 metres;
- b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;

- c) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
 - d) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
 - e) a bay window, bow window or bac window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
 - f) a bay window, bow window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard;
- (8) Maximum Building Height: 13.5 metres;
- (9) Minimum Dwelling Unit Width: 6.0 metres;
- (10) The following provisions apply to garages:
- a) the maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres;
 - b) the maximum cumulative garage door width for interior lots, with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - c) the maximum cumulative garage door width for corner lots, with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
 - d) a two-bay garage shall be permitted on a corner lot;
 - e) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.
 - f) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling;
- (11) The following shall apply to a bay, bow or box window:
- a) the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - b) the maximum depth of a bay, bow or box window with a maximum depth of 1.0 metres;
 - c) A bay, bow or box window with a depth greater than 0.6 metres does not need to contain side widows;
 - d) A bay, bow or box window with a depth greater than 0.6 metres does need to contain side windows.
- (12) Notwithstanding Section 10.9.1B.1) the following shall apply;
- (a) the minimum driveway width shall be 2.75 metres.
- DDDD.3 shall be subject to the requirements and restrictions relating to the R3A zone and all the general provisions of this by-law which are not in conflict with those set out in Section DDDD.2.”
- “EEEE The lands designated R3A – Section EEEE on Schedule A to this by-law:
- EEEE.1 shall only be used for the following:

- (1) Stacked Townhouse Dwellings;
- EEEE.2 shall be subject to the following requirements and restrictions:
- (1) Minimum Lot Area: 125 square metres per dwelling unit;
- (2) Minimum Lot Width: 6.0 metres;
- (3) Minimum Lot Depth: No Requirement
- (4) Minimum Yard Setbacks for a Principal Building:
- a) Minimum Front Yard Setback: 3.0 metres;
- b) Minimum Rear Yard Setback: 6.0 metres;
- c) Minimum Interior Yard Setback: 0.0 metres
- d) Minimum Exterior Yard Setback: 3.0 metres
- (5) Maximum Building Height: 4 storeys;
- (6) Minimum Landscaped Open Space: 25 square metres for each dwelling unit;
- EEEE.3 shall also be subject to the requirements and restrictions relating to the R3A zone and all the general provisions of this by-law which are not in conflict with those set out in Section EEEE.2.”
- “FFFF the lands designated R4A – Section FFFF on Schedule A to this by-law:
- FFFF.1 shall only be used for the purposes permitted within an R4A zone;
- FFFF.2 shall only be used for the following requirements and restrictions:
- (1) Minimum Yard Setbacks for a Principal Building:
- a) Front Yard Depth: 3.0 metres;
- b) Side Yard Depth: 3.0 metres;
- (2) Maximum Building Height: 10 storeys;
- (3) Minimum Building Separation: 15 metres
- FFFF.3 shall also be subject to the requirements and restrictions relating to the R4A zone and all the general provisions of this by-law which are not in conflict with those set out in Section FFFF.2.”
- “HHHH Holding (H) Symbol:
- a) Removal of the Holding (H) symbol shall not occur until the following conditions are fulfilled:
1. That Draft Plan of Subdivision Approval be obtained for the storm and sanitary outlets located on the lands legally described as Lot 11 and 12, Concession 10 N.D.
- b) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Floodplain (F) zones.”

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this ____day of _____, 2021.

Approved as to
form.

____/____/2025

AWP

Patrick Brown, Mayor

Approved as to
content.

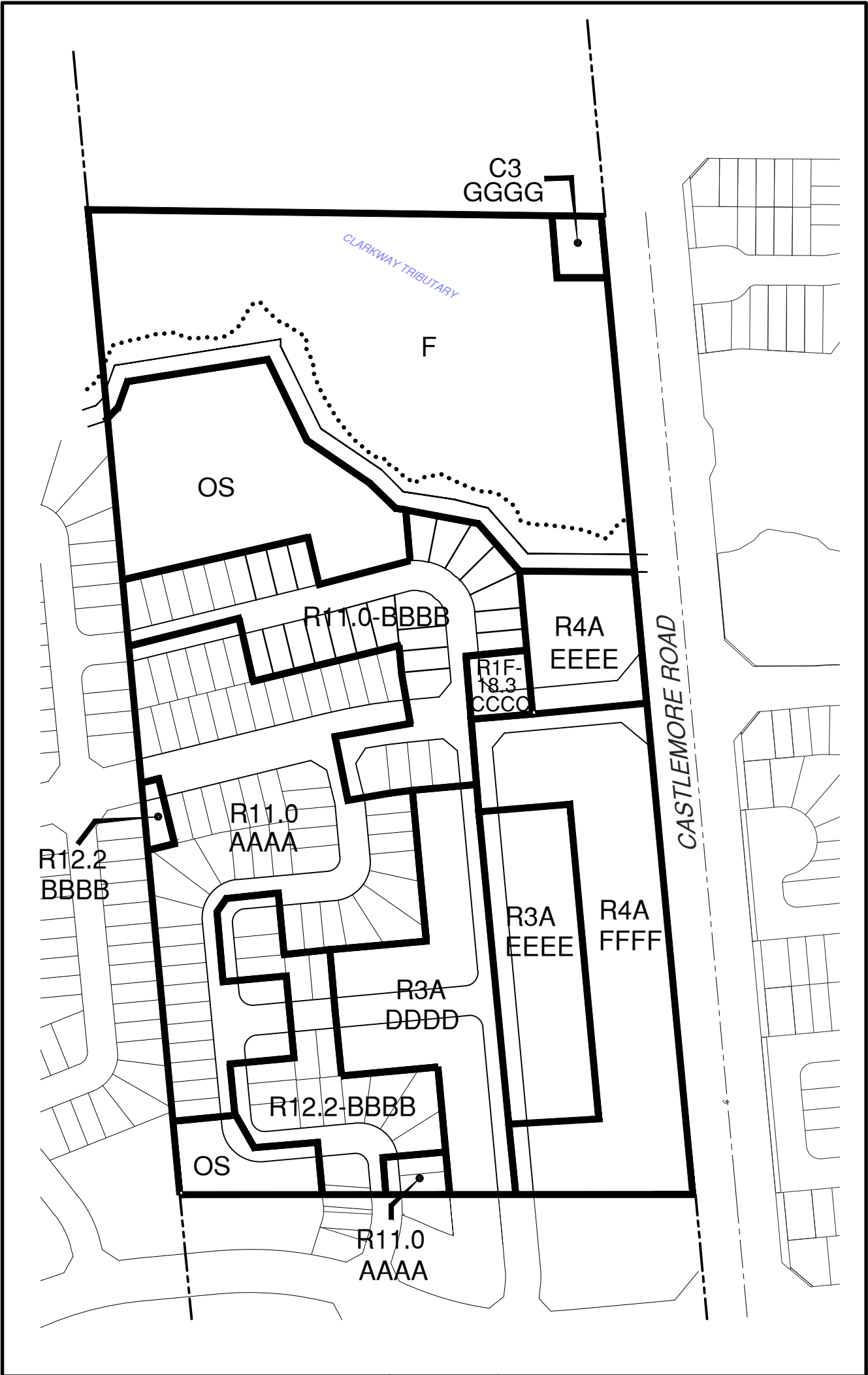
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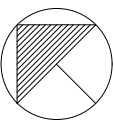

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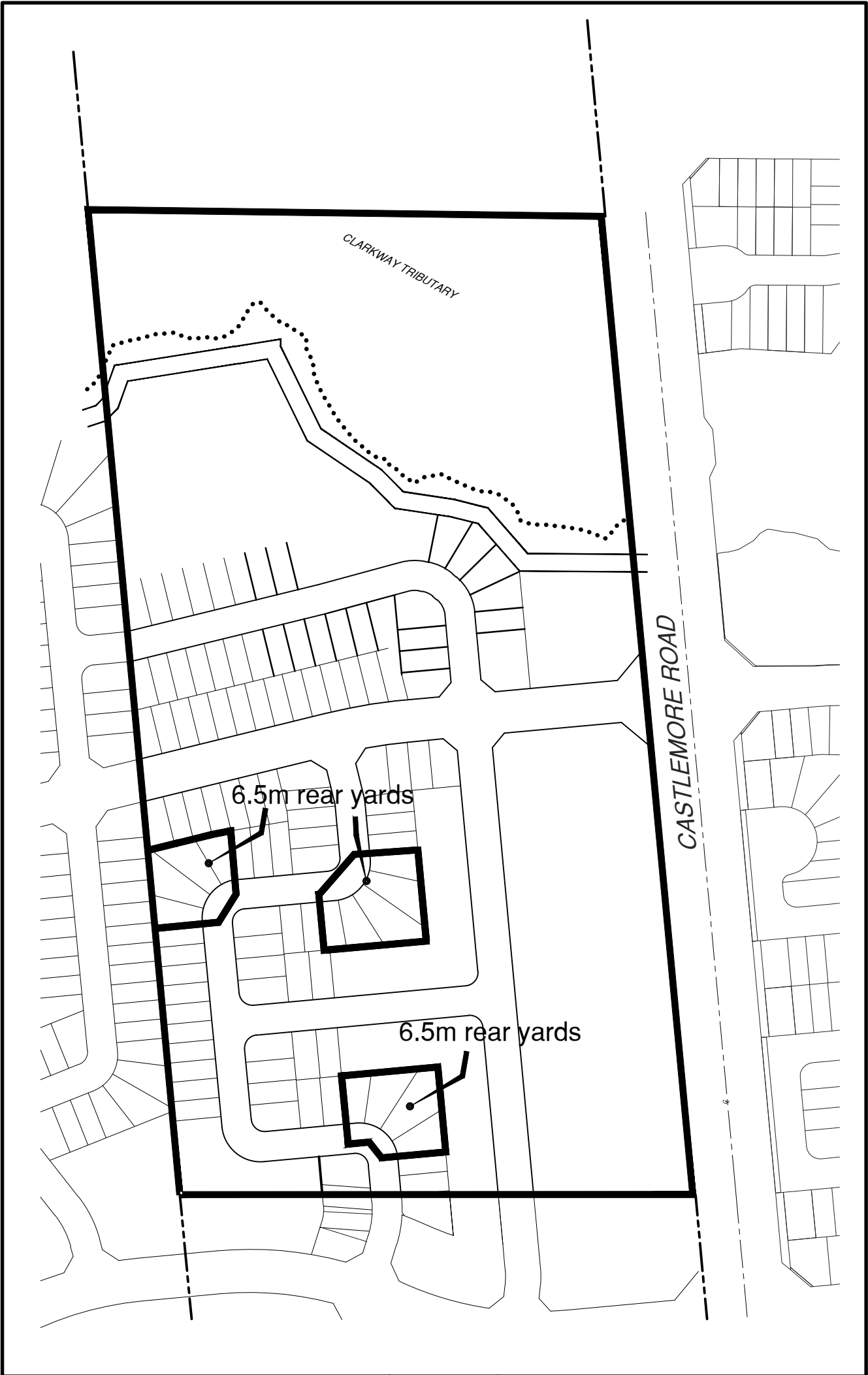
Peter Fay, City Clerk

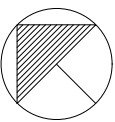

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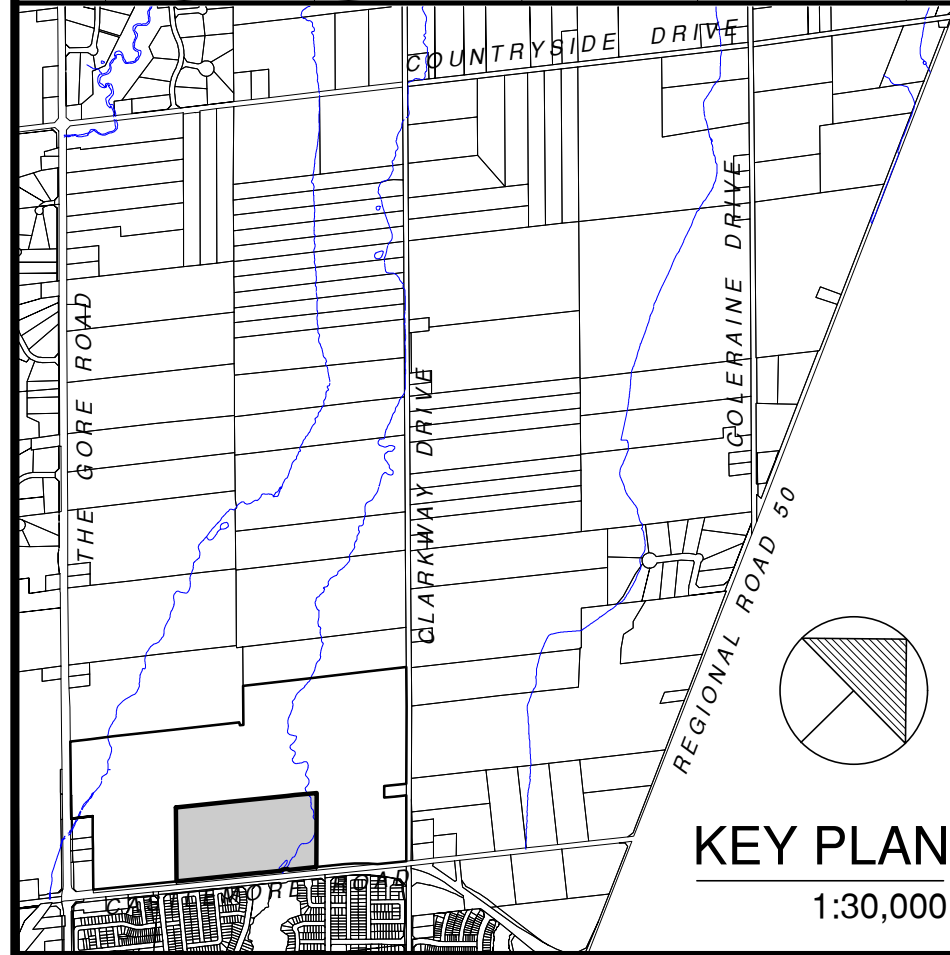
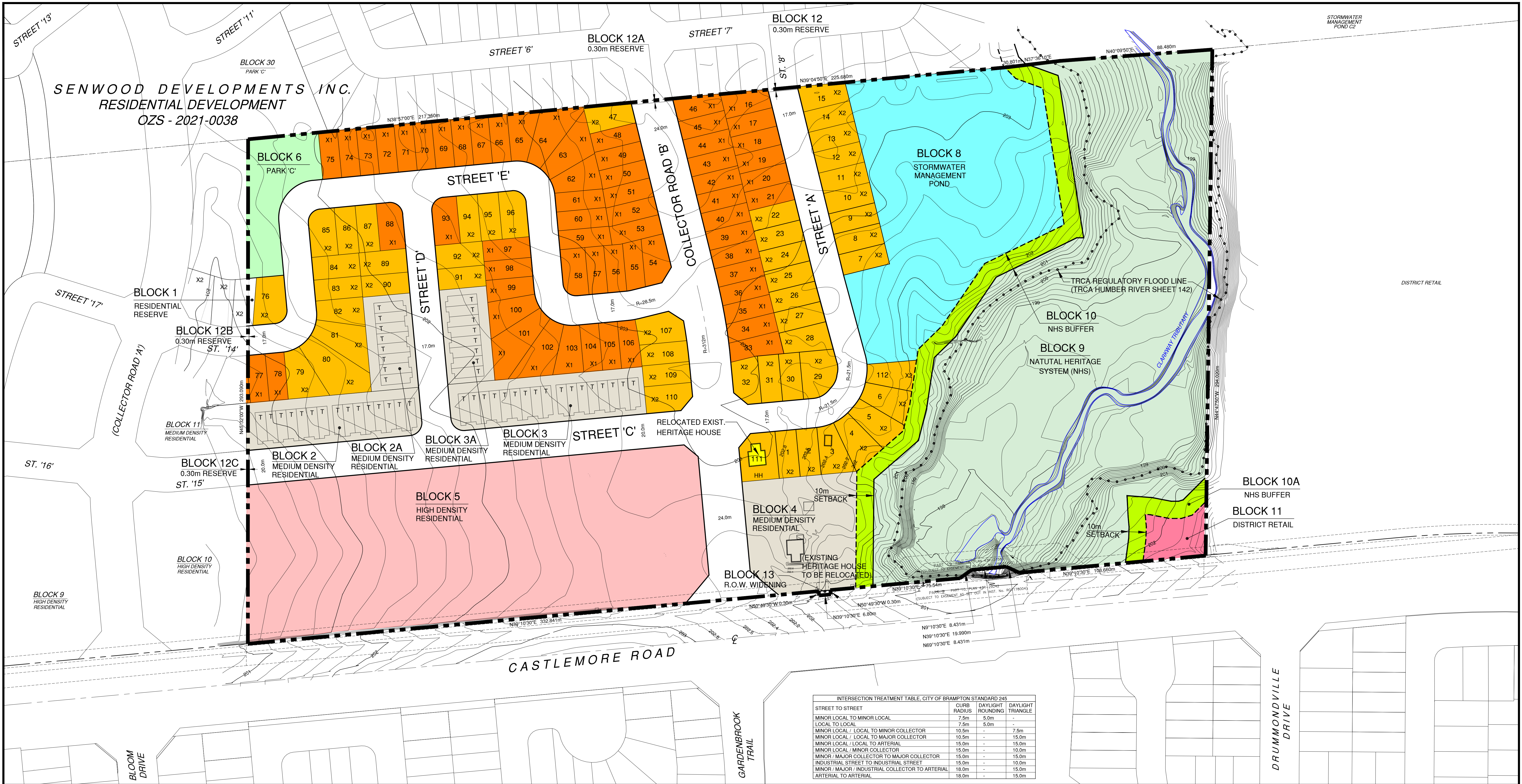
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APOCA CARPENTERS LIMITED PART OF LOTS 11 & 12, CONC. 10 N.D. CITY OF BRAMPTON BY-LAW _____ SCHEDULE A By-Law _____ schedule A		 1:1000	 CANDEVCON LIMITED CONSULTING ENGINEERS AND PLANNERS TEL. (905) 794-0600 FAX (905) 794-0611	
Date: APR., 15th, 2022 Drawn By: S.G. File No. W20112 Plan No. ZP-1				



<p>APOCA CARPENTERS LIMITED PART OF LOTS 11 & 12, CONC. 10 N.D. CITY OF BRAMPTON BY-LAW _____ By-Law _____</p> <p>SCHEDULE A1 schedule A1</p>	 <p>1:1000</p>	<div><div><p>CANDEVCON LIMITED CONSULTING ENGINEERS AND PLANNERS</p><p>TEL. (905) 794-0600 FAX (905) 794-0611</p></div><div><p>Date: APR., 15th, 2022 Drawn By: S.G. File No. W20112 Plan No. ZP-1</p></div></div>
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LAND USE	BLOCK / LOT	AREA
RESIDENTIAL LOW/MEDIUM DENSITY	LOTS 1-112	2.11 ha. (5.21 Ac.) 1.94 ha. (4.79 Ac.)
RESIDENTIAL RESERVE	BLOCK 1	0.01 ha. (0.03 Ac.)
RESIDENTIAL MEDIUM DENSITY	BLOCKS 2-4	1.31 ha. (3.24 Ac.)
RESIDENTIAL HIGH DENSITY	BLOCK 5	2.40 ha. (5.93 Ac.)
PARK	BLOCK 6	0.23 ha. (0.57 Ac.)
VISTA	BLOCK 7	0.04 ha. (0.10 Ac.)
STORMWATER MANAGEMENT POND	BLOCK 8	1.45 ha. (3.58 Ac.)
NATURAL HERITAGE SYSTEM (NHS)	BLOCK 9	3.77 ha. (9.31 Ac.)
NHS BUFFER	BLOCKS 10-10A	0.45 ha. (1.11 Ac.)
DISTRICT RETAIL	BLOCK 11	0.09 ha. (0.22 Ac.)
STREETS	STREETS 'A' TO 'E'	2.61 ha. (6.45 Ac.)
0.30m RESERVES	BLOCKS 12-12C	0.01 ha. (0.03 Ac.)
R.O.W. WIDENING	BLOCK 13	0.01 ha. (0.03 Ac.)
TOTAL		16.39 ha. (40.50 Ac.)

LOT SCHEDULE				
DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOTS
SINGLE DETACHED	X1	11.00m (36.0')	27.50m (90.2')	62
SINGLE DETACHED	X2	12.20m (40.0')	27.50m (90.2')	49
HERITAGE HOUSE	HH	18.3m (60.0')	27.50m (90.2')	1
TOWNHOUSING	T	6.0m (19.7')	27.50m (90.2')	48
TOTAL				112

DESCRIPTION	TYPE	MINIMUM FRONTAGE	MINIMUM DEPTH	NUMBER OF LOTS	NUMBER OF UNITS
SINGLE DETACHED	X1	11.00m (36.0')	27.50m (90.2')	62	62
SINGLE DETACHED	X2	12.20m (40.0')	27.50m (90.2')	49	49
HERITAGE HOUSE	HH	18.3m (60.0')	27.50m (90.2')	1	1
TOWNHOUSING	T	6.0m (19.7')	27.50m (90.2')	48	48
TOTAL				112	160

OWNER'S AUTHORIZATION:	
THE UNDERSIGNED, BEING THE OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE CANDEVCON LIMITED TO ACT ON OUR BEHALF AS AGENTS AND TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.	
DATE	APOCA CARPENTERS LTD.
SURVEYOR'S CERTIFICATE:	
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJOINING PROPERTIES ARE CORRECTLY SHOWN ON THIS PLAN	
DATE	SPIRO SINNIS OLS, CLS/B.Sc. IBW SURVEYORS, IBWSURVEYORS.COM 1234 REID STREET, RICHMOND HILL ON 1-800-667-0696
NO.	REVISIONS
1	REVISED AS PER CITY COMMENTS
2	DATE
3	BY

DRAFT PLAN OF SUBDIVISION

PART OF LOT 11 CONCESSION 10 N.D.

CITY OF BRAMPTON

REGIONAL MUNICIPALITY OF PEEL

FILE No. 21T-----B ; OZS-2023-0008

APOCA CARPENTERS LTD.

RESIDENTIAL SUBDIVISION - BLOCK 47-1

CANDEVCON GROUP INC.

CONSULTING ENGINEERS AND PLANNERS

TEL. (905) 794-0600

FAX (905) 794-0611

SCALE: 1:1000

DWG. No. PL-1

DATE: AUG., 26th. 2022

PROJECT No. W20112



SCHEDULE "A" CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: Apoca Carpenters Limited. – Candevcon Limited.

SUBJECT: DRAFT PLAN OF SUBDIVISION
21T-23003B
City of Brampton
OZS-2023-0008
Planner: Megan Fernandes

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 April 12th, 2023.

Subdivision Agreement

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

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

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



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

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

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

External Easements and Land Dedications

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



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

Parkland Dedication

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

Hoarding of Natural Features:

12. Prior to Commencement of Construction, the Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts along the outer limits of the Natural Heritage System (NHS) buffer Blocks 10 and 10A, and along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Pathway Locations:

13. Prior to Commencement of Construction, the Owner is required to install and maintain notification signage, at the rear of approximately every three (3) lots (facing the residential lot, in accordance with City standards), advising future residents of the following:

"Purchasers are advised that a multi-purpose path will be constructed (Specify). For more information, please call the City of Brampton at 311."

Notification Signage – Public Lands:

14. Prior to Commencement of Construction, the Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified park, open space and stormwater management blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.

Community Information Maps

15. Prior to Draft Plan Approval, a preliminary Homebuyers' Information Map will be provided to the satisfaction of the City.

Fencing

16. Prior to registration, the Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Land Appraisal – Parkland Conveyance

17. Prior to registration, in case of a Section 51.1 dedication requirements, the Owner will be required to commission and submit a land appraisal by an accredited appraiser in good standing with the AIC, in accordance with the City standards, and subject to the review and shall be to the satisfaction of the City's Realty Services Section. The effective date of the said appraisal shall be no more than 120 days prior to the date of the Draft Plan Approval. Land appraisal report more than 120 days old will require an update.

Maintenance Fees

18. Prior to registration, the Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.
19. Prior to registration, the Owner shall agree to provide a cash-contribution in accordance with Council Resolution 181-2014 towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan).

Parkland Dedication

20. Prior to registration, Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) based on section 51.1, and the City's Parkland Dedication By-law, as amended OR subject to alternative arrangements, such as the entering into a Master Parkland Conveyance Agreement, as per Section 6.3 of the City's parkland dedication by-law, as amended, at the sole discretion of the Commissioner of Community Services.
21. Prior to registration, the Owner shall convey Block 6 totaling 0.23 ha (0.57 ac.) to the City, for the Parkland Dedication requirements.

Plan Requirements for all Public Lands

22. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.
23. Prior to Plan registration, the Owner shall provide within the detailed working drawings a comprehensive restoration and enhancement planting plan for all buffer areas and Natural Heritage Features, for compensation areas as recommended by the EIS.
24. The Owner agrees that proposed Park Block '6', which is part of the entire park shared between the subject plan and the adjacent plan under file OZS-2021-0038, shall be designed and constructed in its entirety by the adjacent development, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Applicant acknowledges that adjacent development, OZS-2021-0038, will prepare landscape drawings and will construct the entire park to the satisfaction of the City. The entire park is to be completed within twenty-four (24) months of the registration of the adjacent development plan, unless the time is extended in writing by the City.

Signage for NHS

25. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans

26. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements

27. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, stormwater management ponds, valleylands, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.



Tableland Tree Compensation

28. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City. Compensation requirements shall conform to the City's Tableland Tree Assessment Guidelines.

Tableland Vegetation

29. Prior to registration, the Tree Evaluation Report shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Trail Design and Construction

30. Prior to the registration of the first plan of subdivision and with the first detailed design submission, the applicant will liaise with the entire land owner group to design, secure all permits and construct pedestrian trails and bridges within the Three valley lands located in the segment within which the subject application is located in. The segments in Block 47-1 and Block 47-2 (divided in three segments- from Castlemore Road to East West collector, from East West collector to Countryside Drive and from Countryside Drive to Mayfield Rd).

Note: Each landowner will be compensated for the design and construction of the trail as per Schedule D of their subdivision agreement.

In case where non/participant/holdout properties are involved, the Applicant shall provide thorough detailed design depicting the trails by-passing these properties on to the Public Right of Way for the review and acceptance to the City.

Trail Construction Package

31. Prior to registration, the applicant in conjunction with the Land Owners Group shall provide the following packages with the first detailed design submission:
- Landscape drawing package for the pedestrian trails and bridges/channel system planting and restoration
 - Interpretive signage package



- c. Wayfinding signage package
- d. Trail head signage

Warning Clauses – Parks, NHS, Open Space, etc.

32. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park, Natural Heritage System (NHS) open space and stormwater management blocks (Blocks 6-8 and NHS Block(s) 9, 10 and 10A) that state:

“The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Community Services Department.”

Warning Clauses – Street Trees

33. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

“The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Community Services Department.”

Conveyance of Public Lands

34. As a condition of plan registration, all identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands

35. As a condition of plan registration, the Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation

36. As a condition of plan registration, the Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.



Reimbursement for Creditable Work

37. As a condition of plan registration, following completion of NHS development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City's Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twenty (24) months of the date of plan registration, unless an extension has been granted in writing by the City or unless a more rapid delivery of the valleyland blocks is required to service existing residents.

As-Built Drawings:

38. As a condition of plan registration, prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

Hazard Removal

39. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland / greenbelt block, vista block or other location as determined by the City, shall be removed at the Owner's expense.

Environmental Engineering

40. The owner acknowledges and agrees that registration of a portion of this plan (specifically Streets C, D, E and Collector Road 'B' from Castlemore Road to Street C) is dependent on the prior registration of the adjacent plan to the west to secure servicing (including without limitation sanitary, storm, water, hydro, telecommunications, lighting) across its entirety prior to registration of this plan, or other arrangements satisfactory to the Commissioner of Planning, Building and Growth Management in consultation with the City Solicitor to secure the foregoing matters.



Studies

41. 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

42. 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.
43. 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

44. 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

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

Development of Public Lands

46. The Owner agrees that they are responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space, and landscape buffer blocks) in accordance with the approved plans. Details regarding this requirement shall be finalized and included in the Subdivision Agreement subject to the satisfaction of the City.

Maintenance Fees

47. The applicant shall forward the final version of the proposed plan of subdivision to be registered in digital format (AutoCAD to the Digital Innovation & Information Technology



department for uploading to the City's GIS System.

0.3m Reserves

48. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to later be extended, and at the ends of cul-de-sacs.

Residential Reserve Block

49. The Subdivision Agreement shall provide that Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also

Cost-share Agreement

50. 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

51. 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

52. That prior to the final approval of the plan, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
53. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
54. 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

55. 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.
56. 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)."*
57. 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.

Canada Post

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

58. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
59. 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.
60. 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.



61. 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.
62. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
63. 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.
64. 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.
65. 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:

66. 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.
67. 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.
68. 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.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

69. 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.

70. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

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

71. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
72. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Alectra Utilities

Prior to draft approval of the subdivision, the owner shall:

73. 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).
74. The developer's electrical consultant to provide load calculations / requirements for this development.
75. 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.
76. The developer shall be responsible for the costs associated with the hydro plant expansion to supply this development.
77. 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.
78. The developer shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
79. 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.

80. 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.

Hydro/Telecommunications

81. 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

82. 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 Regions standards and requirements.
83. 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. If it is determined that there is an underpayment of hard service residential development charges, the Developer shall be responsible for payment thereof forthwith upon request.
84. 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) and commercial blocks shall be payable prior to the issuance of building permits; and, pursuant to the Region's Development Charges By-law, as amended from time to time.



85. Provision shall be made in the Subdivision Agreement with respect to 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) 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.

86. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.

87. Provision shall be made in the Subdivision Agreement that the Developer acknowledges the Region's commitment to the provision of safe drinking water in Peel and to provide reliable delivery of wastewater services, including protection of the environment. The Developer shall confirm its familiarity with the Region's Drinking Water Quality Management System (QMS) and Wastewater Integrated Management System (IMS), which requires that drinking water and municipal wastewater meet all applicable legislative and regulatory requirements and that the QMS/IMS be continually maintained and improved.

88. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that the Region's drinking water systems are governed by Province of Ontario legislation, and that every person authorized to carry out work on any aspect of the Region's drinking water system, including construction, extension, system modification, and operation, must be familiar with the Safe Drinking Water Act, 2002, applicable regulations, and the Drinking Water Works Permit and the Municipal Drinking Water License issued to the Region by the Ministry of the Environment, Conservation and Parks (MECP). The design and construction of any aspect of the drinking water system shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region's Design, Standards Specification, and Procedures.

89. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that Region's wastewater systems are governed by Province of Ontario legislation, and every person authorized to carry out work, including construction,



extension, system modification, and operation of any aspect of the Region's wastewater system, must be familiar with the Environmental Protection Act, Ontario Water Resources Act and applicable regulations, including the Environmental Compliance Approval (ECA) issued to the Region by the MECP for wastewater infrastructure within the subdivision, and any required reporting and notification. The design and construction of any aspect of the wastewater system shall be conducted in compliance with the conditions of the ECA and the Region's Design, Standards Specification, and Procedures.

90. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Region may require the Developer to construct one or more water sampling stations at the Developer's sole cost within the plan of subdivision. The location of and the requirement for a water sampling station will be determined at the engineering review stage.
91. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that prior to the issuance of preliminary acceptance, the Developer shall review the Drinking Water QMS, available on the Region's website at <https://www.peelregion.ca/construction/>, including sections on compliance with applicable legislation, and confirm its familiarity of the same.
92. The Developer shall 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, under direction from the Region, 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.
93. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that if the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Recommissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.
94. The Developer acknowledges responsibility for the conditions of the Environmental Compliance Approval issued to the Developer by the Ministry of the Environment, Conservation and Parks for wastewater infrastructure within the subdivision, including reporting and notification, as required.
95. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

96. The Developer acknowledges and agrees that the Developer is responsible for all costs associated with the relocation of existing services to accommodate the development. The Developer shall made appropriate arrangements with the Region regarding financing and relocation of Regional services prior to execution of this agreement.
97. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
98. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval, a Functional Servicing Report (FSR) showing the proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands. A clause shall be included in the Subdivision Agreement in respect of same.
99. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval and shall submit all engineering drawings in the digital format in accordance with the latest Region's Digital Format Guidelines.
100. 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.
101. The Developer shall agree that neither Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that the sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the sanitary sewers and watermain 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.
102. The Developer shall acknowledge that the Developer has full responsibility to ensure compliance with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil Management. The Developer shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A Clause shall be included in the Subdivision Agreement in



respect of same.

103. The Developer shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:
- a) The owner/purchaser is advised that a water shut-off valve is located on the lot adjacent to the street. The owner/purchaser shall not block the shut-off valve and shall keep the area free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve. For more information on the location of the water shut-off valve, please contact the Region of Peel, Public Works Department.
 - b) Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

These clauses shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

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

104. 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:
 - 1. Bacteriological Analysis - Total coliform and E-coli counts
 - 2. Chemical Analysis - Nitrate Test
 - 3. Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
105. Provision will be required in the Subdivision Agreement that the Developer is responsible for the cost associated with the utilities located on Regional infrastructure from the time of their installation until final assumption of the subdivision.
106. 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.
107. The Developer acknowledges and agrees that the Region shall hold back a portion on the Letter of Credit until the "as-constructed" drawings have been received in accordance with the requirements specified in the Region's, Public Works Design, Specifications & Procedures Manual.
108. As a condition of registration of this Plan or any phase thereof, 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 and external lands. All costs associated with easements shall be the sole responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
109. 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.

110. 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 the Subdivision Agreement and required by the registration of this plan.

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

111. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of the Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47. To this end, Peel staff acknowledge that an agreement has been reached in principle between the BP 47-1 Landowner Group and the City of Brampton to respond to Secondary Plan 47 policy 5.1.5.1. Upon full execution of the agreement, the agreement may be considered satisfactory arrangements for the purposes of meeting the affordability target within 47.1, subject to review and confirmation of such to the satisfaction of Peel staff.
112. Prior to registration of the Plan, the Region requires a satisfactory Waste Collection Plan and arrangements demonstrating all of the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

Toronto and Region Conservation Authority

113. The final Plan shall be in general conformity with the draft plan prepared by Candevcon Group Inc., dated August 26, 2022, prior to a request for clearance of any phase of this plan, to:
- a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
114. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.



115. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:

- a) A final consolidated, detailed stormwater management report in accordance with TRCA's stormwater management guidelines. The report must indicate in detail how it will comply with the Functional Servicing Study (FSR), prepared by Candevcon, dated January 2022, and all master servicing plans (i.e., Master Environmental Servicing Plan, prepared by Aquafor Beech, dated 2016 and the Blocks 47-1 and 47-2 FSR, prepared by Candevcon, dated August 2020 and Blocks 47-1 & 47-2 Environmental Impact Study, Savanta, December 2020) to achieve the applicable TRCA requirements and stormwater management criteria (i.e., quantity, erosion control, and water balance). This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Reg. 41/24, the Authority's Development, Interference with Wetlands and Alterations to



Shorelines and Watercourses Regulation.

- v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b) Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
- c) Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA.
- d) A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA.
- e) Information detailing all anticipated temporary dewatering that may be required during



the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.

- f) Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
 - g) That the applicant obtains all Ontario Reg. 41/24 permits from the TRCA for all works proposed on the subject property for which permits would be required.
 - h) That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.
 - i) That the natural heritage system Blocks 9, and 10-10A are gratuitously dedicated to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
116. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
- a) To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b) To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c) To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
 - d) To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner



satisfactory to the TRCA.

- e) To obtain all necessary permits pursuant to Ontario Reg. 41/24 from the TRCA.
 - f) To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
 - g) To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
 - h) To provide for the warning clauses and information identified in TRCA's conditions.
 - i) That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
 - j) That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
 - k) To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase or sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
 - l) To gratuitously dedicate Block 9, and 10-10A to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
117. That the implementing Zoning By-law recognize the valley corridor and adjacent environmental buffer block in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

Administrative — Clearance of Conditions

118. Prior to the signing of the final plan by the Commissioner, Planning, Building and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:



In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario
L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario
M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario
L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel
10 Peel Centre Drive



Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority
101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.

Public Works

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

peelregion.ca

January 31, 2025

Samantha Dela Pena
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
samantha.delapena@brampton.ca

RE: Region of Peel Comments
Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law
Amendment Applications
4784 Castlemore Road
Candevcon Group Inc. on behalf of Apoca Carpenters Ltd.
City File Number: OZS-2023-0008 and 21T-23003
Regional File Number: OZ-23-008B and 21T-23003B

Dear Samantha,

Region of Peel staff have reviewed the third submission (revision 2) materials for the above-noted Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications received on December 4, 2024.

The Official Plan Amendment proposes to redesignate the lands from “Low/Medium Density Residential” to “Medium Density Residential” to permit certain land uses and increase the permitted density.

The Draft Plan of Subdivision proposes to create:

- 112 single detached dwellings (including the existing heritage dwelling);
- 1 residential reserve block;
- 48 townhouse dwellings;
- 1 medium density residential block (90 stacked townhouse units anticipated);
- 1 high density residential block (436 apartment units anticipated);
- A park block
- A stormwater management pond block;
- Natural heritage system and associated buffer blocks (2);
- A commercial retail block;
- New streets with a connection to Castlemore Road, as well as connections to the north and west through adjacent subdivision plans;
- Road widening and 0.3 metre reserve blocks adjacent to Castlemore Road.

The Zoning By-law Amendment proposes to rezone the lands from Agricultural (A) and Floodplain (F) to various residential zones (R1F-11.0-AAAA, R1F-12.2-BBBB, R1F-18.3-CCCC, R3A-DDDD, R3A-EEEE, R4A-FFFF), a commercial zone (C3-GGGG), an open space zone (OS) and floodplain zone (F) to facilitate the development. The proposed site specific zones identify site-specific uses and zone standards.

The following comments and conditions are provided on that basis.

Summary

The Region has no concerns with the proposed Official Plan Amendment.

With respect to the Draft Plan of Subdivision, a minor revision to the draft plan is required to illustrate one of the Regional easements; otherwise there are no concerns and conditions of draft approval are included in this letter. The Region would be satisfied for receiving an email with a copy of the revised draft plan identifying the easement for review which would then be used in the issuance of any Draft Approval.

The Region has reviewed the draft Zoning By-law Amendment and has identified that there are number of zoning provisions which permit encroachments which may impede the use of the water shut-off valve. The Developer should consider the locations of the water shut-off valve together with the standards of the Zoning By-law to reduce conflicts as much as possible. Otherwise, there are no concerns with the proposed Zoning By-law Amendment.

Region of Peel Planning Authority

In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the City of Brampton, and conformity will still be required until such time as Brampton amends Peel's Official Plan and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan shall be implemented by the City of Brampton.

Notwithstanding the above, at this time it is anticipated that beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable and effective delivery of infrastructure and services.

Block 47-1

On October 20, 2020, the Local Planning Appeal Tribunal issued a written decision to approve the Official Plan Amendment implementing Block Plans 47-1 and 47-2. In accordance with the Minutes of Settlement signed by all interested parties on the appeal, the updated Environmental Implementation Report (EIR), Traffic Impact Study (TIS), Functional Servicing Report (FSR) and Growth Management Staging and Sequencing Report (GMSS) submitted in support of the Block Plans must be reviewed and approved to the satisfaction of the City, the Region, the Toronto and Region Conservation Authority, prior to the issuance of draft plan approval or enactment of a zoning by-law.

Spine Servicing Agreement

Regional staff understand that a Spine Servicing Agreement is currently being finalized by City staff and the landowner group to facilitate the orderly staging and phasing of development within the Secondary Plan area, which includes the implementation of appropriate servicing.

Public Works

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

Regional staff request to be a party in reviewing and finalizing the Spine Servicing Agreement. Please forward a copy to the undersigned for review coordination.

Development Services

- There are several Region of Peel easements within the subject property. No encroachments including crane swing or tie-back shall be permitted.
 - The Draft Plan identifies 2 of the 3 easements. The easement identified in instrument no. PR589049 is not labelled on the draft plan. Please amend accordingly.
- Due to the changing nature of housing/lotting design, the Region has noticed that there is an increase in the number of conflicts arising between the water shut off valves and buildings, structures, stairs, retaining walls, landscaping etc. The water shut off valves are located on the private side of the lot line adjacent to the street (often the front lot line). The area where the water shut off valve is located should remain free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve.

To reduce the conflict associated with the water shut off valve, the Region is requesting warning clauses be included in all purchases of sale and/or lease for all residential properties, advising that the area where the water shut off valve is located should remain free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve.

In addition, the Region has reviewed the draft Zoning By-law Amendment and has identified that there are number of zoning provisions which permit encroachments which may impede the use of the water shut-off valve. The Developer should consider the locations of the water shut-off valve together with the standards of the Zoning By-law to reduce conflicts as much as possible.

- As the proposed development is not adjacent to Regional Roads, the Region defers the review of noise impacts/mitigation to the City.
- Updated PINs may be required at the request of the Region.
- The Region of Peel will be a party to any future development or subdivision agreement. Prior to execution of the subdivision agreement all required fees and development charges shall be paid in accordance with current Regional By-laws and any and all external easements required shall be provided to the Region.

Housing

- The [Peel-wide affordable housing target](#), City of Brampton Plan policies [3.3.1.10](#) and [3.3.1.21](#), and Secondary Plan Area 47 Hwy 427 Industrial Policy [5.1.5.1](#) encourage the provision of units at prices that are affordable to low- or moderate-income households. The definition of ‘affordable housing’ can be found in the [Glossary](#) section of the Peel 2051 Regional Official Plan and the [Provincial Planning Statement](#).
- As part of the implementation of Secondary Plan 47, the related Block Plans and in support of the Peel-wide housing target on affordability, Regional staff look forward to working with

Public Works

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the applicant, members of the landowners group, as appropriate, and the City to establish the terms of such a contribution identified in Section 5.1.5 of the Secondary Plan:

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

- Peel staff can discuss potential options with the applicant and the City of Brampton to support affordable housing. This includes discussions regarding a contribution on behalf of all landowners within Block 47-1 lands and a potential agreement with the City of Brampton to support housing initiatives and provide rough-ins for legal secondary units. Upon full execution of an agreement, the agreement may be considered satisfactory arrangements for the purposes of meeting the affordability target in 47-1.
- The Region is requesting a draft plan condition (included in the preliminary draft plan conditions below) to address the satisfactory provision for affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.
- The applicant is encouraged to incorporate universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community need to support age-friendly healthy built environment, multi-generational households, and [core housing need](#).
- The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in the proposed convenience retail and non-residential spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in Peel Region’s Human Services Early Years and Child Care Services Division.

Public Health

- Region of Peel Public Health does not object to the approval of the Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications.
- Peel Public Health may have additional comments at the time future Site Plan applications are submitted for the Medium Density and High Density blocks. Please see below recommendations in advance of preparing for these site plans for your consideration:
 - Give consideration for preferential parking for carpool and/or carshare vehicles.
 - Recommend bicycle parking for visitors near building entrances and secure bicycle parking for residents.
 - Consider landscaped pedestrian walkways with pedestrian scaled lighting (up to 4.6 m in height).
 - Recommend 2 m wide sidewalks adjacent to high-density buildings and 1.5 m wide sidewalks adjacent to townhouse dwellings as referenced in the Healthy Development Assessment Guide.
 - If feasible, give consideration to permeable and/or light-coloured paving instead of black asphalt to minimize negative aesthetic and environmental impacts of asphalt paving.

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- Consider providing an amenity area with seating to provide opportunity for social connectedness.
- Recommend a clearly defined pedestrian sidewalk connection to Street C to promote access to future transit and other forms of active transportation.

Development Engineering

- **Sanitary Sewer Facilities**
 - Municipal sanitary sewer facilities consists of a 750 mm diameter sanitary trunk sewer on The Gore Road. Individual services connection to the sanitary sewer trunk are not permitted.
 - A Functional Servicing Report (FSR) showing the proposed sanitary sewer 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.
 - The FSR is approved by the Region.
 - External easements and construction will be required.
- **Water Facilities**
 - The lands are in Water Pressure Zone 5 supply system.
 - Existing watermain facilities consist of a 400 mm diameter watermain on The Gore Road, a 400 mm diameter watermain on Castlemore Road and a 200 mm diameter watermain on Clarkway Drive.
 - A Functional Servicing Report (FSR) showing the 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.
 - The FSR is approved by the Region.
 - External easements and construction will be required.
- **Regional Roads**
 - Regional roads are not adversely affected.
- **Development Charges**
 - The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.
- **Capital Budget**
 - 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

- For the single detached dwellings and townhouse dwellings, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on a Waste Management Plan.
 - Collection vehicle internal access route roadway must be designed to have a minimum width of 6 metres.

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- 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 must be free of obstructions such as sprinkler systems, ducts, wires, trees or balconies. This must be shown and labelled on the drawing.
 - The turning radius from the centre line along the waste vehicle collection access route must be a minimum of 13 metres on all turns.
 - Internal roadways must be constructed of a solid surface material, such as asphalt or concrete, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
 - A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard or side for storage of carts, with direct access to the collection point location.
- A draft plan condition requiring a satisfactory Waste Management Plan prior to registration is required and included in the conditions below.
 - Waste collection will be reviewed as part of a future Site Plan application for the medium-density and high-density blocks.
 - 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>.

Draft Plan Conditions

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.

1. 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 Regions standards and requirements.
2. 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. If it is determined that there is an underpayment of hard service residential development charges, the Developer shall be responsible for payment thereof forthwith upon request.

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3. 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) and commercial blocks shall be payable prior to the issuance of building permits; and, pursuant to the Region's Development Charges By-law, as amended from time to time.
4. Provision shall be made in the Subdivision Agreement with respect to 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) 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.
5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
6. Provision shall be made in the Subdivision Agreement that the Developer acknowledges the Region's commitment to the provision of safe drinking water in Peel and to provide reliable delivery of wastewater services, including protection of the environment. The Developer shall confirm its familiarity with the Region's Drinking Water Quality Management System (QMS) and Wastewater Integrated Management System (IMS), which requires that drinking water and municipal wastewater meet all applicable legislative and regulatory requirements and that the QMS/IMS be continually maintained and improved.
7. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that the Region's drinking water systems are governed by Province of Ontario legislation, and that every person authorized to carry out work on any aspect of the Region's drinking water system, including construction, extension, system modification, and operation, must be familiar with the Safe Drinking Water Act, 2002, applicable regulations, and the Drinking Water Works Permit and the Municipal Drinking Water License issued to the Region by the Ministry of the Environment, Conservation and Parks (MECP). The design and construction of any aspect of the drinking water system shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region's Design, Standards Specification, and Procedures.
8. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that Region's wastewater systems are governed by Province of Ontario legislation, and

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every person authorized to carry out work, including construction, extension, system modification, and operation of any aspect of the Region's wastewater system, must be familiar with the Environmental Protection Act, Ontario Water Resources Act and applicable regulations, including the Environmental Compliance Approval (ECA) issued to the Region by the MECP for wastewater infrastructure within the subdivision, and any required reporting and notification. The design and construction of any aspect of the wastewater system shall be conducted in compliance with the conditions of the ECA and the Region's Design, Standards Specification, and Procedures.

9. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Region may require the Developer to construct one or more water sampling stations at the Developer's sole cost within the plan of subdivision. The location of and the requirement for a water sampling station will be determined at the engineering review stage.
10. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that prior to the issuance of preliminary acceptance, the Developer shall review the Drinking Water QMS, available on the Region's website at <https://www.peelregion.ca/construction/>, including sections on compliance with applicable legislation, and confirm its familiarity of the same.
11. The Developer shall 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, under direction from the Region, 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.
12. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that if the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Recommissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.
13. The Developer acknowledges responsibility for the conditions of the Environmental Compliance Approval issued to the Developer by the Ministry of the Environment, Conservation and Parks for wastewater infrastructure within the subdivision, including reporting and notification, as required.
14. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

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15. The Developer acknowledges and agrees that the Developer is responsible for all costs associated with the relocation of existing services to accommodate the development. The Developer shall made appropriate arrangements with the Region regarding financing and relocation of Regional services prior to execution of this agreement.
16. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
17. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval, a Functional Servicing Report (FSR) showing the proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands. A clause shall be included in the Subdivision Agreement in respect of same.
18. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval and shall submit all engineering drawings in the digital format in accordance with the latest Region's Digital Format Guidelines.
19. 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.
20. The Developer shall agree that neither Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that the sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the sanitary sewers and watermain have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.
21. The Developer shall acknowledge that the Developer has full responsibility to ensure compliance with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil Management. The Developer shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A Clause shall be included in the Subdivision Agreement in respect of same.

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22. The Developer shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:

- a) The owner/purchaser is advised that a water shut-off valve is located on the lot adjacent to the street. The owner/purchaser shall not block the shut-off valve and shall keep the area free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve. For more information on the location of the water shut-off valve, please contact the Region of Peel, Public Works Department.
- b) Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

These clauses shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

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

23. 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:
 - 1. Bacteriological Analysis - Total coliform and E-coli counts
 - 2. Chemical Analysis - Nitrate Test
 - 3. Water level measurement below existing grade

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- ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
- 24. Provision will be required in the Subdivision Agreement that the Developer is responsible for the cost associated with the utilities located on Regional infrastructure from the time of their installation until final assumption of the subdivision.
- 25. 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.
- 26. The Developer acknowledges and agrees that the Region shall hold back a portion on the Letter of Credit until the "as-constructed" drawings have been received in accordance with the requirements specified in the Region's, Public Works Design, Specifications & Procedures Manual.
- 27. As a condition of registration of this Plan or any phase thereof, 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 and external lands. All costs associated with easements shall be the sole responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
- 28. 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.
- 29. 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 the Subdivision Agreement and required by the registration of this plan.
 A clause shall be included in the Subdivision Agreement in respect of same.
- 30. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of the Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47. To this end, Peel staff acknowledge that an agreement has been reached in principle between the BP 47-1 Landowner Group and the

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City of Brampton to respond to Secondary Plan 47 policy 5.1.5.1 . Upon full execution of the agreement, the agreement may be considered satisfactory arrangements for the purposes of meeting the affordability target within 47.1, subject to review and confirmation of such to the satisfaction of Peel staff.

31. Prior to registration of the Plan, the Region requires a satisfactory Waste Collection Plan and arrangements demonstrating all of the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

Conclusion

The Region has no concerns with the proposed Official Plan Amendment.

With respect to the Draft Plan of Subdivision, a minor revision to the draft plan is required to illustrate one of the Regional easements; otherwise there are no concerns and conditions of draft approval are included in this letter. The Region would be satisfied for receiving an email with a copy of the revised draft plan identifying the easement for review which would then be used in the issuance of any Draft Approval.

The Region has reviewed the draft Zoning By-law Amendment and has identified that there are number of zoning provisions which permit encroachments which may impede the use of the water shut-off valve. The Developer should consider the locations of the water shut-off valve together with the standards of the Zoning By-law to reduce conflicts as much as possible. Otherwise, there are no concerns with the proposed Zoning By-law Amendment.

It is the Region's expectation that we will continue to be consulted to facilitate growth and development in a timely manner, to ensure the effective and efficient delivery of Regional services to the community. Please forward all development application circulations to zzg-planninginfo@peelregion.ca for the administration and coordination of the review of development applications with respect to Regional roads, infrastructure and services.

If you have any questions or concerns, please contact me (stephanie.mcvittie@peelregion.ca or 905.791.7800 x. 3992) at your earliest convenience.

Thank you,



Stephanie McVittie
Principal Planner
Planning and Development Services
Region of Peel

c.: planningcomments@brampton.ca
Candevcon Group Inc. (maria@candevcon.com)

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August 23, 2024

Samantha DelaPena
Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
samantha.delapena@brampton.ca

**RE: Region of Peel Comments and Conditions
 Draft Plan of Subdivision & Zoning By-law Amendment**
4784 Castlemore Road
Candevcon Limited c/o Maria Jones
City File: 21T-23003B & OZS-2023-0008
Region File: 21T-23003B & OZ-23-008B

Dear Samantha,

The Region has reviewed the second submission materials for the above-noted Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications received on April 18th 2024.

The application proposes to facilitate the development of approximately 685 residential units comprised of 111 single-detached dwellings, 48 standard townhouse units, 90 stacked townhouse units and 436 apartment units within three 6 to 8 story buildings. The proposal includes blocks for a park, vista, stormwater management pond, district retail and natural heritage system.

Our comments and Draft Plan Conditions are provided below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-23003B, 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.

General Comments

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

Development Services

The comments below are applicable to the Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment.

- The Region requires the Zoning By-law Amendment fee of \$4,937.94, as per the Region's January 2024 Fees -By-law.

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- There are 2 Regional easements on the subject property. We request a revised Draft Plan of Subdivision which shows the following easements.
 - Easement PR621292
 - Easement RO1178004

The Region has received the required Regional Draft Plan of Subdivision and Plan Amendment review fees.

Waste Management

- Prior to plan of subdivision approval, for the 685 residential units comprised of 111 single-detached dwellings, 48 standard townhouse units will require a Waste management Plan subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM).
- Prior to site plan approval, the 90 stacked townhouse units and 436 apartment units within three 6 to 8 storey buildings will require a Waste Management Plan subject to Section 2.0, 4.0. and 5.0 of the WCDSM. For more information, please consult the Waste Collection Design Standards Manual available at: <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Conditions of Draft Approval

The following requirements / conditions will be required to be satisfactorily addressed as they relate to the Region's conditions of draft plan approval:

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.
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

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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.
- 4. As a condition of registration of this Plan or any phase thereof, 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 and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
 - 5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
 - 6. 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.
 - 7. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
 - 8. 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.

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9. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a) A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands will be required for review and approval by the Region prior to the engineering submission.

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

10. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
11. 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.
12. 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.
13. 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.
14. 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.

Public Works

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

peelregion.ca

- b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
- 15. 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.
- 16. 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
- 17. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.
- 18. Region of Peel has requested a satisfactory Waste Management Plan prior to draft plan approval. Advancing to draft plan approval without a satisfactory Waste Collection Plan is at the applicant's risk.

Public Works

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

peelregion.ca

Concluding Comments:

While the Region is pleased to be in receipt of an acceptable FSR, we will require a Waste Management Plan and a revised Draft Plan of Subdivision which shows the 2 Region easements (PR621292 & RO1178004).

We look forward to processing your application to the next steps once we have these outstanding components in hand.

If you have any questions or concerns, please contact the undersigned at (sara.feshangchi@peelregion.ca | 905.791.7800 ext4145) at your earliest convenience.

Yours Truly,



CC: John Hardcastle Manager, Development Services, Region of Peel
Steven Giankoulas, Planner, Candevcon
Maria Jones, Senior Planner Candevcon

Public Works

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

peelregion.ca

June 7, 2023

Andrew Ramsammy
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
andrew.ramsammy@brampton.ca

**RE: Proposed Draft Plan of Subdivision and Official Plan
Amendment
4784 Castlemore Road
Apoca carpenters Limited
City File: 21T-23003B and OZS-2023-0008
Region File: 21T-23003B and OZ-23-008B**

Dear Mr. Ramsammy,

The Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan and Official Plan amendment proposing 685 residential units, park, and storm water management pond. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-23003B, 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.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of 750mm diameter trunk sewer on The Gore Road.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer 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.
- External easements and construction will be required.

Water Facilities

- The lands are in Water Pressure Zone 5 supply system.
- Existing infrastructure consist of 400mm dia. on The Gore Road, 400mm dia. on Castlemore Road and 200mm diameter watermain on Clarkway Drive.
- 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.

External easements and construction will be required.

Region Roads

- Regional Roads are not adversely affected.

Functional Servicing Report

- We acknowledge receiving the Functional Servicing Report in support of Plan of Subdivision 21T-23003B prepared by Candevcon Limited, dated January 2022.
- The subdivision is located within block 47-1, covers an area of 16.39 ha and includes 110 detached homes, 48 townhomes, high-density block and medium density block.

Municipal Watermain

- The subject land is situated within the range of Water Pressure Zone 5.
- The watermain infrastructure consists of existing 400mm watermain on Castlemore Road and future watermains within adjacent subdivisions.
- The Region cannot determine the adequacy of the proposed servicing until the following is provided with the revised FSR:
 1. The water demand calculations should be based on the estimated population including high density block and be consistent with the population shown on sanitary drainage plan.
Use the following population density numbers (as per City of Brampton):
Single and semi – 3.83 /unit
Townhome – 3.53 /unit
apartment -3.18/unit or 475/ ha
 2. The fire flow for townhouse block should be calculated based on the Fire Underwriter Survey criteria.

Municipal Sanitary Sewer

- The sanitary sewer infrastructure in the vicinity consists of existing 750mm sanitary sewer on The Gore Road and proposed sanitary sewers through the adjacent subdivision.
- The following information is required for further review and acceptance:
 - Estimated population on sanitary design sheet and sanitary drainage plan should show similar values.

Storm Water Management

- We did not review the storm water management as it does not affect Regional Road.

Conclusions

- The FSR requires to be updated with the above-mentioned information and re-submitted.

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 application is not within the vicinity of a landfill site.
- For the 111 single-detached dwellings, 48 standard townhouse units, the Region will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) conditions being

met and labelled on a Waste Management Plan Drawing:

The Drawing Must Demonstrate the Following:

- Collection vehicle access route throughout the subdivisions must be shown on the drawing. See section 2.0 of the WCDSM for access route requirements.
- 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 the 90 stacked townhouse units and 436 apartment units within three 6 to 8 storey buildings, the Region will provide front-end collection of garbage and recyclable materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual requirements being met and labelled on a Waste Management Site Plan Drawing.

This plan must demonstrate:

- Collection vehicle access route throughout the sites must be shown on a Waste management Plan drawing. See section 2.0 of the WCDSM for access route requirements.
- All the collection point areas must have overhead clearance of 7.5 m with a minimum 18 meter straight head-on approach, a 6 m width opening and can hold all waste bins of the larger stream. The Collection Point areas must also show 10 square meters for the set-out of Bulky Items.
- Concrete pad must cover the entire length of the collection point, including where bins are set-out for collection. This must be shown and labelled.
- 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.
- All Waste Storage Rooms must be large enough for all required bins. All 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 shown and labelled on the drawings. The developer will need to identify the chute system to be used.
- The number, size, and type of Recyclable and Garbage Front-end bins must be labelled in all the garbage enclosure rooms and waste collection points.

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 2 Region Easements on site, please identify the location of the easements on subsequent drawings
 - Easement PR621292
 - Easement RO1178004

Public Health Recommendations

- 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.

- The development has reached a score of 36 which is a bronze level.
- Should the official plan amendment and zoning by-law be approved, the following are the recommendations:
 - Give consideration for preferential parking for carpool and/or carshare vehicles
 - Recommend bicycle parking for visitors near building entrances and secure bicycle parking for residents
 - Consider landscaped pedestrian walkways with pedestrian scaled lighting (up to 4.6m in height)
 - Recommend 2m wide adjacent to high density buildings and 1.5m adjacent to townhouse dwellings as referenced in the Healthy Development Assessment Guide
 - If feasible, give consideration to permeable and/or light-coloured paving instead of black asphalt to minimize negative aesthetic and environmental impacts of asphalt paving
 - Consider providing an amenity area with seating to provide opportunity for social connectedness
 - Recommend a clearly defined pedestrian sidewalk connection to Street C to promote access to future transit and other forms of active transportation

Peel Housing Recommendations

- [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 information is included in the submission.
 - **Affordability:** While it is acknowledged that multiple types of housing such as townhomes and apartments will provide opportunities for greater affordability than single detached units, the applicant is encouraged to provide units at prices that are affordable to low or moderate income households to better contribute to the Peel-wide affordable housing target and respond to Brampton Official Plan policy section 4.2.5 and Secondary Plan Area 47 policy 5.1.5.1. The definition of 'affordable housing' can be found in the [Glossary](#) section of the new Regional Official Plan.
 - It is understood that an agreement has been reached to provide an affordable housing contribution in area 47.1 on behalf of landowners.
 - **Density:** It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing some townhouse and apartment units (in addition to detached homes) that will facilitate more housing choice and medium and high density blocks that will support intensification and create more complete communities. It is also appreciated that the proposed development includes two bedroom and three bedroom units. While it is acknowledged that the townhouse units will also provide three-bedroom unit housing options, the applicant is encouraged to explore opportunities to incorporate more three bedroom units in the anticipated apartment unit mix where feasible and as appropriate to better respond to community need.
 - **Rental:** It is acknowledged that the proposed tenure of residential units is market-based ownership but that high density units will have regard to affordable rental options. The applicant is encouraged to review opportunities to incorporate purpose-built rental apartment units. The applicant should explore all available funding sources to support affordable rental housing, such as the [Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative](#) and [Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#). Where purpose built rental is not possible, the applicant is encouraged to continue to seek opportunities for affordable condo rental options.
 - The applicant references that townhouse units potentially provide rental opportunities. To further encourage rental and provide opportunities for larger households such as multi-generational families, the applicant is encouraged to further explore incorporating

additional residential units (ARUs) in the proposed standard townhouses, such as having the option of ARU rough-ins, including providing separate entrances, fire and safety requirements (such as fire separation of separate entrance), larger basement windows, and adequate ceiling heights as part of pre-construction sales. Where feasible, design elements to accommodate future safe, legal, and livable ARUs should be considered.

- Regional staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with the applicant to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.

Conditions of Draft Approval

The following requirements / conditions will be required to be satisfactorily addressed as they relate to the Region's conditions of draft plan approval:

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.
1. 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.
4. As a condition of registration of this Plan or any phase thereof, 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 and external lands. All costs associated with easements shall be 100%

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

5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
6. 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.
7. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
8. 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.
9. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a) A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands will be required for review and approval by the Region prior to the engineering submission.

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

10. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
11. 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.
12. 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.
13. 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.

14. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
15. 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.
16. 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
17. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
- a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and

- c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

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

Concluding Comments

If you have any questions or concerns, please contact the undersigned at (megan.meldrum@peelregion.ca 905.791.780x3558) at your earliest convenience.

Thank you,

A handwritten signature in black ink, consisting of stylized, cursive letters that appear to read 'M.M.'.

Megan Meldrum, MPL
Junior Planner
Planning and Development Services
Region of Peel

April 17, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Andrew Ramsammy

Re: Request for Comments
Candevcon Limited – Apoca Carpenters Ltd.
4784 Castlemore Road
City File Numbers: OZS-2023-0008 & 21T-23003B
Alectra EP File: P2-15

Dear Andrew,

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)

Ramsammy, Andrew

From: circulations@wsp.com
Sent: 2023/04/17 4:04 PM
To: Ramsammy, Andrew
Subject: [EXTERNAL]OPA/ZBLA (OZS-2023-0008) and Draft Plan of Subdivision (21T-23003B), 4784 Castlemore Rd., Brampton

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

2023-04-17

Andrew Ramsammy

Brampton

, ,

Attention: Andrew Ramsammy

Re: OPA/ZBLA (OZS-2023-0008) and Draft Plan of Subdivision (21T-23003B), 4784 Castlemore Rd., Brampton; Your File No. OZS-2022-0008,21T-23003B

To Whom this May Concern,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

May 4, 2023

Andrew Ramsammy
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Andrew:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
North side of Castlemore Rd, east of The Gore Rd
File: 21T-23003B (OZS 2023-0008)
City of Brampton – Ward 10

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 111 detached and 48 townhouse units which are anticipated to yield:

- 26 Junior Kindergarten to Grade 8 Students; and
- 13 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Patrick	234	383	0
Secondary School	Cardinal Ambrozic	1536	1245	12

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

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

The Board requests that the following conditions be incorporated in the conditions of draft approval:

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

April 25, 2023

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

Dear Andrew,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-Law Amendment
Apoca Carpenters Ltd.
4784 Castlemore Road
City of Brampton
File No.: OZS-2023-0008, 21T-23003B

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

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the [Enbridge Gas Get Connected tool](https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.
(https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F)

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 phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.

Sincerely,



Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

May 3, 2023

Andrew Ramsammy
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Andrew Ramsammy,

RE: **Draft Plan of Subdivision Application and to Amend the Official Plan
and Zoning By-law
Candevcon Ltd.
4784 Castlemore Road
OZS-2022-0008 (21T-23003B)
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 159 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
30	14

The students generated from this development would reside within the boundaries of the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
James Grieve P.S. (K-8)	689	752	8
Humberview S.S. (9-12)	1,196	1,437	3

PDSB requires the following conditions be placed in the Plan of Subdivision Agreement, and warning clauses conveyed by the property owner to potential residents:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.

Thank you,

Zachary Tessaro

Zach Tessaro, BES
Planner – Development
Planning and Accommodation Dept.

- c. K. Koops, Dufferin Peel Catholic District School Board
S. Blakeman, Peel District School Board



April 28, 2023

Ms/Mr. Andrew Ramsammy
Planning, Building and Growth Management
City of Brampton
Ontario

Re: [OZS-2022-0008] and 21T-23003B

Rogers Reference #: M23AH54A01

Dear Andrew:

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Alaa Azzam

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

January 29, 2025

BY EMAIL: Samantha.delapena@brampton.ca

Samantha Dela Pena
Planner III
Planning Building & Growth Management
City of Brampton
2 Wellington St W.
Brampton, ON L6Y 4R2

Dear Samantha Dela Pena:

**Re: Application to Amend the Zoning By-Law & Draft Plan of Subdivision
OZS-2023-0008 – 21T-23003B
4784 Castlemore Road
City of Brampton
Owner: Apoca Carpenters Ltd.
Agent: Candevcon Limited**

This letter will acknowledge receipt of the first circulation of the above noted Zoning By-Law & Draft Plan of Subdivision received by Toronto and Region Conservation Authority (TRCA) on December 4, 2024. A list of materials reviewed by TRCA is included in Appendix "A".

TRCA staff have reviewed the applications and submission in accordance with the Conservation Authorities Act (CA Act) and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. Whether acting on behalf of the Ministry of Natural Resources (MNR) or as a public body under the Planning Act, Conservation Authorities (CAs) must help ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Planning Statement (PPS) and conform to any natural hazard policies in a Provincial Plan.

In addition, TRCA staff have also reviewed these applications in accordance with TRCA's permitting responsibilities under Section 28.1 of the CA Act. Where development activities are proposed within a TRCA Regulated Area (i.e., river or valley, wetlands, hazardous lands, etc.), a permit is required from TRCA. TRCA must ensure that where a proposal is within an area regulated by TRCA, that the proposal conforms with the appropriate policies of Section 8 of TRCA's Living City Policies (LCP), which evaluate a proposal's ability to meet the tests of the CA Act and regulation.

Purpose of the Applications

TRCA staff understand that the purpose of the applications is to facilitate the development of single detached, townhouse, and apartment blocks totaling 160 units as part of Subdivision 21T-23003B. Further, we understand that the purpose of OZS-2023-0008 is the modification of the existing Agricultural (A) zoning to the above Residential (R1F, R3A, R4A) uses, Commercial (C3), Open Space (OS), and Floodplain (F).

The subject land is located at 4784 Castlemore Road, in the City of Brampton and is within Block 47-1.

Background

Based on our review of the submission, TRCA's priority issues have been addressed and the plan of subdivision is in general conformance with the approved block plan. As such, TRCA staff has no objection to the Draft Plan of Subdivision (draft plan dated August 26, 2022) and application to amend the Zoning By-law as currently submitted and TRCA staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix B.

CA Act and O. Reg. 41/24

The subject lands contain portions of the Clarkway Tributary and its inherent hazards and is part of the Humber River Watershed.

Due to the presence of the above noted natural hazards, portions of the subject property are located within TRCA's Regulated Area of the Humber River Watershed. As such, the issuance of a TRCA permit pursuant to Ontario Regulation 41/24 will be required. Please contact the undersigned to complete this process.

Application-Specific Comments

TRCA staff have reviewed the materials noted in Appendix "A" and provide our Conditions of Draft Approval within Appendix "B" of this letter.

Recommendation

As currently submitted, TRCA staff have no further objection to the of the ZBA and provides our Conditions of Draft Approval within Appendix "B" of this letter.

Should you have any questions or comments, please do not hesitate to contact the undersigned at Anthony.syhlonyk@trca.ca.

Sincerely,

Anthony Syhlonyk
Planner
Development Planning and Permits | Development and Engineering Services
Toronto and Region Conservation Authority
Email: Anthony.syhlonyk@trca.ca

Appendix 'A' Materials Received by TRCA

- Draft Plan of Subdivision, prepared by Candevcon Group Inc., dated August 26, 2022, received by TRCA December 17, 2024;
- Functional Servicing Report, prepared by Candevcon Group Inc., revision No. 3 dated September 2024, received by TRCA December 17, 2024;
- Planning Justification Report, prepared by Candevcon Limited, dated December 8, 2023, received by TRCA December 17, 2024;
- Comment Response Table, prepared by Candevcon Group Inc., dated October 9, 2024, received by TRCA December 17, 2024;

TRCA Conditions of Draft Plan Approval

Red-line Revisions

- 1) The final Plan shall be in general conformity with the draft plan prepared by Candevcon Group Inc., dated August 26, 2022, prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
- 2) Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

- 3) That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A final consolidated, detailed stormwater management report in accordance with TRCA's stormwater management guidelines. The report must indicate in detail how it will comply with the Functional Servicing Study (FSR), prepared by Candevcon, dated January 2022, and all master servicing plans (i.e., Master Environmental Servicing Plan, prepared by Aquafor Beech, dated 2016 and the Blocks 47-1 and 47-2 FSR, prepared by Candevcon, dated August 2020 and Blocks 47-1 & 47-2 Environmental Impact Study, Savanta, December 2020) to achieve the applicable TRCA requirements and stormwater management criteria (i.e., quantity, erosion control, and water balance). This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's

Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Reg. 41/24, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
 - c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA.
 - d. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA.

- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Reg. 41/24 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.
- i. That the natural heritage system Blocks 9, and 10-10A are gratuitously dedicated to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.

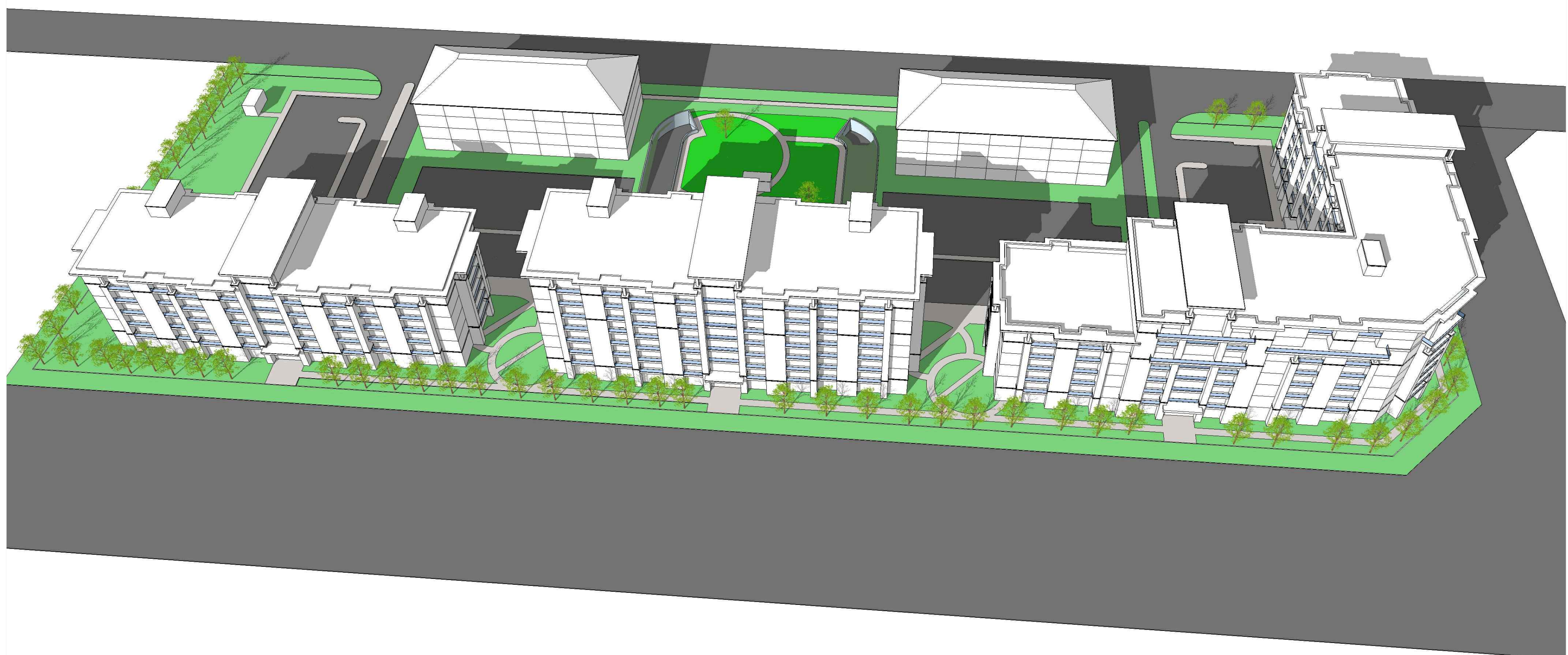
Subdivision Agreement

- 4) That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
 - d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
 - e. To obtain all necessary permits pursuant to Ontario Reg. 41/24 from the TRCA.
 - f. To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
 - g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
 - h. To provide for the warning clauses and information identified in TRCA's conditions.

- i. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- j. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- k. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase or sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- l. To gratuitously dedicated Block 9, and 10-10A to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.

Subdivision Agreement

- 5) That the implementing Zoning By-law recognize the valley corridor and adjacent environmental buffer block in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.



LIST OF ARCHITECTURAL DRAWINGS

	COVER SHEET + LIST OF DRAWINGS + KEY PLAN	REVISION	ISSUE DATE
A0.0	SUBDIVISION PLAN		
A0.1	SITE PLAN AND SITE STATISTIC	R0	
A0.2	UNDERGROUND P1 LEVEL	R0	
	BUILDING 1		
A1.1	GROUND AND TYPICAL FLOOR PLAN	R0	
A1.2	3D MASSING BUILDING 1	R0	
	BUILDING 2		
A2.1	GROUND AND TYPICAL FLOOR PLAN	R0	
A2.2	3D MASSING BUILDING 2	R0	
	BUILDING 3		
A3.1	GROUND AND TYPICAL FLOOR PLAN	R0	
A3.2	6TH, 7TH AND 8TH FLOOR PLAN	R0	
A3.3	3D MASSING BUILDING 1	R0	
	STACKED TOWNHOUSE-1and 2		
A4.1	TYPICAL FLOOR PLAN	R0	
A6.0	3D MASSING OF SITE	R0	

PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD



KEY PLAN

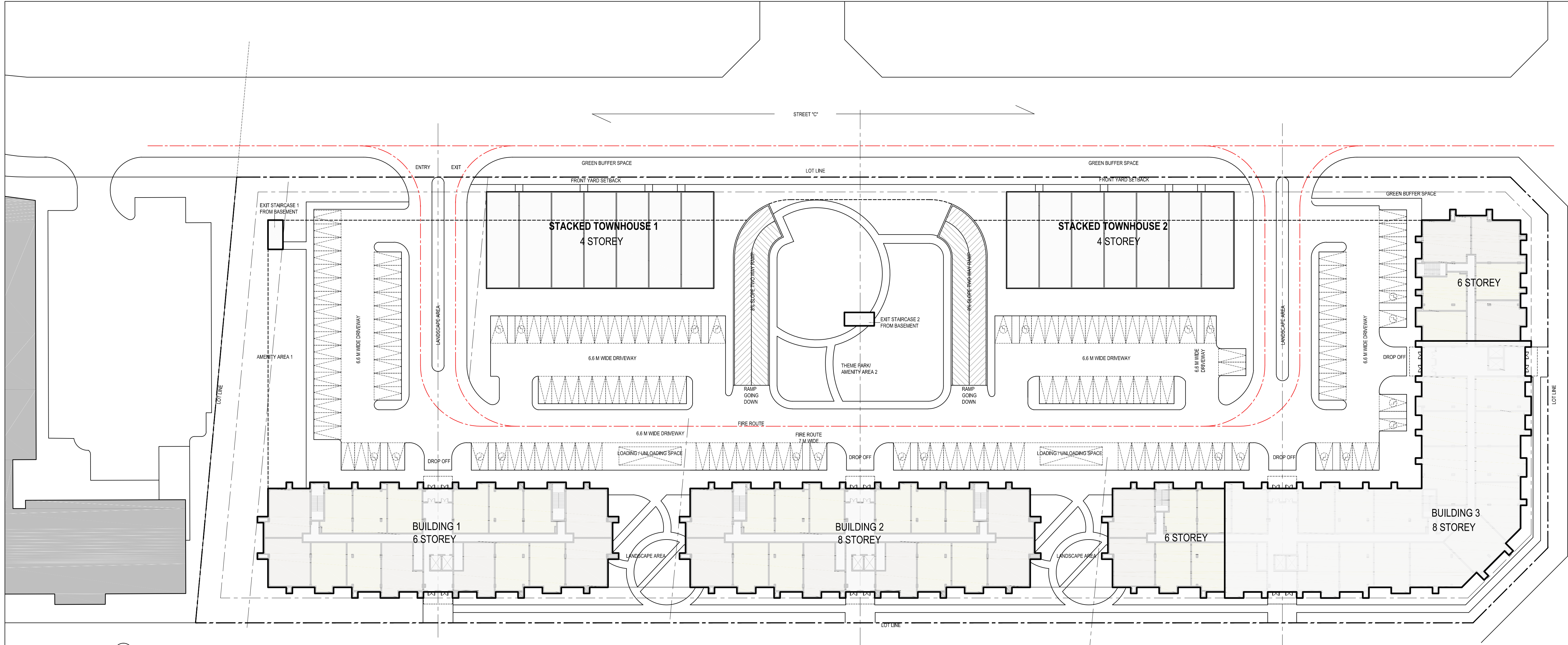
PROPOSED HIGH DENSITY RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD



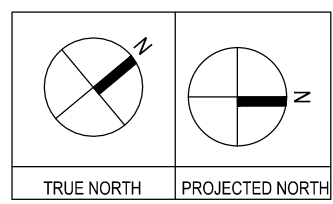
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architects +

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Cell: +1-416-789-9454
www.technoarch.ca



1 SITE PLAN
1:400



EXISTING ZONE	PROPOSED ZONE
LOT AREA	254848.50 SQ FT
LOT FRONTAGE	839'-4" (255.97 M)
BUILDING AREA (TOTAL)	81822.43 SQ FT
BUILDING 1	15995.74 SQ FT
BUILDING 2	15995.74 SQ FT
BUILDING 3	30699.49 SQ FT
STACKED TOWNHOUSE 1	9441.16 SQ FT
STACKED TOWNHOUSE 2	9441.16 SQ FT
STAIRCASE BLOCK 1	169.72 SQ FT
STAIRCASE BLOCK 2	173.42 SQ FT
GROUND COVERAGE	81822.43 SQ FT X 100 254848.50 SQ FT =32.14%
BUILDING 1 SETBACKS	
FRONT (EAST SIDE) SETBACK	5 M
SOUTH SIDE SETBACK	10.4 M
SIDE (NORTH SIDE) SETBACK	186.2 M
REAR (WESTSIDE) SETBACK	59.9 M
NUMBER OF STOREY	6
HEIGHT OF THE BUILDING	22 M (EXCLUDING SERVICING FLOOR)
BUILDING 2 SETBACKS	
FRONT (EAST SIDE) SETBACK	5 M
SOUTH SIDE SETBACK	94.6 M
SIDE (NORTH SIDE) SETBACK	186.2 M
REAR (WESTSIDE) SETBACK	59.9 M
NUMBER OF STOREY	8
HEIGHT OF THE BUILDING	29 M (EXCLUDING SERVICING FLOOR)
BUILDING 3 SETBACKS	
FRONT (EAST SIDE) SETBACK	5 M
SOUTH SIDE SETBACK	178.9 M
SIDE (NORTH SIDE) SETBACK	3.3 M
REAR (WESTSIDE) SETBACK	6.5 M
NUMBER OF STOREY	6 & 8
HEIGHT OF THE BUILDING	29 M (EXCLUDING SERVICING FLOOR)
STACKED TOWNHOUSE 1	
EAST SIDE SETBACK	67.0 M
SOUTH SIDE SETBACK	50.1 M
NORTH SIDE SETBACK	167.2 M
WESTSIDE SETBACK	3.0 M
NUMBER OF STOREY	4
HEIGHT OF THE BUILDING	19 M (TILL RIDGE OF SLOPING ROOF)
STACKED TOWNHOUSE 2	
EAST SIDE SETBACK	67.0 M
SOUTH SIDE SETBACK	153.9 M
NORTH SIDE SETBACK	63.9 M
WESTSIDE SETBACK	3.0 M
NUMBER OF STOREY	4
HEIGHT OF THE BUILDING	19 M (TILL RIDGE OF SLOPING ROOF)

BUILDING 1	Total no. of Unit	1-BEDROOM	2-BEDROOM
FIRST FLOOR PLAN	16	10	6
2ND FLOOR PLAN	17	10	7
3RD FLOOR PLAN	17	10	7
4TH FLOOR PLAN	17	10	7
5TH FLOOR PLAN	17	10	7
6TH FLOOR PLAN	17	10	7
TOTAL	101	60	41
TOTAL ONE BEDROOM UNITS ON SITE =60+40=104			
TOTAL TWO BEDROOM UNITS ON SITE =244			
THREE BEDROOM UNITS ON SITE =170			
TOTAL OVERALL UNITS =436			

BUILDING 2	Total no. of Unit	1-BEDROOM	2-BEDROOM
FIRST FLOOR PLAN	16	10	6
2ND FLOOR PLAN	17	10	7
3RD FLOOR PLAN	17	10	7
4TH FLOOR PLAN	17	10	7
5TH FLOOR PLAN	17	10	7
6TH FLOOR PLAN	17	10	7
7TH FLOOR PLAN	17	10	7
8TH FLOOR PLAN	17	10	7
TOTAL	135	80	55

BUILDING 3	NO. OF UNIT	1-BEDROOM	2-BEDROOM	3-BEDROOM
1ST FLOOR PLAN	29	17	12	-
2ND FLOOR PLAN	31	19	12	-
3RD FLOOR PLAN	31	19	12	-
4TH FLOOR PLAN	31	19	12	-
5TH FLOOR PLAN	31	19	12	-
6TH FLOOR PLAN	25	11	8	6
7TH FLOOR PLAN	11	-	3	8
8TH FLOOR PLAN	11	-	3	8
TOTAL	200	104	74	22

BUILDING 1	AREA (SQ FT)	BUILDING 2	AREA (SQ FT)	BUILDING 3	AREA (SQ FT)	STACK HOME BUILDING 1	AREA (SQ FT)	STACK HOME BUILDING 2	AREA (SQ FT)
FIRST FLOOR PLAN	14502.08	FIRST FLOOR PLAN	14502.08	FIRST FLOOR PLAN	28406.10	GROSS FLOOR AREA OF THE ONE STACK HOUSE IS 1235.68 SQ FT AND TOTAL 7 HOUSES ARE ON ONE FLOOR	8,649.76	GROSS FLOOR AREA OF THE ONE STACK HOUSE IS 1235.68 SQ FT AND TOTAL 7 HOUSES ARE ON ONE FLOOR	8,649.76
2ND FLOOR PLAN	14502.08	2ND FLOOR PLAN	14502.08	2ND FLOOR PLAN	28406.10	GROSS FLOOR AREA OF EACH FLOOR 1235.68 X 7= 8,649.76	8,649.76	GROSS FLOOR AREA OF EACH FLOOR 1235.68 X 7= 8,649.76	8,649.76
3RD FLOOR PLAN	14502.08	3RD FLOOR PLAN	14502.08	3RD FLOOR PLAN	28406.10		8,649.76		8,649.76
4TH FLOOR PLAN	14502.08	4TH FLOOR PLAN	14502.08	4TH FLOOR PLAN	28406.10		8,649.76		8,649.76
5TH FLOOR PLAN	14502.08	5TH FLOOR PLAN	14502.08	5TH FLOOR PLAN	28406.10		8,649.76		8,649.76
6TH FLOOR PLAN	14502.08	6TH FLOOR PLAN	14502.08	6TH FLOOR PLAN	28406.10		8,649.76		8,649.76
		7TH FLOOR PLAN	14502.08	7TH FLOOR PLAN	18315.47				
		8TH FLOOR PLAN	14502.08	8TH FLOOR PLAN	18315.47				
TOTAL	87,012.48 SQ FT	TOTAL	116,016.64 SQ FT	TOTAL	207,967.54 SQ FT	TOTAL	34,599.04 SQ FT	TOTAL	34,599.04 SQ FT

FSH* TOTAL GROSS FLOOR AREA = 87012.48+116016.64+207967.54=34,599.04+34,599.04 = 479294.7 sq ft =1.88			
SITE AREA = 254848.50 SQ FT			
FIRE ROUTE LINE			
PARKING CALCULATION			
ONE-BEDROOM OR BACHELOR CONDOMINIUM UNIT	1.0	0.2	244X(1.0+0.20) 292 SPACES
TWO-BEDROOM CONDOMINIUM UNIT	1.0	0.20	170X(1.0+0.20) 204 SPACES
THREE-BEDROOM CONDOMINIUM UNIT	2.0	0.20	22X(2.0+0.2) 73.2 SPACES
STACKED TOWNHOUSE	1.5	0.20	50X(1.5+0.2) 95 SPACES
TOTAL			640 SPACES

PROVIDED PARKING	
ON SURFACE PARKING	147 SPACES
UNDERGROUND PARKING	562 SPACES
	709 SPACES

R0 PRE CON 2022-03-24

REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :

UNIT-214 - 2550 MATHESON BLVD. E,
MISSISSAUGA, ON, Canada L4W 4Z1
Tel: +1-905-792-0038
Cell: +1-416-729-9454
Email: hbhons@technoarch.ca
www.technoarch.ca



STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
SITE PLAN AND SITE STATISTIC

DRAWN BY JK

CHECKED BY HK

APPROVED BY HB

SCALE 1:400 SIZE A1

SHEET NO A0.1 STAGE PRE CON

PHASE 00 REV R0

ISSUED DATE 2022-03-24

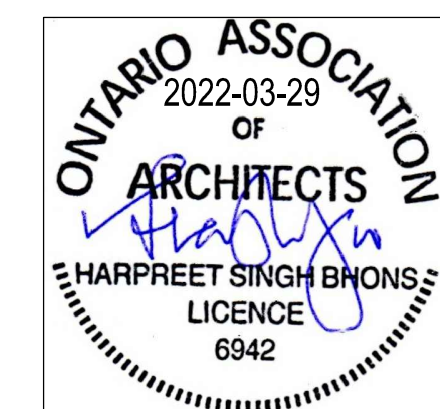


ONE BEDROOM UNIT
TWO BEDROOM UNIT
THREE BEDROOM UNIT

R0	PRE CON	2022-03-24
REV	ISSUED FOR	DATE
PROJECT NAME AND ADDRESS :		
PROPOSED HIGH DENSITY RESIDENTIAL DEVELOPMENT AT CASTLEMORE ROAD		

LEAD CONSULTANT :

 **technoarch**
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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
BUILDING 1
GROUND AND TYPICAL FLOOR PLAN

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE 3/32"=1'-0"	SIZE A1
SHEET NO A1.1	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



BUILDING 1 VIEW 1



BUILDING 1 VIEW 2



BUILDING 1 VIEW 3



BUILDING 1 VIEW 4

R0	PRE CON	2022-03-24
REV	ISSUED FOR	DATE
PROJECT NAME AND ADDRESS :		
PROPOSED HIGH DENSITY RESIDENTIAL DEVELOPMENT AT CASTLEMORE ROAD		

LEAD CONSULTANT :

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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
3D MASSING BUILDING 1

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE N.T.S	SIZE A1
SHEET NO A1.2	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



ONE BEDROOM UNIT
TWO BEDROOM UNIT
THREE BEDROOM UNIT

R0 PRE CON 2022-03-24

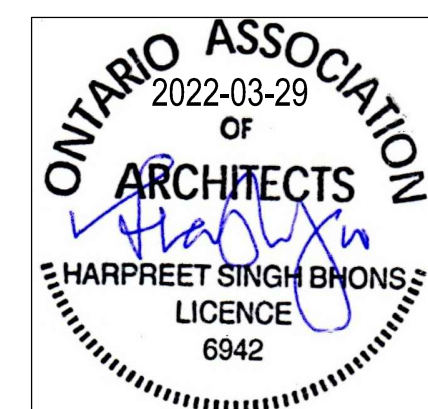
REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :

PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :

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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
BUILDING 2
GROUND AND TYPICAL FLOOR PLAN

DRAWN BY JK

CHECKED BY HK

APPROVED BY HB

SCALE 3/32"=1'-0" SIZE A1

SHEET NO A2.1 STAGE PRE CON

PHASE 00 REV R0

ISSUED DATE 2022-03-24



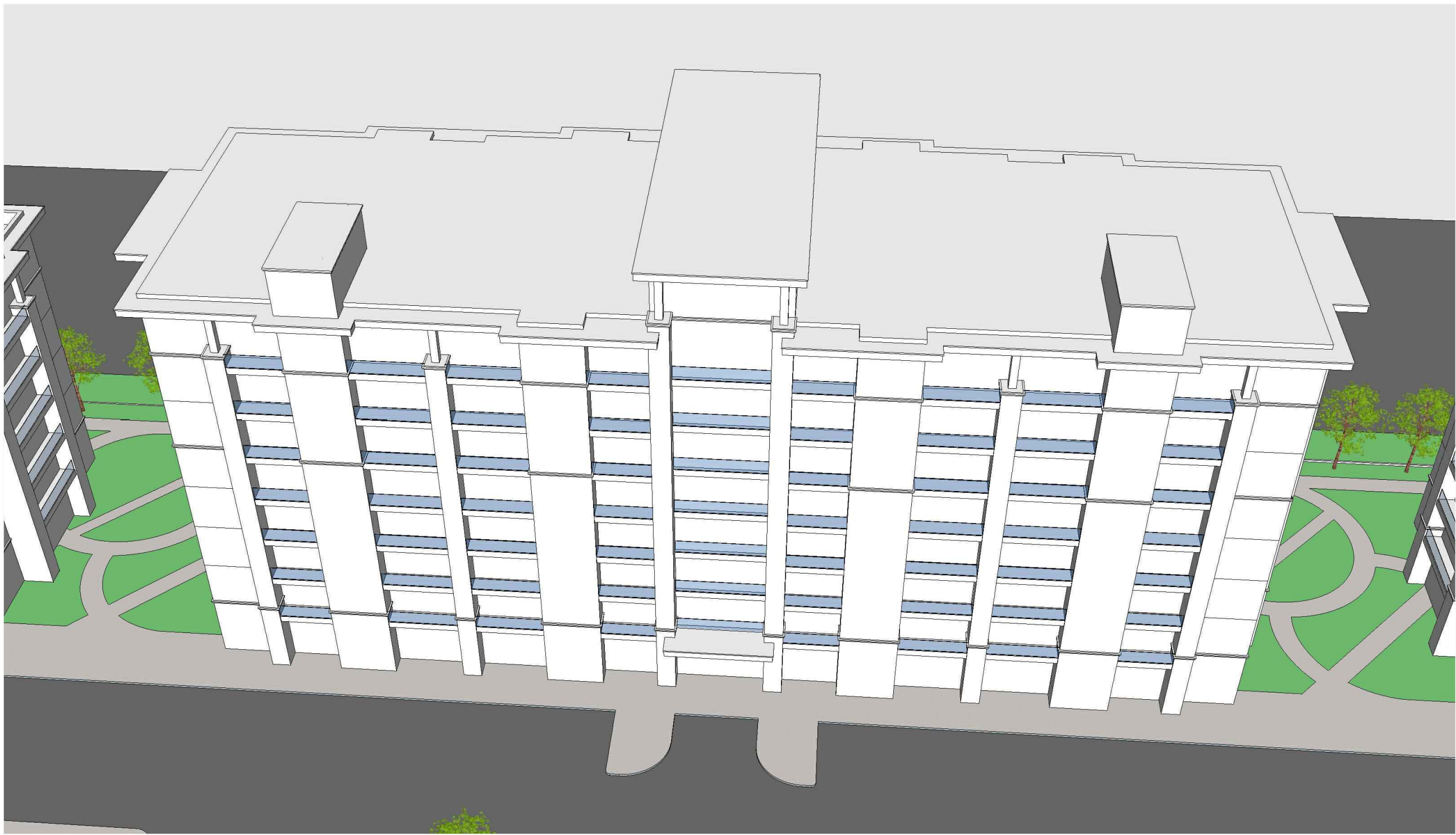
BUILDING 2 VIEW 1



BUILDING 2 VIEW 2



BUILDING 2 VIEW 3



BUILDING 2 VIEW 4

R0 PRE CON 2022-03-24

REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :
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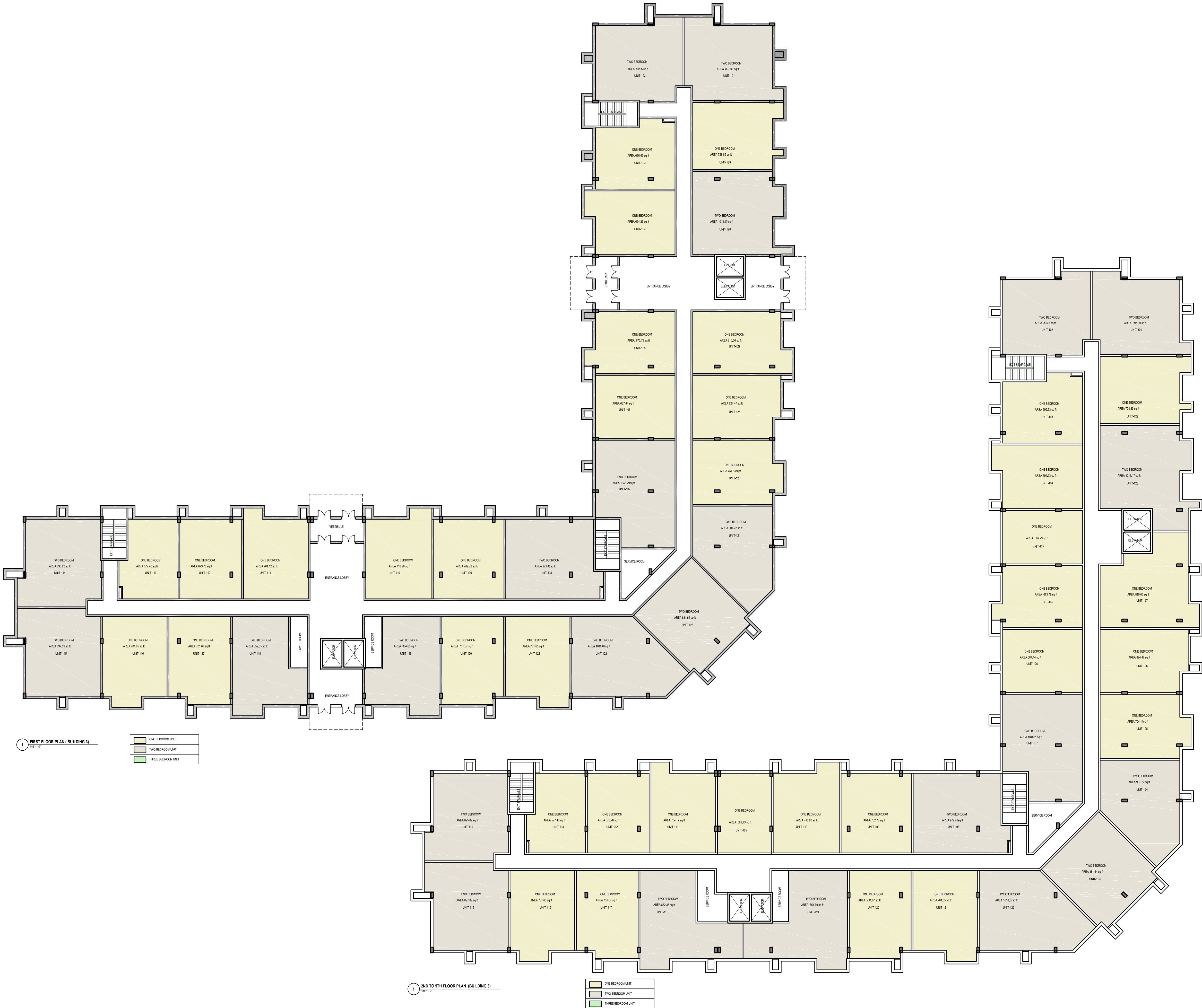


STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
3D MASSING BUILDING 2

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE N.T.S	SIZE A1
SHEET NO A2.2	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



R0 PRE CON 2022-03-24

REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :
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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
BUILDING 3
GROUND AND TYPICAL FLOOR PLAN

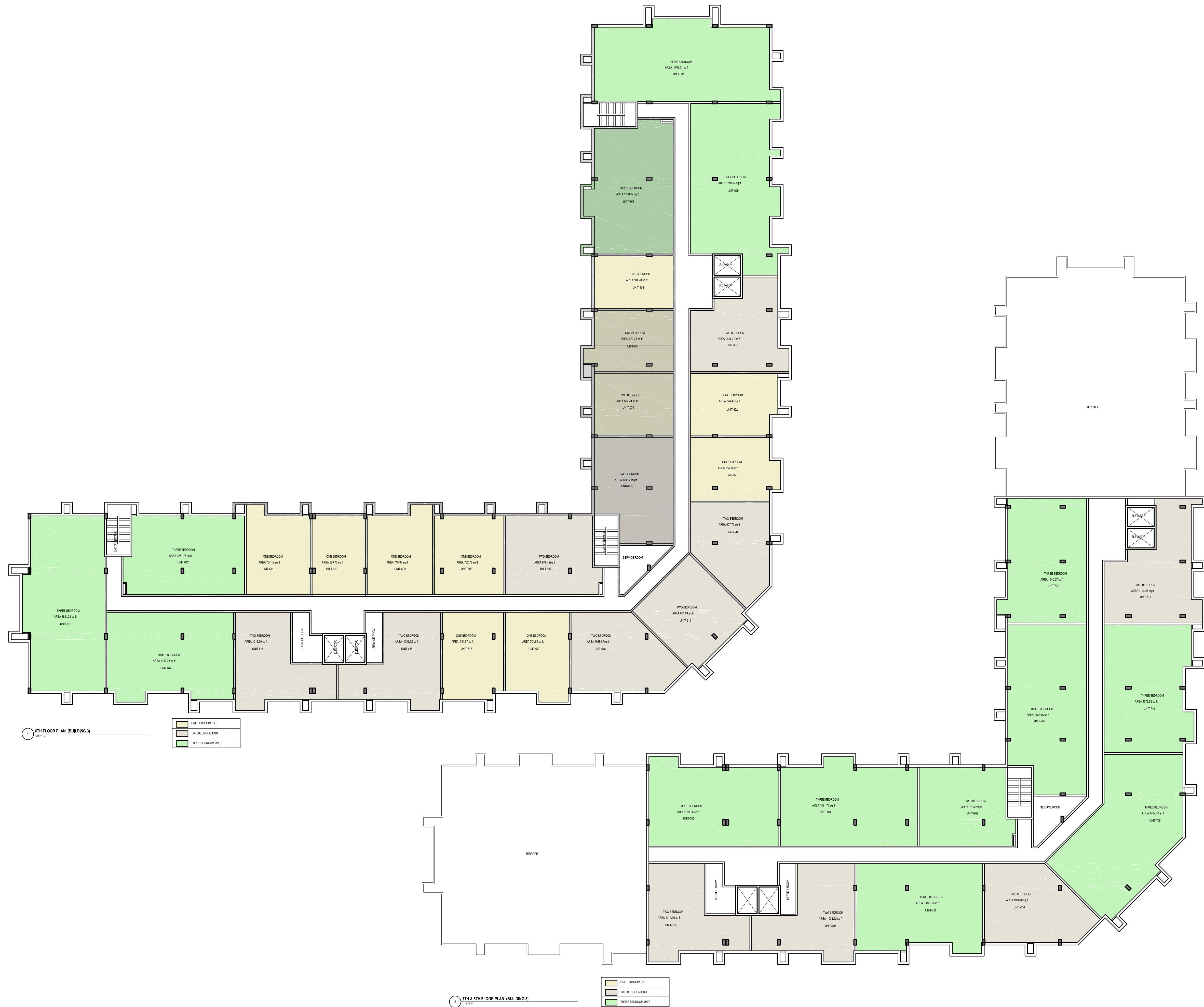
DRAWN BY JK

CHECKED BY HK

APPROVED BY HB

SCALE 1/16"=1'-0"
SHEET NO A1.1
PHASE 00
ISSUED DATE 2022-03-24

SIZE A1
STAGE PRE CON
REV R0



R0 PRE CON 2022-03-24

REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :

PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :

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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
BUILDING 3
6TH, 7TH AND 8TH FLOOR PLAN

DRAWN BY JK

CHECKED BY HK

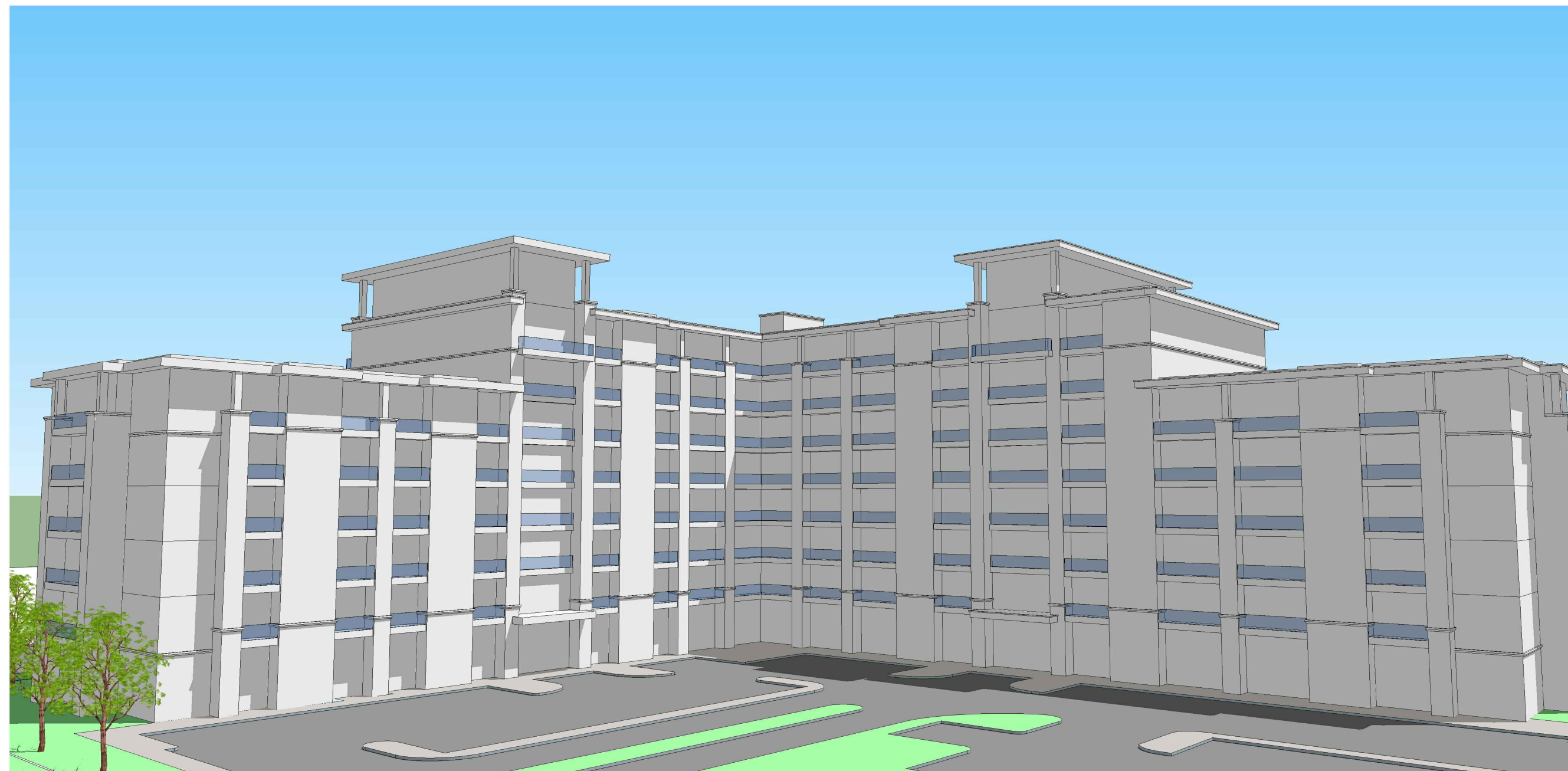
APPROVED BY HB

SCALE 3/32"=1'-0" SIZE A1

SHEET NO A1.1 STAGE PRE CON

PHASE 00 REV R0

ISSUED DATE 2022-03-24

[illegible]

R0	PRE CON	2022-03-24
REV	ISSUED FOR	DATE

PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :



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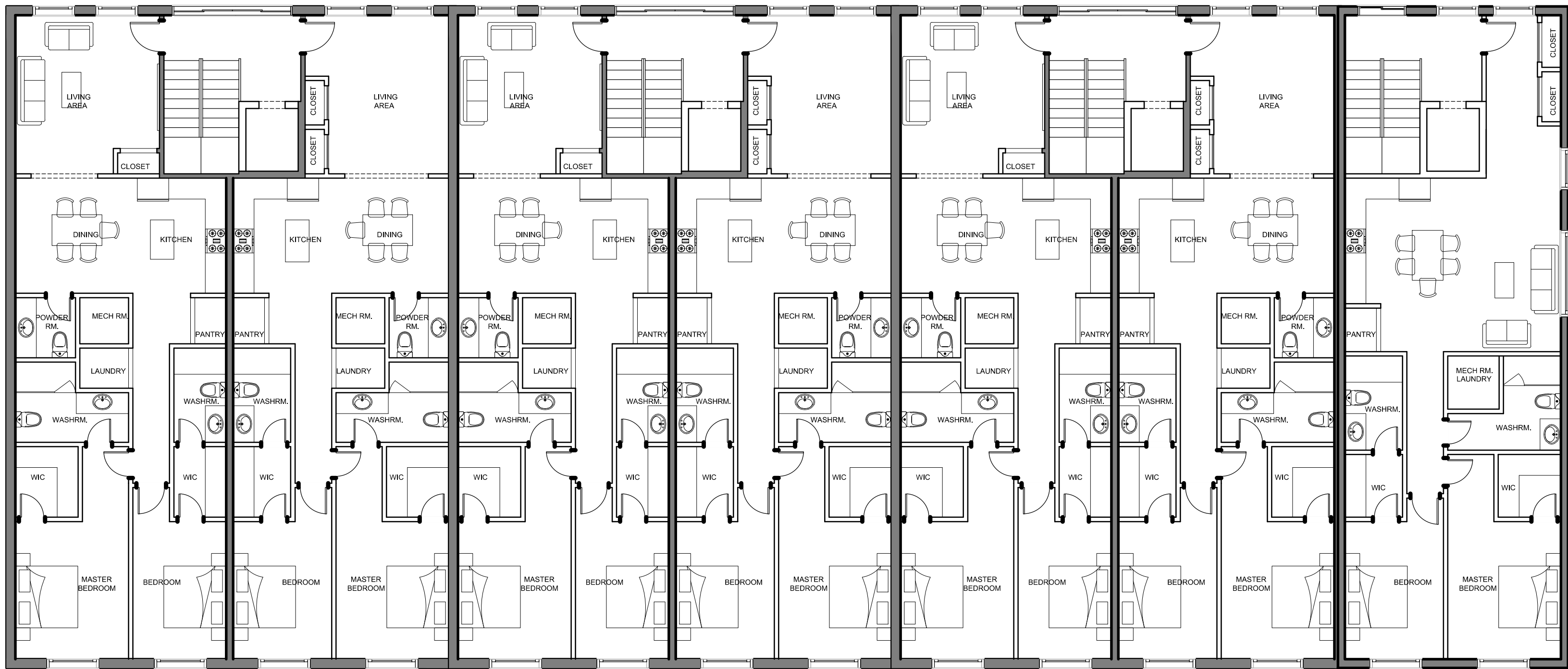


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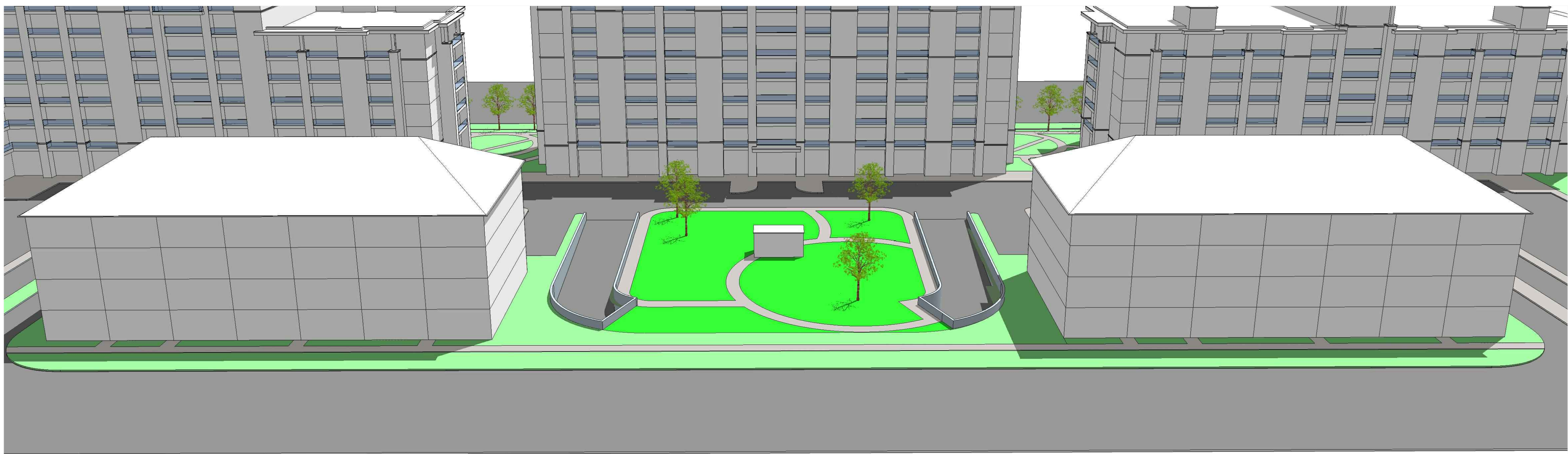
MEP CONSULTANT :

DRAWING TITLE :
3D MASSING FOR BUILDING 3

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE 3/32"=1'-0"	SIZE A1
SHEET NO A1.1	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



1 STACK TOWN HOUSE TYPICAL FLOOR PLAN
3/32"=1'-0"



VIEW OF STACKED TOWNHOUSE BUILDING 1 AND 2

R0 PRE CON 2022-03-24

REV ISSUED FOR DATE

PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :
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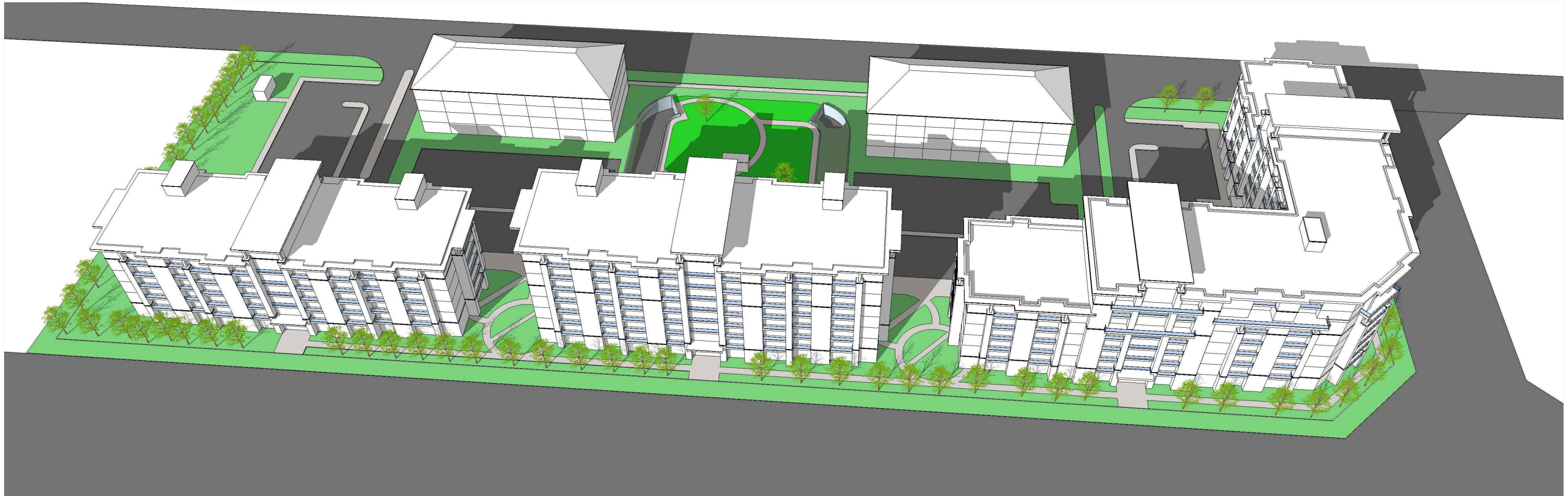


STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
STACKED TOWNHOUSE 1 & 2
TYPICAL FLOOR PLANS AND
3D MASSING

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE 1/8"=1'-0"	SIZE A1
SHEET NO A4.1	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



SITE VIEW 1



SITE VIEW 2



SITE VIEW 3

R0	PRE CON	2022-03-24
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REV	ISSUED FOR	DATE
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PROJECT NAME AND ADDRESS :
PROPOSED HIGH DENSITY
RESIDENTIAL DEVELOPMENT
AT CASTLEMORE ROAD

LEAD CONSULTANT :
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STRUCTURAL CONSULTANT :

MEP CONSULTANT :

DRAWING TITLE :
3D MASSING OF SITE

DRAWN BY	JK
CHECKED BY	HK
APPROVED BY	HB
SCALE N.T.S	SIZE A1
SHEET NO A6.0	STAGE PRE CON
PHASE 00	REV R0
ISSUED DATE	2022-03-24



Report
Staff Report
 The Corporation of the City of Brampton
7/7/2025

Date: 2025-06-09

File: OZS-2023-0017

Subject: **Recommendation Report – Application to Amend the Official Plan and Zoning By-law and Draft Plan of Subdivision**
(To facilitate the development of thirty-one (31) freehold residential dwelling – comprised of twenty-seven (27) townhouse and four (4) single detached dwellings.)
13743446 Canada Inc. – Blackthorn Development Corp.
 9874 The Gore Road
 Ward 8

Contact: François Hémon-Morneau, Principal Planner, Development Services and Design

Alex Sepe, Manager of Development Services and Design

Report number: Planning, Bld & Growth Mgt-2025-375

RECOMMENDATIONS:

1. That the report from François Hémon-Morneau, Principal Planner, Development Services and Design to the Planning and Development Committee Meeting of July 7th, 2025 re: **Recommendation Report, Application to Amend the Official Plan and Zoning By-law and Draft Plan of Subdivision**, 13743446 Canada Inc. – Blackthorn Development Corp., 9874 The Gore Road, Ward 8, File: OZS-2023-0017, be received;
2. That the Application for an Official Plan and Zoning By-law Amendment submitted by 13743446 Canada Inc. – Blackthorn Development Corp., 9874 The Gore Road, Ward 8, File: OZS-2023-0017, be approved, and the Plan of Subdivision be endorsed, on the basis that they are consistent with the Planning Act and for the reasons set out in the Recommendation Report; and
3. That the amendment to the Official Plan generally in accordance with the attached Draft Official Plan Amendments (Attachments 11 and 12) to this report be adopted;
4. That the amendments to the Zoning By-law generally in accordance with the attached Draft Zoning By-law Amendment (Attachment 13) to this report be adopted; and,

5. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34(7) of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **This report recommends approval of a revised application involving an amendment to the Official Plan and Zoning By-law and for a Draft Plan of Subdivision for a residential development. Revisions were made by the applicant following the comments received from area residents at the public meeting (July 31, 2023). The revision has:**
 - **reduced the number of total units from 36 dwellings (townhouses) to 31 dwellings (27 townhouses and 4 single-detached),**
 - **increased the rear yard setbacks for units backing onto the westerly existing residential property, and**
 - removed the vehicle access from Fitzpatrick Drive.**
- **The property is designated as “Estate Residential” and “Open Space” on Schedule A of the City of Brampton Official Plan (2006). The property is also designated as “Community Areas” and “Town Centre” on Schedule 1A, “Neighborhoods” on Schedule 2 and ‘Established Rural Estate Residential Area’ on Schedule 12 of Brampton Plan (2023). Amendments to both Official Plans are required.**
- **The property is designated as “Estate Residential” on Schedule A of the Bram East Secondary Plan (SPA41). An amendment to the Bram East Secondary Plan is required to permit the proposed development. The Official Plan Amendments, as per Attachments 11 and 12, will implement the proposed residential uses.**
- **The property is zoned “Residential Rural Estate 2 (RE2)” by By-law 270-2004, as amended. The Zoning By-law Amendment, as attached in Attachment 13, will implement the proposed residential uses.**
- **A Statutory Public Meeting for this application was held July 31, 2023. Details of the Statutory Public Meeting are summarized in this report and detailed in Attachment 8. Four (4) members of the public spoke at the meeting and written submissions including a petition of thirty-three (33) signatures were received for the application.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**

- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Planning Statement (2024) and is in conformity with the Region of Peel Official Plan and the City of Brampton Official Plan (2006) and Brampton Plan (2023).**

BACKGROUND

This application has been reviewed for completeness and found to be complete in accordance with Section 51 (19.1) and Section 34 (10.4) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on June 14, 2023.

A Statutory Public Meeting was held on July 31, 2023, to provide information about the application to the public to satisfy the statutory public meeting requirements in the Planning Act and the Public Meeting policies in Section 5.30 of the Official Plan.

Since the time of the application submission and deeming the application to be complete, City staff have worked with the applicant on various technical matters and resubmissions. The applicant has also taken time to work with the Region of Peel to address details relating to the location of The Gore Road vehicle access, as well as site servicing and grading.

Revisions from the Prior Version of the Plan

Following the statutory public meeting, and in response to feedback received from the public, the applicant submitted a revised proposal. Changes between the previous version of the plan (see Attachment 1B) and the current version recommended for approval by staff (see Attachment 1) are noted below.

- Converting a portion of the previously proposed townhouses to single-detached dwellings to better match the character of the area in proximity to Fitzpatrick Drive.
- The rear yard depth of the units that back onto the existing residential property to the west is increased to 7.5 metres. This setback is consistent with applicable City-wide zoning requirements, and it provides a greater separation distance.
- The number of units are decreased from 36 townhouse units to 31 units (27 townhouses and 4 single-detached dwellings).
- Vehicular access was removed from Fitzpatrick Drive.

CURRENT SITUATION

Proposal (Attachments 1 and 1A)

The application is proposing to amend the Official Plan and Zoning By-law to permit townhomes and single-detached homes. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create one (1) single block. The Subdivision, is a “technical” requirement only due to the desire of the applicant to have a specific type of condominium ownership/tenure, being a common element condominium tenure.

Further details of the proposal are provided below.

- Vehicle access to the site is proposed exclusively from The Gore Road and restricted to right in right out turning movements;
- The Draft Plan of Subdivision will create one single residential block (Attachment 1A);
- The proposed residential development consists of a total of five (5) blocks of freehold townhomes and 4 single detached units, totaling thirty-one (31) residential dwellings, with individual driveways;
- The concept plan proposes sixty-two (62) residential parking spaces including driveway and garage spaces along with three (3) visitor spaces, including one (1) accessible visitor parking space and six (6) bicycle parking spaces;
- A future Draft Plan of Condominium application will also need to be submitted and approved in order to facilitate the applicant’s intended common element condominium. Otherwise, this would be a rental form of development;
- An amenity area is proposed in the south-east portion of the subject property, with an area of approximately 190 square metres which includes privacy and noise fencing, walls, seating and landscape planting;
- Site servicing is proposed by connection to existing municipal services with a stormwater detention tank proposed beneath the private road.

Property Description and Surrounding Land Use (Attachment 2)

The property has the following characteristics:

- Located at the south-west corner of The Gore Road and Castlemore Road.
- Legally described as Lot 24, Registered Plan 999, City of Brampton, Regional Municipality of Peel.
- Currently contains an existing single detached dwelling with a driveway access from The Gore Road. The existing dwelling is proposed to be demolished.
- Has a total site area of approximately of 0.83 Hectares (2.06 Acres);

- Has a frontage of approximately 130.35 metres (427.65 feet) along The Gore Road;

The surrounding land uses are as follows:

North	<p>A mix of existing agricultural, residential and institutional uses. Residential uses consist primarily of detached and semi-detached dwellings. Institutional uses in the area include Sir Isaac Brock Public School and Castle Oaks Public School. Located northwest of the subject property are the Nanaksar Thath Isher Darbar Sikh Gurdwara (temple), the Castlemore Corners Plaza, the Gore Meadows Community Centre and Library, as well as estate residential dwellings and agricultural lands;</p> <p>East The Gore Road, beyond which are existing residential uses including single and semi-detached dwellings, Castlemore Park, existing institutional uses including Cardinal Ambrozic Catholic Secondary School and Beryl Ford Public School;</p>
South	<p>Fitzpatrick Drive, beyond which are residential uses including existing estate lots, single and semi-detached dwellings. Further south exists open spaces and the West Humber River;</p>
West	<p>Existing residential uses including estate lots, single detached dwellings, along with agricultural and open space uses. Southwest of the subject property exists community uses including two commercial plazas along with a financial institution, residential uses including townhouses as well as estate lots, single and semi-detached dwellings and Walnut Grove Public School.</p>

Sustainability Score

The subject application achieved a sustainability score of 32, attaining the bronze threshold. Eight (8) additional points would be required to achieve the silver threshold. There may be opportunity to attain more points by implementing additional site improvements at the detailed design phase. Through the Site Plan and Subdivision registration process, staff will continue to work with the applicant in attempt to achieve the silver threshold.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendments to the Official Plan and Zoning By-Law, generally in accordance with Attachments 11, 12 and 13, respectively. The proposed residential development represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 9 – Detailed Planning Analysis.

Application to Amend the Official Plan

The subject property is currently designated “Estate Residential” and “Open Space” on Schedule A – *General Land Use Designations* of the City of Brampton Official Plan (2006). It is also designated “Established Rural Estate Residential Area” on Schedule 12 – *Site and Area Specific Policies* of the City of Brampton’s 2023 Official Plan which is in effect. While the Brampton Plan (2023) designates the lands as “Community Areas” and “Town Centre” on Schedule 1A and “Neighbourhoods” on Schedule 2, these designations are under appeal and therefore not applicable at this time.

The proposed development is not permitted under the current land use designations of either the 2006 or 2023 Official Plans and therefore requires an amendment to redesignate the subject lands to “Residential” in Schedule A of the 2006 Official Plan and to remove the Schedule 12 “Established Rural Estate Residential Area” designation under the 2023 Official Plan.

The subject property is located within the Bram East Secondary Plan (SPA41), which designates the property as “Estate Residential” on Schedule A. The proposal seeks to redesignate the property on Schedule A of SPA41 as “Medium Density” which will permit five (5) blocks of freehold townhouses and four (4) single detached dwellings.

The subject lands are located within an area of the City that includes a range of land uses, including low- and medium-density residential dwellings, institutional and commercial uses. The proposed Official Plan Amendment seeks to redesignate the lands to permit a residential development consisting of five blocks of freehold townhouses and four single detached dwellings.

To address the interface with adjacent estate residential lots to the west, the amendment introduces policies requiring single detached dwellings along the south-westerly edge of the site, abutting the existing estate residential home. This is intended to support a transition in built form between the existing estate residential dwellings and the proposed townhouses. A maximum residential density of 41 units per net hectare is also proposed through the amendment, which reflects a low- to medium-density residential typology consistent with building typologies found within the residential subdivision located east of The Gore Road, adjacent to the subject parcel. Access to the development is proposed exclusively from a restricted access on The Gore Road. No vehicular access is proposed through Fitzpatrick Drive, mitigating the traffic impact within the existing estate residential subdivision west of the subject property.

The draft Official Plan Amendments can be found in Attachment 11 and 12 of this Recommendation Report.

Application to Amend the Zoning By-law

The subject property is zoned “Residential Rural Estate Two (RE2)” as per Zoning By-law 270-2004, as amended. The zoning designation does not permit the proposed residential use.

An amendment to the Zoning By-law 270-2004 is required to facilitate the proposed residential development. The application seeks to rezone the lands from the current “Residential Rural Estate Two (RE2)” zone to a site-specific “Residential Townhouse C – 3841 (R3C-3841)” zone. Staff determined that the Residential Townhouse C zone was appropriate, as it aligns with the proposed development’s condominium tenure and built form. It also establishes that a private road shall mean a road established as a common element.

The “Residential Townhouse C” zone is proposed with site-specific provisions permitting the development of single detached and townhouse dwellings the subject lands. It introduces site-specific regulations, including a requirement for a minimum of four single detached dwellings within 24 metres of the adjacent RE2-zoned lands to support a gentle and appropriate transition in built form. The amendment also establishes modified development standards for lot area, lot width, building setbacks, building height, visitor parking, common amenity area, and certain site design provisions such as garage control, fencing, and daylight triangle setbacks. These tailored standards are intended to accommodate a residential development with condominium tenure while addressing interface conditions with surrounding land uses.

The draft Zoning By-law Amendment can be found in Attachment 13 of this Recommendation Report.

PLANNING ANALYSIS SUMMARY

This proposal and implementing documents have regard for matters of provincial interest that are set out in the Planning Act. The Draft Plan of Subdivision and application to amend the Official Plan and Zoning By-law is consistent with the Provincial Planning 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

The proposed development has regard for Section 2 of the Planning Act R.S.O 1990. The proposed Official Plan and Zoning By-Law Amendment represents orderly development in a desired location that is suitable for urban growth and development. The proposed development has regard for Section 2(f)(h)(j)(o)(p)(q) and (r), as well as Section 51(24)-(a)(b)(c)(d)(f) and (i) of the Planning Act.

The proposed development is located in an area designated for growth and is near existing municipal services, including water, wastewater, public transit, and schools.

The freehold townhouses and single detached dwellings incorporate landscaping, pedestrian amenities, walkway connections, and architectural features intended to complement the surrounding neighbourhood and support the creation of a safe and accessible environment. Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Additional analysis is found in Attachment 9 - Detailed Planning Analysis.

Provincial Planning Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 1.1.1, 1.1.2, 1.1.3, 1.5.1, 1.6.7.2 and 1.8.1 of the PPS which speaks to promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities. The proposal will also allow for an appropriate and supportable form of residential intensification.

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

Additional analysis is found in Attachment 9 - Detailed Planning Analysis.

Municipal Planning Documents

Region of Peel Official Plan

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

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

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

Additional analysis is found in Attachment 9 - Detailed Planning Analysis.

City of Brampton Official Plan (2006)

The City's Official Plan and associated Secondary Plans are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation and the environment. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies, and that all technical matters have been resolved.

The property is designated as "Communities" and "Unique Communities" on Schedule 1 – City Concept; and "Estate Residential" and "Open Space" in Schedule A – General Land Use Designations of the City of Brampton Official Plan. The subject property is further designated "Established Rural Estate Residential Area" on Schedule 12 – Site and Area Specific Policies in the Brampton Official Plan.

While single detached dwellings are permitted within the "Estate Residential" designation, the Official Plan policies emphasize larger lot sizes and specific built form standards, which the proposed development does not fully align with. However, the proposed development is considered appropriate as it provides a gentle transition in density and built form along The Gore Road. To the north of the subject property is Castlemore Public School, with additional institutional and commercial uses along The Gore Road up to Castlemore Road. The proposed development provides a low-rise and medium density block of homes that act as a gentle transition from the existing commercial and institutional uses to the estate residential homes to the west of the subject property. Additionally, the lands are located along the periphery of the Estate Residential area, rather than within its interior, which supports a more flexible interpretation of land use compatibility. The proposal also conforms to Official Plan policy direction by restricting vehicular access from Fitzpatrick Drive. An Official Plan Amendment is required to permit the proposed freehold townhouse dwellings.

Staff is satisfied that the proposed Official Plan Amendment and Zoning By-law amendment conform to the City of Brampton Official Plan.

Brampton Plan (2023)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides

clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject property is located within the “Community Areas” designation and within a “Town Centre” along a “Support Corridor” on Schedule 1A – City Structure of the Brampton Plan. The property is also designated “Neighbourhoods” on Schedule 2 of Brampton Plan. While Schedules 1A and 2 of the Brampton Official Plan have been appealed on a city-wide basis, they continue to reflect the City’s overall vision and intended structure for neighbourhood designations and remain informative in guiding land use planning decisions.

The ‘Support Corridor’ designation within the ‘Neighbourhoods’ land uses permit residential buildings up to 4-storeys, including townhouses. The subject property is designated ‘Established Rural Estate Residential Area’ in Schedule 12 of the Brampton Plan. This portion of the schedule is not under appeal and is therefore in full force and effect. An amendment is proposed to remove the lands from the Established Rural Estate Residential Area on Schedule 12 to permit low and medium density residential uses.

The proposed development introduces a transition in built form, with three-storey townhouse dwellings fronting The Gore Road and four single detached dwellings located along the southern portion of the site to provide a gradual interface with the adjacent estate residential neighbourhood to the south and southeast. The applicant has demonstrated that the townhouse component aligns with the “Neighbourhood” designation in the Brampton Plan. Additionally, the property is subject to the “Support Corridor” overlay on Schedule 1A, which permits an “Up to Low-Rise Plus” building typology, allowing for built form up to and including four (4) full storeys. The Draft Plan of Subdivision includes single-detached and townhouse dwellings to accommodate a mix of housing types and a variety of built form in the City.

The subject property is designated “Established Rural Estate Residential Area” on Schedule 12 of the Brampton Plan. These areas are defined by low-density residential development on large, unserviced lots, with a rural character reinforced by features such as open ditches, mature trees, and the absence of curbs and sidewalks. The City aims to conserve this character as part of its broader city structure and identity.

In accordance with the Brampton Plan, the “Established Rural Estate Residential Area” designation generally permits only single detached dwellings, supportive housing, and public open space, with minimum lot sizes ranging from 0.4 to 1.2 hectares depending on location. However, for properties with frontage on arterial roads, including The Gore Road, the Plan provides a policy framework to consider amendments that permit complementary residential uses and densities beyond those otherwise permitted. Such consideration is contingent upon the preparation of an Area Plan, demonstrating comprehensive development with adjacent lands, and ensuring that new development is sensitive to the established scale and character. In addition, access must be provided solely from the arterial road, not from local roads within the estate residential area.

The subject property fronts The Gore Road and does not rely on access from interior local roads such as Fitzpatrick Drive, thereby aligning with the vehicular access-related criteria of the Official Plan. While the proposed freehold townhouse dwellings deviate from the typical lot fabric and built form standards of the Estate Residential designation, the policy provides a pathway for such consideration through an Official Plan Amendment, provided the proposal demonstrates compatibility and appropriate transition, which this application achieves through a graduated built form consisting of medium density low-rise residential homes coupled with a strategic site design that adequately buffers the proposal from the adjacent estate home.

Staff note that an Area Plan was not required as the subject property is a corner lot with direct frontage and access to The Gore Road, allowing it to be developed independently of adjacent lands. The site does not rely on shared infrastructure or coordinated access, and its development will not preclude or constrain future development on surrounding properties. As such, the intent of the Area Plan requirement has been addressed through the site's self-contained design.

As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff are satisfied that the proposed Official Plan Amendment and Zoning By-law amendment conform to the City of Brampton Official Plan (2024).

Bram East Secondary Plan Area (SPA41)

The subject property is designated as "Estate Residential", and The Gore Road is classified as a "Major Arterial Road" on Schedule A of the Bram East Secondary Plan (SPA41). In areas designated Estate Residential on Schedule SP41(a), residential uses in accordance with the Rural Estate policies in Part I of the Official Plan are permitted, excepting that servicing by piped municipal sanitary and water services is not precluded.

An amendment to the Secondary Plan is required to re-designate the subject lands from "Estate Residential" to "Medium Density". The policies of both the Secondary Plan and the Official Plan support a range of housing types through appropriate mix and density provisions. The "Medium Density" designation permits residential forms such as single detached, semi-detached, and townhouse dwellings, at densities of up to 50 units per net hectare.

The amendment includes policies that permit single detached dwellings along the south-western property line for an appropriate transition in built form to the existing estate residential home. The proposed amendment sets a maximum density of 41 units per hectare and restricts driveway access to The Gore Road only. This density category and housing type satisfies the 'Medium Density' category as per the applicable Official Plan and Secondary Plan. A copy of the Draft Official Plan Amendment can be found in Attachments 11 and 12 of this report.

The proposed policies in the draft Secondary Plan Amendment aim to ensure the development is sensitive to the character of the established rural residential neighbourhood by limiting the built form of units near adjacent estate lots and restricting vehicular access to The Gore Road to minimize traffic impact on Fitzpatrick Drive.

Staff is satisfied that the proposed Secondary Plan amendment conforms to the Official Plan and represents good planning.

City of Brampton Zoning By-Law

The subject site is currently zoned “Residential Rural Estate Two (RE2)” under Zoning By-law 270-2004, as amended. To accommodate the proposed development of freehold townhouses and single detached dwellings, a Zoning By-law Amendment is required. The proposed amendment would rezone the lands to “Residential Townhouse C (R3C-3841).”

The proposed “Residential Townhouse C (R3C-3841)” zone includes site-specific provisions to permit single detached and townhouse dwellings on the subject lands. It establishes customized development standards—such as lot size, setbacks, height, and parking—to support a medium density, low-rise condominium-style residential development. The development standards proposed within the draft Zoning By-law Amendment facilitates a compatible built form by introducing site-specific standards that ensure an appropriate transition to the adjacent Residential Rural Estate Two (RE2) zone. Specifically, it requires a minimum of four single detached dwellings within 24 metres of the RE2 boundary, which reflects the larger lot sizes and lower density character of the neighbouring estate residential area. Additional zoning provisions, such as a minimum 7.5-metre rear yard setback where lots abut RE2 lands and a maximum building height of 11 metres, further contribute to minimizing potential impacts and ensuring a respectful interface. These tailored regulations help moderate the scale and intensity of development near sensitive edges, supporting a gradual and context-sensitive transition in built form.

Further details on the proposed zoning standards are provided in Attachment 13 of this Recommendation Report.

Staff are satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Results of Application Circulation

Community Engagement

The proposed Official Plan Amendment, Zoning By-Law Amendment, and application for Draft Plan of Subdivision was circulated to City Departments, and commenting agencies, and notice of the application was provided to property owners within 240

metres of the subject lands in accordance with and exceeding the Planning Act requirements. Notice was also provided through the Brampton Guardian, and 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 July 31, 2023, and written correspondence was received from one (1) resident which was a petition with a total of thirty-three (33) signatures. Four (4) members of the public delegated at the meeting. A summary of the issues raised and a response to those issues are included in the summary chart below:

Matters raised by the public	Staff response
Traffic Impact and Parking	<p>A Transportation Impact Study (TIS) dated April 5, 2023 with a subsequent amending memo dated September 25, 2024 was prepared by CGE Transportation Consulting to assess the transportation-related aspects of the proposed development. The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The City Traffic Services Department have reviewed the TIS and have found the document to be satisfactory, for the purpose of amending the Official Plan and Zoning By-law and will continue to work with the applicant to further refine the document through the draft plan approval process.</p> <p>The Region of Peel, has jurisdiction of The Gore Road, and has not noted any concerns with the access proposed with this application.</p> <p>The development proposal will provide 62 parking spaces for residents (2 spaces per unit) plus 3 spaces for visitors as per the applicable parking requirements in the City's Zoning By-law.</p>
Concerns regarding the Fitzpatrick Drive site access	<p>The development proposal has been revised to remove the vehicular access from Fitzpatrick Drive. This change was made directly in response to resident concerns relating to potential thru-traffic from the development on Fitzpatrick Drive. The proposal now includes one, restricted right-in/right-out access point from The Gore Road.</p>

<p>Compatibility with existing estate residential community and built form</p>	<p>The subject property is adjacent to a mix of uses, including schools, commercial uses, and higher-density housing. Moreover, the subject property is located on the periphery of the estate residential area with direct access to the Gore Road. The proposal includes a mix of townhouse and single detached dwellings.</p> <p>The concept plan has been modified to decrease the number of proposed units from 36 to 31, and a series of four single detached dwellings have been introduced along the southern portion of the west side of the site to create a more compatible built form transition with the existing dwellings along Fitzpatrick Drive.</p> <p>Additionally, the rear yard setbacks have been revised and increased to maintain a minimum 7.5 metres for any dwelling where the rear lot line abuts an RE2 zone. These standards will increase privacy and ensure that there is appropriate separation between the development and adjacent lot.</p>
<p>Over-development of site and waste management</p>	<p>The number of proposed dwellings has been reduced from 36 units to 31 units. While staff acknowledge that some level of intensification is appropriate for this location, the reduction demonstrates the applicant's willingness to incorporate public feedback to ensure the site is redeveloped in a manner that is appropriate given the host community characteristics. Additionally, a detailed review of the proposed development has confirmed that the site will be functional and comply with waste management criteria.</p>
<p>Sanitary sewer connection</p>	<p>The proposed development will connect to existing municipal sanitary services located within The Gore Road right-of-way. Preliminary servicing assessments have confirmed the feasibility of this connection. Detailed design and capacity confirmation will occur through the subsequent engineering review process to ensure appropriate servicing infrastructure is in place.</p>
<p>Decline in property values</p>	<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. Further, there</p>

	is no information that staff have seen to demonstrate that any comparable development would lead to reduced property values.
--	------------------------------------------------------------------------------------------------------------------------------

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications associated with this application. 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

This application to amend the Zoning By-law aligns with the strategic focus area “Growing Urban Centres & Neighborhoods.” The proposal will add a new use to the area that provides an appropriate intensification of a currently underutilized lot, and is designed to integrate into both the existing, and potential future urban fabric. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Official 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 Bram East Secondary Plan (Area 41).

The report recommends that Council enact the Official Plan Amendment and Zoning By-law Amendment attached hereto as Attachments 11, 12 and 13. The Official Plan Amendment, Zoning By-Law Amendment, and Plan of Subdivision applications are appropriate for the orderly development of the lands considering the following:

- The application conforms to the Planning Act and is consistent with the Provincial Planning Statement;
- The application conforms with the principles and overall policy direction of the City of Brampton's Official Plan and Bram East Secondary Plan (Area 41);
- The provisions of the Zoning By-law amendment will facilitate compatibility with the abutting Residential neighbourhood;
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed; and,
- The application is appropriate for the orderly development of the lands and represents good planning.

As a result of the above, Staff recommends approval of the Official Plan Amendment, Zoning By-Law Amendment, and Plan of Subdivision as the proposed development represents good planning and is in the public interest.

Authored by:

Reviewed by:

François Hémon-Morneau
Principal Planner, Development
Services Planning, Building, and
Growth Management

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

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Plan
- Attachment 1A – Draft Plan of Subdivision
- Attachment 1B – Previous Concept Plan

- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 5 – Zoning Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resources
- Attachment 8 – Results of Public Meeting
- Attachment 9 – Detailed Planning Analysis
- Attachment 10 – Sustainability Score
- Attachment 11 – Draft Official Plan Amendment (2006)
- Attachment 12 – Draft Official Plan Amendment (2023)
- Attachment 13 – Draft Zoning By-Law Amendment
- Attachment 14 – Draft Conditions of Draft Approval
- Attachment 15 – Results of Circulation Received



- Parcel Fabric
- Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT

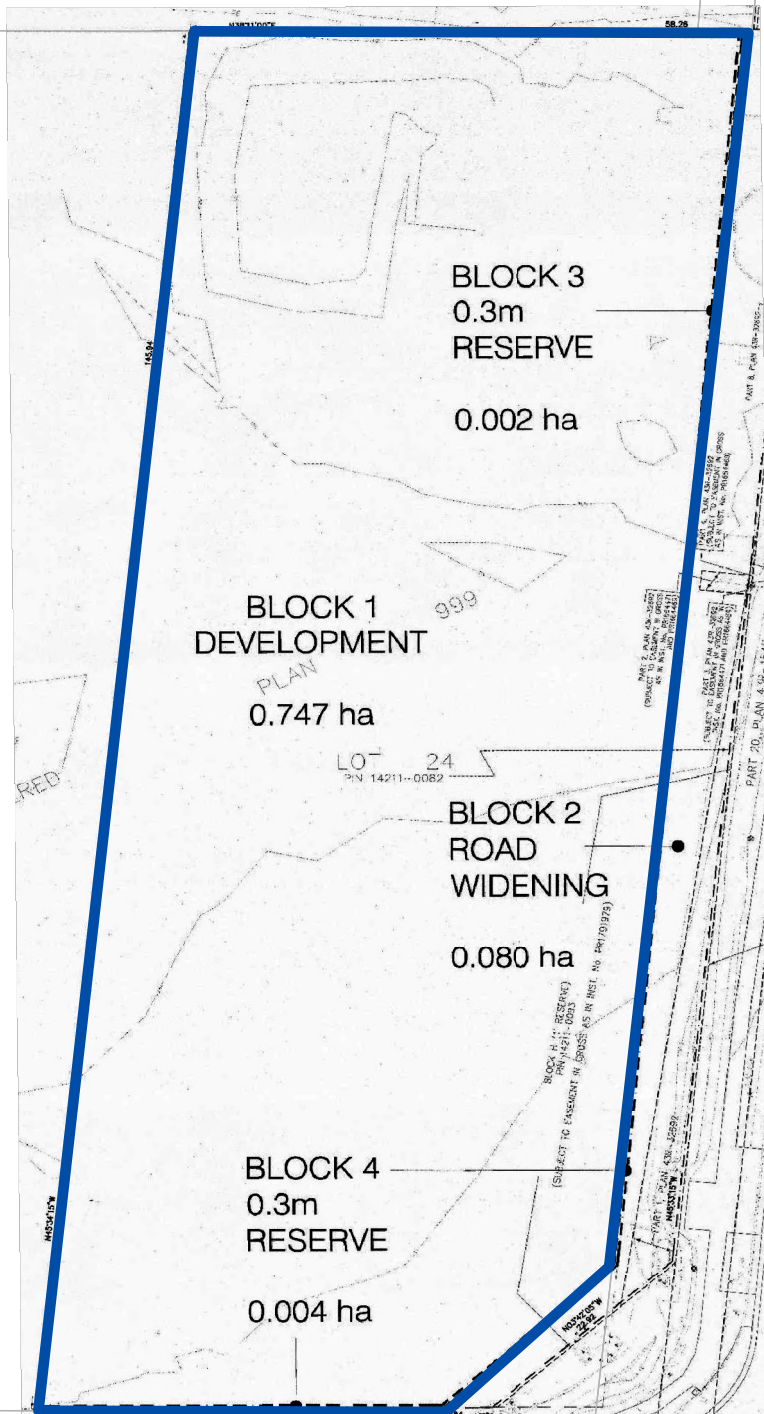


Author: CAntoine
Date: 2025/06/09

APPENDIX 1 CONCEPT PLAN

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

CITY FILE: OZS-2023-0017



THE GORE RD

Parcel Fabric
Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 12.5 25
Metres

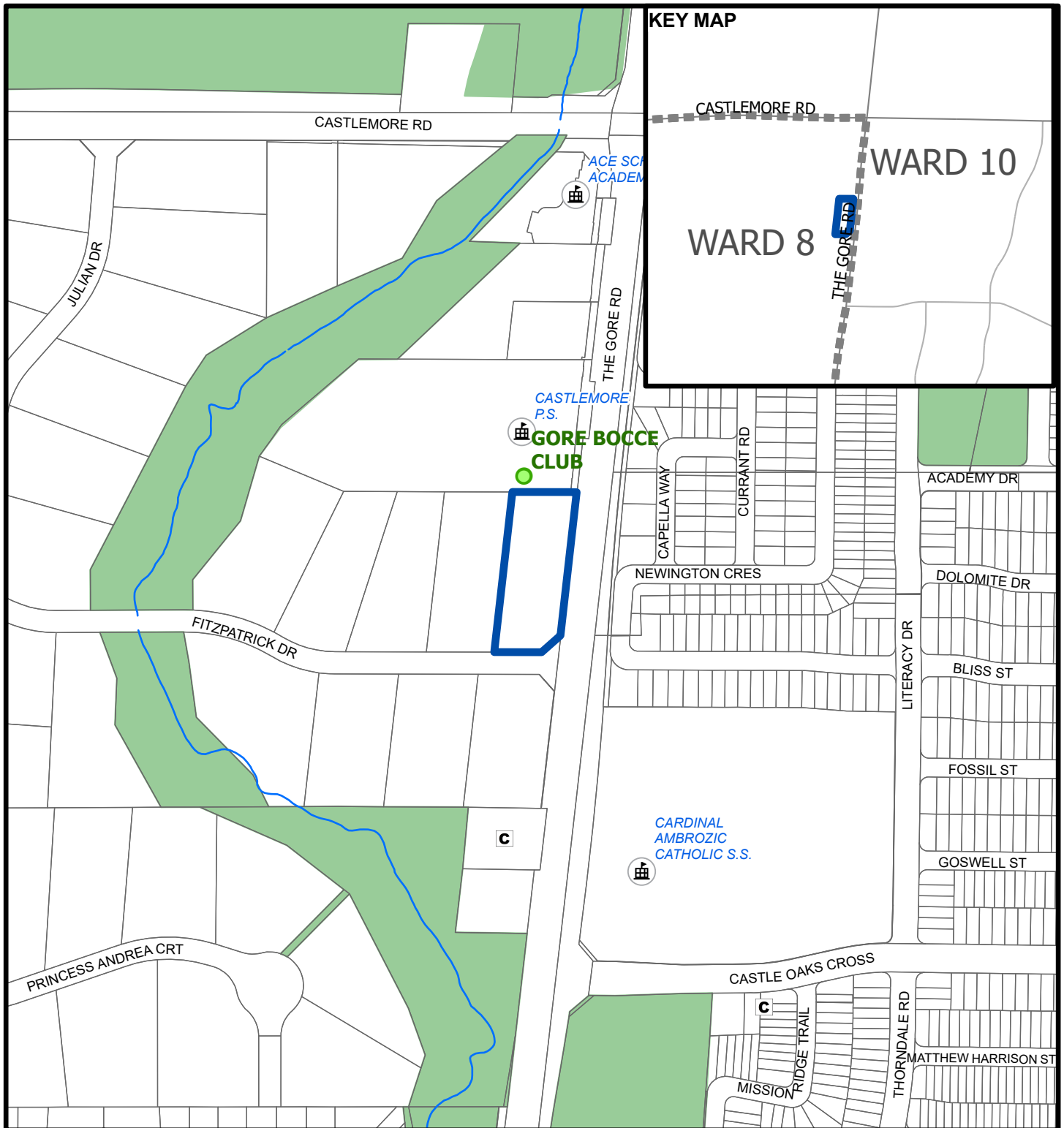
Author: CAntoine
Date: 2025/06/10

APPENDIX 1A PLAN OF SUBDIVISION

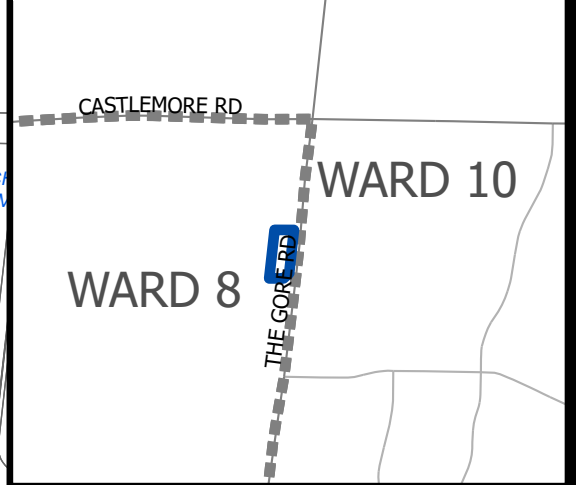
Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

CITY FILE: OZS-2023-0017





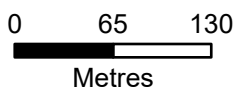
KEY MAP



- | | | | |
|-------------------|----------|---------------|---------------|
| Major Watercourse | Cemetery | Parcel Fabric | Street |
| Recreation | School | Park | Subject Lands |



PLANNING, BUILDING AND GROWTH MANAGEMENT

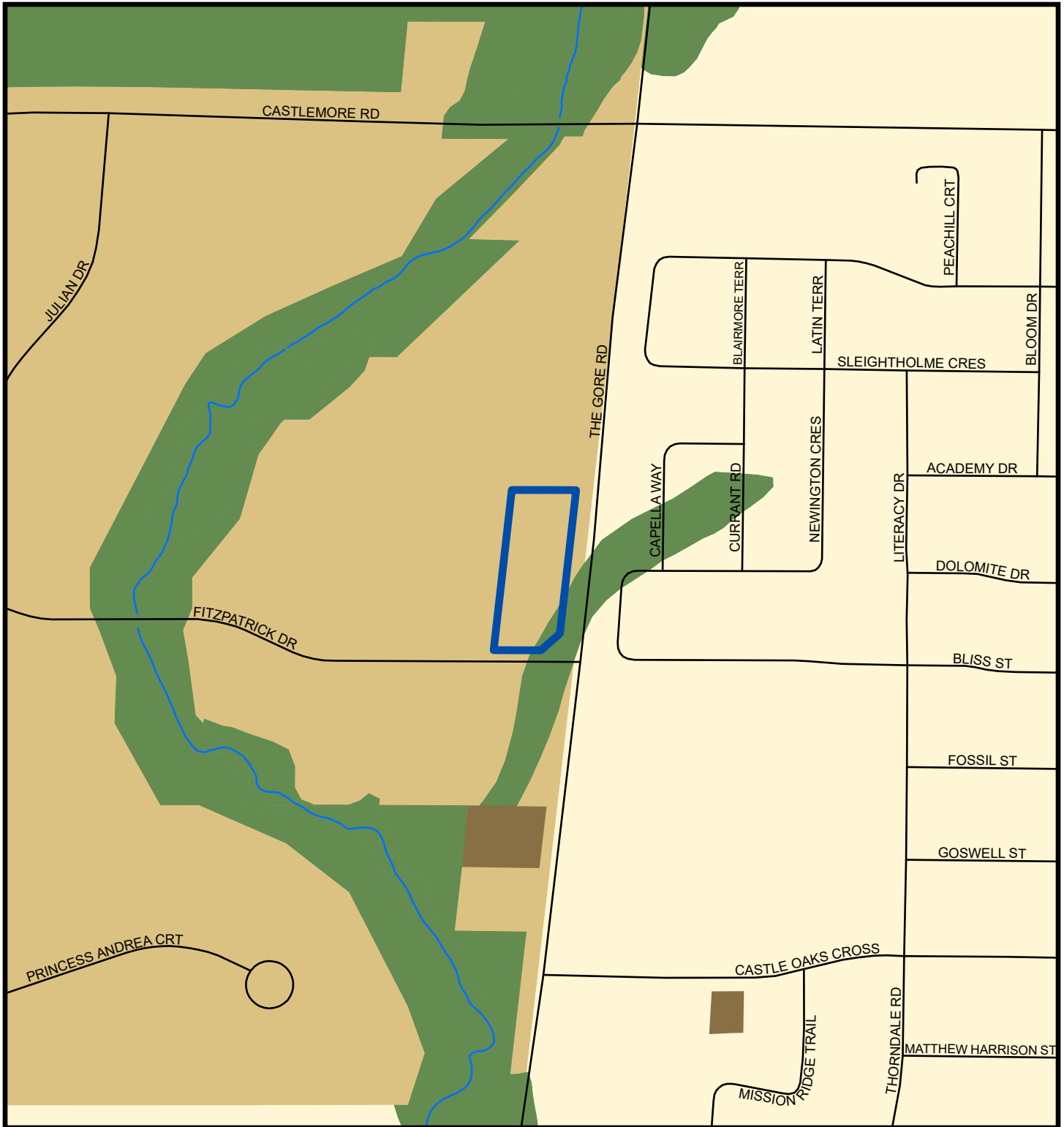


Date: 2025/05/20

APPENDIX 2 LOCATION MAP

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

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 CIP FILE: OZ6-2023-0017



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

— MAJOR WATERCOURSES

CEMETERY

PARKS

ESTATE RESIDENTIAL

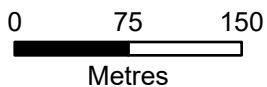
OPENSACE, UTILITY/OPENSACE

RESIDENTIAL

Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT

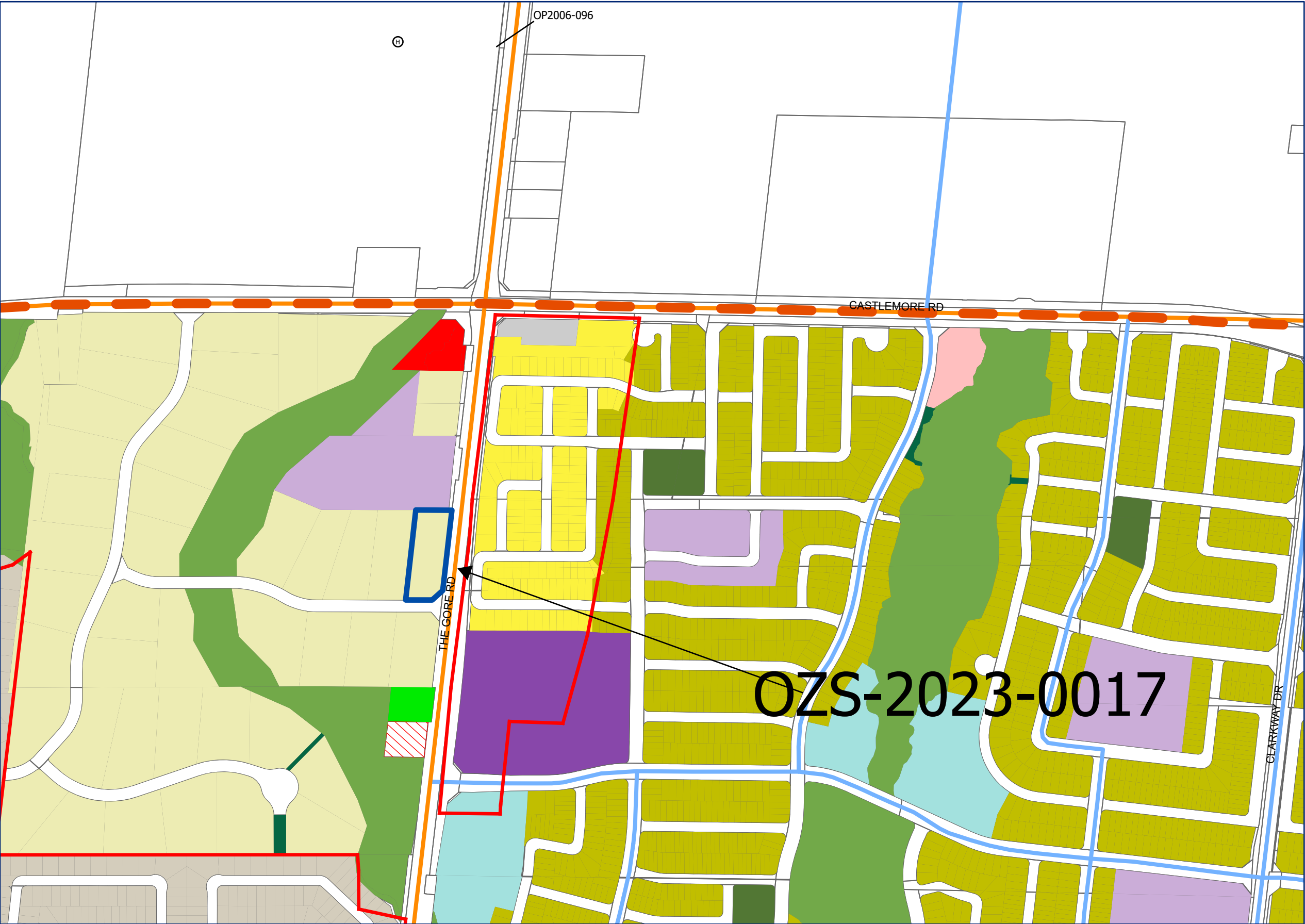


Author: CAntoine
Date: 2025/05/20

APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

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CIP FILE: OZS-2023-0017



LAND USE:
----- SECONDARY PLAN BOUNDARY

- RESIDENTIAL LANDS:**
- ESTATE RESIDENTIAL
 - LOW DENSITY
 - LOW / MEDIUM DENSITY
 - MEDIUM DENSITY
 - MEDIUM / HIGH DENSITY
 - CLUSTER / HIGH DENSITY

- EMPLOYMENT LANDS:**
- OFFICE NODE
 - MIXED COMMERCIAL / INDUSTRIAL
 - DISTRICT RETAIL
 - NEIGHBOURHOOD RETAIL
 - COMMERCIAL RETAIL
 - HIGHWAY / SERVICE COMMERCIAL

- ROAD NETWORK:**
- HIGHWAY
 - MAJOR ARTERIAL
 - MINOR ARTERIAL
 - COLLECTOR ROAD
 - LOCAL ROAD

- OPEN SPACE:**
- VALLEYLAND
 - CONSERVATION LANDS
 - PRIVATE COMMERCIAL RECREATION
 - COMMUNITY PARK
 - NEIGHBOURHOOD PARK
 - WOODLOT
 - STORM WATER MANAGEMENT FACILITY
 - CEMETERY

- INSTITUTIONAL:**
- ELEMENTARY SCHOOL
 - SENIOR PUBLIC SCHOOL
 - SECONDARY SCHOOL
 - PLACE OF WORSHIP
 - FIRE STATION
 - HERITAGE RESOURCE
 - OPA 201 (Woodlands)
 - Subject Lands



0 0.1 0.1 0.2 0.3
Kilometers

Date: 2025/05/20

BRAM EAST SECONDARY PLAN SCHEDULE SP41 (a)



- | | | |
|------------------------|---------------|---------------|
| City Limit | COMMERCIAL | OPEN SPACE |
| ZONING CATEGORY | FLOODPLAIN | Subject Lands |
| RESIDENTIAL | INSTITUTIONAL | |



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 75 150
Metres

Author: CAntoine
Date: 2025/05/20

APPENDIX 5 ZONING MAP

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

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CIP FILE: OZS-2023-0017



Orthoimagery: Fall 2024

- | | | | | |
|-------------|---------------|-------------|---------------|--------|
| Agriculture | Industrial | Open Space | Utility | <Null> |
| Commercial | Institutional | Residential | Subject Lands | |

Note: Existing Land Use is derived from the property code of the most recently updated active address point on a parcel. Where there is not an active address point, property code from the most recently retired address point is used. Property codes are assigned, by Building, to the address point at creation.



PLANNING, BUILDING AND GROWTH MANAGEMENT

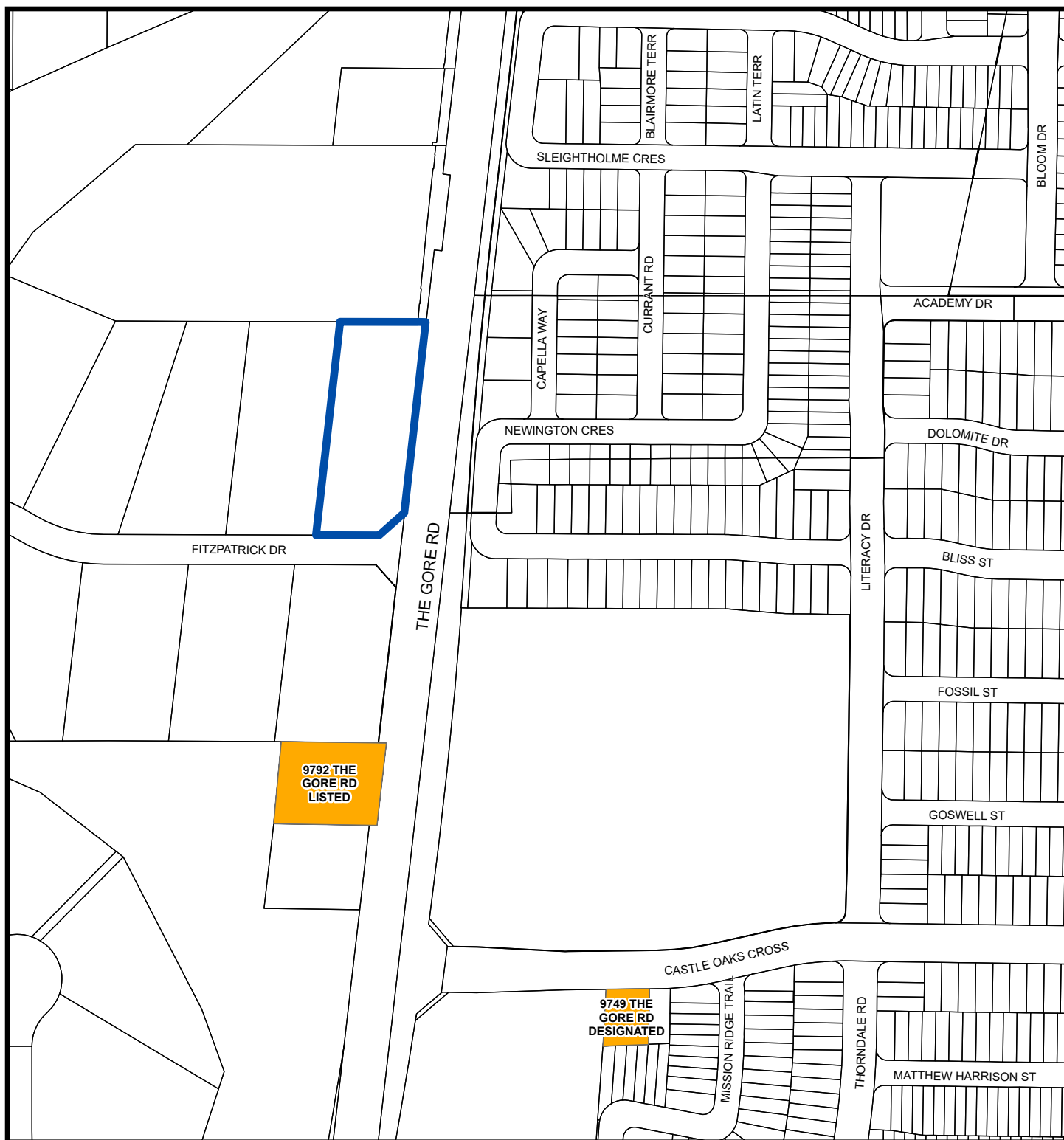


Author: CAntoine
Date: 2025/05/20

APPENDIX 6 AERIAL & EXISITNG LAND USE

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

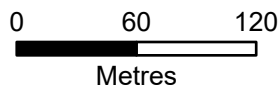
Page 259 of 231
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- Parcel Fabric
- HERITAGE PROPERTIES WITHIN 50M
- HERITAGE PROPERTIES OUTSIDE 50M
- Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/05/20

APPENDIX 7 HERITAGE PROPERTIES

Applicant – Blackthorn Development Corp
Owner – 13743446 Canada Inc.

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CIP FILE: OZS-2023-0017

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – July 31, 2023
City File Number – OZS-2023-0017

Members Present:

- 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

Staff Present:

- Steve Ganesh, Commissioner, Planning Building and Growth Management
- Allan Parsons, Director, Development Services
- David VanderBerg, Manager, Development Services
- Angelo Ambrico, Manager, Development Services
- Francois Hemon-Morneau, Planner, Development Services
- Emma De Melo, Planner, Development Services
- Peter Fay, City Clerk
- Charlotte Gravlev, Deputy City Clerk
- Clara Vani, Legislative Coordinator

Staff Report:

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

A Statutory Public Meeting for this application was held on July 31st, 2023. There were four members of the public in attendance to speak to this item at the statutory public meeting. Written submissions including a signed petition from thirty-three (33) members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received approximately 9 emails throughout the review process.

At the public meeting, area residents provided their views, suggestions, concerns and posed questions including compatibility with the character of the surrounding neighbourhood, privacy concerns, traffic congestion and road safety concerns, inadequate

parking, noise concerns, environmental concerns and strain on existing infrastructure, including emergency services.

Compatibility with Estate Residential Character and Surrounding Land Use Context

Members expressed concern that the proposed development is incompatible with the established estate residential neighbourhood to the west of the subject site. Given that the property is located within a designated 'Estate Residential' and 'Unique Community' area, the proposal is seen as conflicting with the intended low-density character and as undermining the rural, estate-style setting of the community. It was further noted that the site is not designated for intensification and, in their view, should remain low-density.

Response: Planning staff have completed a review of the application and supporting materials, including the submitted Planning Justification Report. In staff's professional opinion, the proposed development is appropriate and aligns with the policy direction of applicable provincial, regional, and municipal planning frameworks. While the subject lands are not located within a formally designated intensification area, they are situated within the City's Urban System and have direct frontage onto The Gore Road, which functions as a major arterial road, primary transit corridor, and is located adjacent to a mix of uses including schools, commercial development, and medium-density housing.

To respond to public concerns and enhance compatibility with the surrounding context, the applicant has revised the original concept plan by reducing the total number of units from 36 to 31. Notably, four single detached dwellings have been introduced along the western portion of the site adjacent to the existing estate residential lots, and a minimum rear yard setback of 7.5 metres has been applied where the site abuts RE2-zoned lands. These revisions are intended to create a more sensitive built form transition and provide additional separation from adjacent properties.

The proposed residential development supports modest intensification in an area that benefits from existing infrastructure and a diverse land use context. The application contributes to housing choice while incorporating design elements that reflect and respond to the established estate residential character. Staff are satisfied that the proposal is consistent with the Provincial Policy Statement and conforms with the Region of Peel and City of Brampton Official Plans, which direct growth to appropriate locations and support the creation of complete communities.

Moving forward, staff will continue to work with the applicant through the Site Plan process to refine landscape design and explore opportunities to enhance the rear yard interface through additional buffering measures such as vegetation or tree planting.

Fitzpatrick Drive Site Access

Members of the public expressed concerns that the proposed Fitzpatrick Drive site access would generate thru-traffic on local roads.

Response: The concept plan has been revised to remove the vehicular access from Fitzpatrick Drive. This change was made directly in response to resident concerns relating to potential thru-traffic from the development on Fitzpatrick Drive. The proposal now includes only a single, restricted right-in/right-out access point from The Gore Road

eliminating concerns regarding potential conflicts with existing uses on Fitzpatrick and improving traffic safety..

Traffic Congestion and Parking

Members of the public expressed concerns that the proposed development will introduce more traffic into the immediate area, which may subsequently result in traffic congestion and decrease in overall vehicular and pedestrian safety.

Response: A Transportation Impact Study (TIS) dated April 5, 2023 with a subsequent amending memo dated September 25, 2024 was prepared by CGE Transportation Consulting to assess the transportation-related aspects of the proposed development. The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The City Traffic Services Department have reviewed the TIS and have found the document to be satisfactory, with the proposal being functional, and with levels of service being appropriate. Any additional traffic concerns will be addressed during the site plan application process.

The development proposal will provide 62 parking spaces for residents (2 spaces per unit) plus 3 spaces for visitors as per the applicable parking requirements in the City's Zoning By-law.

Incompatible Zoning and Built Form

The subject property is currently zoned "Residential Rural Estate Two (RE2)", which permits low-density, single detached dwellings. Members of the public expressed concerns that the proposed zoning provisions—such as reduced rear yard setbacks (e.g., 3.0 metres) and the introduction of three-storey townhouse units—are not compatible with the character of the surrounding estate residential neighbourhood. In their view, the proposed townhouse zoning and associated standards represent over-intensification and do not align with the established built form of the area.

Response: The proposed zoning category, "Residential Townhouse C – R3C-3841," includes site-specific standards intended to address the context of the surrounding area. These provisions include four single detached dwellings along the western edge of the site adjacent to existing estate lots, a minimum 7.5-metre rear yard setback where the site abuts RE2-zoned lands, and adjusted building heights and setbacks. These standards are designed to provide a gradual transition in built form adjacent to the estate residential neighbourhood.

Overdevelopment and Waste Management

Members of the public raised concerns regarding the density of the proposed development and its impact on site functionality, including waste management.

Response: The applicant has revised the proposal, reducing the number of townhouse units from 36 to 31. This adjustment responds in part to public input and allows for further evaluation of site compatibility. Staff acknowledge that some intensification is appropriate at this location, given its context along an arterial road. A technical review of the revised proposal confirms that the site can accommodate the proposed development in

accordance with municipal waste management standards and operational requirements.

Sanitary Sewer Connection

Members expressed concern about the feasibility or appropriateness of connecting the development to existing regional sanitary sewer infrastructure.

Response: The proposed development will connect to existing municipal sanitary services located within The Gore Road right-of-way. Preliminary servicing assessments have confirmed the feasibility of this connection. Detailed design and capacity confirmation will occur through the subsequent engineering review process to ensure appropriate servicing infrastructure is in place.

**Detailed Planning Analysis
City File Number: OZS-2023-0017**

Overview:

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

The Planning Act, Provincial Planning Statement (PPS), the Brampton Official Plan (2006) and Brampton Plan (2023) provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Matters of Provincial Interest**Planning Act R.S.O 1990:**

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

Section 2:

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) The orderly development of safe and healthy communities;

(h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;

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

(o) The protection of public health and safety;

(p) The appropriate location of growth and development

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that:
i. Is well-designed,

- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

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

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

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

(c) conformity to the official plan and adjacent plans of subdivision, if any;

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

(f) the dimensions and shapes of the proposed lots;

(i) the adequacy of utilities and municipal services.

Analysis: Planning Act R.S.O 1990

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates a residential development consists of a total of five (5) blocks of freehold townhouses, totalling thirty-one (31) townhouse residential dwellings, with individual driveways and an outdoor amenity space totalling approximately 119 square metres. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will be available in the future to support the proposed development in accordance with Sections f) and h) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section 2 (p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the residential intensification in accordance with Section (r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses.

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

Provincial Planning Statement, (2024):

The Government of Ontario released the updated Provincial Planning Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling

municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

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

2.1 – Planning for People and Homes

2.1.1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.

2.1.2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning

2.1.3 At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

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

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

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

2.2 – Housing

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

(i) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

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

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

2.3 – Settlement Areas

2.3.1 General Policies for Settlement Areas

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

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

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

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

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

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

2.4 – Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas 1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

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

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

3. Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

3 – Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

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

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

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

- 2. Before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

3.2 Transportation Systems

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

3.6 – Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process;*
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

3.6.8. Planning for stormwater management shall

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

Analysis: Provincial Planning Statement (2024)

The proposal meets the requirements of the Provincial Planning Statement (2024) by the efficient use of the site which will sustain the financial well-being of the Province and municipalities over

the long term. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities.

The proposed development adds to the existing mix of housing options by introducing townhouse units in a predominately single-detached neighborhood to accommodate the changing needs of the demographics through the development of 27 townhouse and 4 single detached units that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life. The proposed infill development for a medium density residential development will be supported by existing infrastructure and public service facilities. The Region of Peel has reviewed the Functional Servicing and Stormwater Management report to find the development supportable of municipal infrastructure and services to support the proposed Official Plan and Zoning By-Law Amendments. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

The proposal is consistent with these requirements by proposing an appropriate residential density that makes efficient use of the location where sufficient transit is available to support the proposal. Bicycle amenities (parking and storage) are proposed with the development, and it is anticipated that this will encourage the use of bicycles in the commute of future residents of the proposed development.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement (2024).

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated as "Communities" and "Unique Communities" on Schedule 1 – City Concept; and "Estate Residential" in Schedule A – General Land Use Designations of the City of Brampton Official Plan. The subject property is further designated "Established Rural Estate Residential Area" on Schedule 12 – Site and Area Specific Policies in the Brampton Official Plan. An Official Plan Amendment is required to redesignate the subject property from "Estate Residential" to permit low and medium-density uses. The Gore Road is classified as a "Major

Arterial (Regional)” on Schedule B: City Road Hierarchy. The Gore Road is further classified as a “Primary Transit Corridor” on Schedule C: Transit Network”.

The proposed Official Plan and Zoning By-law Amendments and Plan of Subdivision conform to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 Managing Growth

- 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 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

The City’s sustainable planning framework is built on:

- *Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle.*

Section 3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

Section 3.2.8 – Communities

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

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

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- (ii) The development contributes to the City’s desired housing mix;*

(iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;

(iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

(v) There is sufficient existing or planned infrastructure to accommodate the development;

(vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

(vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

(viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

(ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

(x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

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

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

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

Section 4.2 – Residential

Brampton's residential policies focus on the following:

(i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.

(iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

(vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

4.2.1 – General Residential Policies

4.2.1.1 The Residential designations shown on Schedule 'A' permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below.

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

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none">• Low Density	<ul style="list-style-type: none">• 30 units/net hectare• 12 units/net acre	<ul style="list-style-type: none">• Single detached homes

<ul style="list-style-type: none"> • Medium Density 	<ul style="list-style-type: none"> • 50 units/net hectare • 20 units/net acre 	<ul style="list-style-type: none"> • Single detached homes • Semi-detached homes • Townhouses
<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units/net hectare • 80 units/net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments

4.2.1.3 – The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.6 – Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.

4.2.1.8 - Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- I. Variety of housing types and architectural styles;*
- II. Siting and building setbacks;*
- III. Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- IV. Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- V. Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;*
- VI. Incorporation of multiple unit dwellings and apartments; and, VII. Landscaping and fencing on private property.*

4.2.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7 – Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (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;*
- (ii) *Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;*
- (iii) *Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;*
- (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;*
- (v) *Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,*
- (vi) *Implementing the Flower City Strategy.*

4.2.7.4 - Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) *Promote an appropriate massing and conceptual design of buildings;*
- (ii) *Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*
- (iii) *Encourage the protection and enhancement of safe and attractive built environments;*
- (iv) *Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;*
- (v) *The provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings;*
- (vi) *Protect natural heritage features, encourage the preservation of trees and hedgerows, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;*
- (vii) *Encourage the placement of recessed garages behind the main wall of the building;*
- (viii) *Consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/ maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,*
- (ix) *Encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities.*

Section 4.5.6 Pathways Systems

Section 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads.

Section 4.11.4 Implementation

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

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

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

Analysis: Brampton Official Plan (2006)

The proposed development proposes an additional 31 units contributing the built-up area requirement of 26,500 units. The proposed density for this development is approximately 41 units

per net residential hectare (16 units/acre), which contributes towards the required density target for this area. This satisfies 3.2.2.1 of the Official Plan.

The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Major Arterial Road and Primary Transit Corridor. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design and sustainability measures. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area, including outside of intensification corridors only. The proposed density for this development is approximately 41 units per net residential hectare (16 units/ acre), which contributes towards the required density target for this area.

The development contributes to a creating a different building typology in the neighbourhood, characterized by existing estate residential to the west of the property and institutional uses immediately north. The single detached and townhouse dwellings will introduce a housing type that will cater to the changing demographics and the rising need for housing in the neighbourhood. The proposed location is near commercial and institutional uses that will form part of Brampton's vision for a complete community. The subject lands have sufficient access to existing infrastructure and transit uses. As The Gore Road is designated a Major Arterial Road on Schedule B and a Primary Transit Corridor on Schedule C. Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent estate residential neighbourhood to the south.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0. The development is proposing a density of approximately 41 units per net hectare (16 units per acre) and a proposed Floor Space Index of 0.89. Policy 3.2.8.5 speaks to permitting an increased density as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, access to an arterial road, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density is justified.

The residential component of the proposal is categorized under the "Medium Density" density category of the New Housing Mix and Density Categories of Section 4.2.1.2. of the Brampton Official Plan. Despite the medium-density residential permissions, the scale and mass of the building will respect and enhance the existing area and not adversely affect the immediate neighborhood. The proposal contains 4 single detached dwellings to provide an adequate transition from the proposed development to the existing neighbourhood.

The proposed development is an appropriate form of infill development related to the intensification policies outlined in the Brampton Official Plan. The proposed infill development puts to use existing infrastructure and supports the efficient use of land.

The residential portion of the proposal is to be permitted through an Official Plan Amendment and the Secondary Plan. The Official Plan Amendment will prescribe an increase in density of the residential development which has been supported by the technical studies and reports prepared by the applicant in support of the Official Plan and Zoning By-law Amendment applications. 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 The Gore Road and throughout the site. The amenity area located at the corner of The Gore Road and Fitzpatrick Road will be thoughtfully landscaped to create a safe buffer to all residents of the development.

To ensure compatibility with the surrounding area, the proposed design considers massing, scale, and will encourage the use of similar building materials, facilitating a fluid transition with the existing neighbourhood fabric, which will be addressed through a subsequent site plan application.

Therefore, the subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan. Based on the above, staff are satisfied that the proposed amendment to the Official Plan and Zoning By-law Amendment is consistent with the policies of the Official Plan.

Brampton Plan (2023):

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject property is located within the "Community Areas" designation and within a "Town Centre" along a "Support Corridor" on Schedule 1A – City Structure of the Brampton Plan. As per the Brampton Plan definition, 'Community Areas' reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home. Town Centres are areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally.

The Gore Road is identified as a 'Support Corridor,' on Schedule 1A – City Structure of the Brampton Plan. The corridor is intended to provide local bus services such as Brampton Transit, to operate routes that serve generally short to medium distance trips providing critical connections to the City.

The subject property is further designated as “Neighbourhoods” on Schedule 2 – Designations, in the Brampton Plan. The subject site is further identified as “Rural Estate Residential Area” in Schedule 12 – Site and Area Specific Policies. An Official Plan Amendment is required to remove the subject property from the “Rural Estate Residential Area” to permit low and medium-density residential uses.

The ‘Neighbourhoods’ designation located along a ‘Support Corridor’ within a 400-800 metres further permit low-rise plus typologies as outlined on Table 5. The proposed development introduces a transition in built form, with three-storey townhouse dwellings fronting The Gore Road and four single detached dwellings located along the southern portion of the site to provide a gradual interface with the adjacent estate residential neighbourhood to the south and southeast. The applicant has demonstrated that the townhouse component aligns with the “Neighbourhood” designation in the Brampton Plan. Additionally, the property is subject to the “Support Corridor” overlay on Schedule 1A, which permits an “Up to Low-Rise Plus” building typology, allowing for built form up to and including four (4) full storeys. The following are the applicable policies to the proposed development:

Section 2.2.7 Neighbourhoods

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

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

b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.

c. Foster Liveability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

In the traditional way of thinking, a neighbourhood is made up of homes, built side by side. As Brampton Plan emphasizes intensification and infill to accommodate growth this requires specific consideration for how areas across the city evolve based on their neighbourhood-specific needs. Brampton Plan sets out policies for both new and existing Neighbourhoods for context-sensitive development.

The policies of this section address these existing and planned contexts that characterize Brampton’s Neighbourhoods designated on Schedule 2.

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

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

- a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;
- f. Uses and building scales and designs that are compatible with surrounding development and provide an appropriate transition to existing Neighbourhoods in accordance with the Urban Design policies and Table 4 of this Plan;
- g. Development that promotes a compact built form and opportunities for intensification; and,
- h. A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities.

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

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

2.2.7.14 Residential uses are permitted in accordance with the policies of this section and in accordance with the heights prescribed in Table 5.

Table 4 – Building Typologies

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

Tale 5 – Summary of Building Typologies by Designation and Overlay (condensed)

Designation (Schedule 2)	Building Typology	Additional Permissions
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on Schedule 3B
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Town Centres	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other

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

- a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.*
- d. Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.*
- e. Proximity to the Mixed-Use designation and Corridors overlay.*
- g. Transition in building form to and from abutting designations.*
- h. The intended density to be accommodated within the permitted building envelope.*

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

2.2.7.37 Rear lotting will be prohibited in new Neighbourhoods. New Neighbourhoods should be designed strategically to eliminate the need for noise walls. In existing Neighbourhoods, opportunities for access to the Active Transportation and Transit Networks should be explored.

2.2.7.39 In Neighbourhoods, infill development that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

- a. Heights, massing and scale that are compatible with adjacent residential properties;*
- b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;*
- c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;*
- d. Front onto existing or newly created public streets wherever possible; and,*
- e. Provide safe, accessible pedestrian walkways from public streets.*

Analysis: Brampton Plan (2023)

The proposed development is consistent with the “Neighborhood” designation, as it permits 4-storeys along a ‘Support Corridor’ in Table 5 of the Brampton Plan. The proposed development seeks to provide a housing mix to a predominately low-density subdivision, along a “Support Corridor” and “Major Arterial” Road. The proposed development is consistent with the policies of the Brampton Plan by providing intensification and a built-form with appropriate step-backs, adequate separation distances, and landscaping from the adjacent developments. The proposed development seeks to permit a new density along The Gore Road, with adequate transit connections and pedestrian connectivity.

Chapter 4: Site and Area Specific Policies

In Brampton, there are established rural estate residential areas that have defining characteristics that distinguish them from other Neighbourhoods in the City. The key defining characteristics of the established estate residential areas is the low intensity, low density form of residential development on spacious lots that do not require full municipal services. An Official Plan Amendment is required to remove the subject property from the “Rural Estate Residential Area” to permit low and medium-density residential uses.

Notwithstanding the Neighbourhood policies outlined in Chapter 2 of this Plan, the following policies apply to the established rural estate residential areas as delineated on Schedule 12.

- c) *Within the established rural estate residential area there are lots that have frontages on Goreway Drive, McVean Drive, Countryside Drive, Mayfield Road and The Gore Road. These lots exhibit distinctive access and locational characteristics that differ them from other lots within the established rural estate residential area. For lots that have frontage on arterial roads, an amendment to Brampton Plan and the Zoning By-law may be considered to permit complementary uses and/or residential uses and densities beyond those permitted in Part 2.2, subject to satisfying the following criteria:*
 - i) *That an Area Plan will be prepared to the satisfaction of the City prior to the development of the lands. The Area Plan will demonstrate how the property can be developed comprehensively with the adjacent properties and identify existing and future structuring elements, including the internal road network and driveway arrangements, site access, and easements for mutual access;*
 - ii) *That the development must be sensitive to the scale and character of the established rural estate residential neighbourhood; and,*
 - iii) *That access to and from the property will only be permitted from an arterial road and will not be provided from any other lands or local roads within the established rural estate residential area.*

Analysis: Brampton Plan (2023)

The subject property fronts onto The Gore Road, making it locational and characteristically different from other rural estate lots as it is located on a Major Arterial Road. The proposed development has been revised to include 4 single detached residential dwellings to allow for

improved transition based on massing, scale and density from the proposed townhouse dwellings to the existing estate residential neighbourhood. The subject property fronts The Gore Road and does not rely on access from interior local roads such as Fitzpatrick Drive, thereby aligning with the access-related criteria of the Plan. While the proposed freehold townhouse dwellings deviate from the typical lot fabric and built form standards of the Estate Residential designation, the policy provides a pathway for such consideration through an Official Plan Amendment, provided the proposal demonstrates compatibility and appropriate transition, which this application achieves through a graduated built form and strategic site design.

Staff note that an Area Plan was not required as the subject property is a corner lot with direct frontage and access to The Gore Road, allowing it to be developed independently of adjacent lands. The site does not rely on shared infrastructure or coordinated access, and its development will not preclude or constrain future development on surrounding properties. As such, the intent of the Area Plan requirement has been addressed through the site's self-contained design.

Staff are satisfied that the proposal to amend the Official Plan and Zoning By-Law conforms and is consistent with the vision of the Brampton Plan (2024).

Bram East Secondary Plan (Area 41)

The subject property is designated as "Estate Residential", and The Gore Road is classified as a "Major Arterial Road" on Schedule A of the Bram East Secondary Plan (SPA41). The Secondary Plan policies that are applicable to this application include, but are not limited to:

Section 3.1.23 Estate Residential

3.1.23 In areas designated Estate Residential on Schedule SP41(a), residential uses in accordance with the Rural Estate policies in Part I of the Official Plan are permitted, excepting that servicing by piped municipal sanitary and water services is not precluded.

Analysis: Bram East Secondary Plan (Area 41)

Lands designated as Estate Residential are to be developed as single detached dwellings and accessory buildings, group homes, public utility installations and public open space. The proposed development does not conform to the Secondary Plan land use designation and permissions and therefore, an Amendment to the Secondary Plan is required to re-designate the lands to "Medium Density Residential", which permits the proposed higher density and townhouse and single detached residential uses. The increase in density will contribute to Brampton's housing supply and create a complete community by increasing the variety of housing types in the area.

As mentioned, staff recommend an increase in density of approximately 41 units per net residential hectare (16 units/acre) to support the need for housing in Brampton. The proposal adds to the range of housing that is available in the area. The application's built form and site design support a sensitive transition into the existing neighbourhood by including site-specific policies that mandate single detached dwellings along part of the western property line. This strategy ensures a gradual change in scale and character, effectively bridging the adjacent estate residential homes to the west with the proposed townhouse development. The maximum density is 41 units per net residential hectare (16.79 units per net residential acre). Additionally, driveway access is permitted only from The Gore Road. The development makes efficient use of the existing and planned infrastructure. Given the above, Staff is recommending approval of the Official Plan Amendment, generally in accordance with Attachment 11.

City of Brampton Zoning By-law 270,2004, as amended

The site is zoned “Residential Rural Estate 2 (RE2)” in the By-law 270-2004, as amended. To permit the proposed development of freehold townhouses and single detached dwellings, a Zoning By-law Amendment is required. The proposed redevelopment seeks to rezone the subject lands to “Residential Townhouse C (R3C-3841)”. The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law Amendment recommended for approval in Attachment 13 of this report.

Permitted Uses

The proposed rezoning permits the following uses in the proposed rezoning to Residential Townhouse C – Special Section 3841 (R3C-3841):

- 1) a single detached dwelling
- 2) a townhouse dwelling
- 3) purposes accessory to other permitted purposes.

Built Form and Transition:

The Zoning By-law includes site-specific built form regulations to support compatibility with surrounding land uses. Notably, a minimum of four single detached dwellings are required to be located within 24 metres of the adjacent RE2-zoned estate residential properties to the west. This provision is intended to create an appropriate transition in scale and density between existing and proposed housing types. The by-law also introduces setbacks and landscaped open space requirements that ensure privacy and mitigate visual impacts, including a minimum rear yard depth of 7.5 metres where the site abuts RE2 lands.

Development Standards:

The R3C-3841 zone establishes tailored standards for lot area, frontage, yard setbacks, and building height to guide appropriate development form, including:

- Minimum lot area of 298 m² for single detached dwellings and 122 m² for townhouse dwellings;
- Minimum lot width of 12 metres for single detached dwellings and 6.3 metres for townhouse dwellings;
- Maximum building height of 11 metres;
- Minimum landscaped open space in rear yards ranging from 8 m² to 15 m² depending on lot orientation; and
- A minimum common amenity area of 190 m².

Parking:

A minimum visitor parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates visitors to the proposed residential development. The proposed development seeks to permit 3 visitor parking spaces, inclusive of accessible parking.

Zoning Interpretation:

For the purposes of applying the zoning provisions, the lot line abutting a private road is deemed to be the front lot line, and the private road is to be treated as a public street. This interpretation ensures the internal road network functions appropriately under the zoning framework.

Exceptions to General Provisions:

The amendment provides relief from certain general zoning requirements, including exemptions from the garage control and fencing provisions of Section 16.2.8(h) and (i), and from Section 10.12. A maximum fence height of 1.2 metres is required for yards abutting The Gore Road.

These customized zoning provisions are intended to facilitate a development that is context-sensitive, well-integrated into the surrounding neighbourhood, and supportive of the City's objectives for compact, complete communities.

Given the above, Staff is recommending approval of the Zoning By-law Amendment, generally in accordance with Attachment 13.

Technical Requirements:

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

Planning Justification Report

The planning justification report prepared by Blackthorn Development Corp. was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Region of Peel Official Plan, the City of Brampton Official Plan, Brampton Plan, the Bram East Secondary Plan and the Zoning By-law are satisfied. Planning staff have reviewed the PJR and found it satisfactory to support the proposed Official Plan and Zoning By-law Amendments.

Traffic Impact Study

A Transportation Impact Study (TIS) dated April 5, 2023 with a subsequent amending memo dated September 25, 2024 was prepared by CGE Transportation Consulting to assess on-site parking and transportation related impacts. The TIS concluded that the proposal can be adequately accommodated by the existing transportation network and intersections. Under future traffic analysis scenarios, the study intersections are operating with acceptable delays and sufficient capacity. New traffic generated by the development proposal can be accommodated at the study intersections.

The concept plan proposes sixty-two (62) residential parking spaces including driveway and garage spaces along with three (3) visitor spaces including one (1) accessible visitor parking space and six (6) bicycle parking spaces. The City's Traffic Services Section has reviewed the submitted Transportation Impact Study (TIS) and has found it to be satisfactory for the purposes of the Official Plan and Zoning By-law Amendment applications. Traffic Services will continue to work with the applicant to refine the TIS through the Draft Plan of Subdivision approval process. Similarly, the Region of Peel has provided clearance for the applications to proceed to the recommendation report stage, with the expectation that the TIS will be updated and further refined as part of the draft plan review.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal (see Attachment 10). The proposal achieves an overall bronze sustainability score of 32 points for the development. Staff are satisfied with the Sustainability Score to support the Official Plan and Zoning By-Law Amendment, and will be further reviewed at detailed site plan stage.

Landscape Plan

A Landscape Plan was prepared by Landscape Planning – Landscape Architects in support of the application to illustrate the landscape design and integration of the subject property. The landscape plan is satisfactory to support the Official Plan and Zoning By-Law Amendment, and will be further refined at detailed site plan stage.

Functional Servicing Report

A Functional Servicing Report was prepared by Urbanworks Engineering Corp., dated April 2023, to document existing conditions and available/required services. It demonstrates that the proposed development can be adequately serviced by the proposed sanitary, water, and stormwater management infrastructure. The Report also details proposed site grading, erosion and sediment control.

Municipal water supply will be provided by a service connection to the existing 150 mm diameter watermain located on The Gore Road and Fitzpatrick Drive. Fire protection will be provided according to the required maximum day, plus the fire flow demand calculations and the completed Hydrant Flow Test results. Sanitary sewage service will be provided by connecting to the existing 750 mm diameter sanitary main located along The Gore Road. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Noise Study

A Noise Feasibility Study was prepared by HGC Engineering dated April 10, 2023 to establish the noise control measures that may be required as a result of transportation noise sources. The Noise Study has been approved by City Staff.

Arborist Report

A Tree Inventory and Preservation Plan was prepared by Landscape Planning – Landscape Architects., dated May 12, 2023 in support of the proposal. The findings of the Report indicate that due to the constraints of the proposed limits of construction, seventeen (17) trees are proposed to be removed (two (2) of which have been assessed as dead), all subject to the City's Tree By-law. A total of thirty-five (35) trees will be required for compensation under the City's guidelines. The remaining trees can be saved provided appropriate tree protection measures are installed prior to the commencement of the proposed works.

In the event that not all the replacement trees can be accommodated on site, cash-in-lieu (CIL) of trees will be made a condition of approval at Site Plan Approval Stage. Arborist Report has been deemed satisfactory for the Official Plan and Zoning By-Law Amendment.

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

Sustainable New Communities Program: Sustainability Snapshot

City File Number: PRE-2022-0089

Municipal Address: 9874 The Gore Road

Applicant Name: Blackthorn Development Corp.

Property Owner Name: 13743446 Canada Inc.

Application Type: Draft Plan of Subdivision

SUSTAINABILITY SCORE: **32**

THRESHOLD ACHIEVED: **Bronze**

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
Electric Vehicle Charging Stations			
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 10% of parking spaces.	Good	3
BE-10	Electric vehicle supply equipment (EVSE) is provided to serve 20% of parking spaces.	Great	2
Mobility			
Indicator	Metric	Level	Points
Block Length			
MB-1	75% of block lengths do not exceed 250 meters.	Good	1
MB-1	All block lengths do not exceed 250 metres.	Great	1
MB-1	All blocks do not exceed 80 metres by 150 metres in size.	Excellent	1
Walkable Streets			
MB-4	Continuous sidewalks or multi-use trails are provided on both sides of public and private roads/streets.	Good	2
Distance to Public Transit			
MB-9	The site is within 800 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops.	Good	1
MB-9	The site is within 400 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops.	Great	1
Natural Environment and Parks			
Indicator	Metric	Level	Points
Tree Conservation			
NE-1	25% of healthy mature trees are preserved in-situ.	Good	3
NE-1	50% of healthy mature trees are preserved in-situ or 100% of healthy hedgerows are preserved in situ.	Great	2
Soil Quantity & Quality for New Trees			

NE-2	An uncompacted topsoil layer for tree pits, trenches, or planting beds is provided with the following properties: organic matter content of 10-15% by dry weight and a pH of 6.0-8.0; a minimum depth of 100 cm or in accordance with municipal standards, whichever is higher; and adequate drainage.	Excellent	2
Natural Heritage Connections			
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 25% of the length of the natural heritage system that abuts the development.	Good	2
NE-4	Physical public connections (e.g. public access blocks, single loaded roads, parks, sidewalks, etc.) are provided for 50% of the length of the natural heritage system that abuts the development.	Great	2
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
Building Energy Efficiency, GHG Reduction, and Resilience			
IB-12	<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



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, as amended, hereby ENACTS as follows:

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

ENACTED and PASSED this XX day XXXXXX, 2025.

Approved as to
form.

2025__/_/month/day
[insert name]

Patrick Brown, Mayor

Approved as to
content.

2025__/_/month/day
[insert name]

Genevieve Scharback, City
Clerk

- 2 -

AMENDMENT NUMBER OP 2006 -
to the Official Plan of the
City of Brampton Planning Area

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

1.0 Purpose:

The purpose of this amendment is to re-designate the lands to permit low and medium density residential uses.

2.0 Location:

The lands subject to this amendment are located on the west side of The Gore Road, north of Fitzpatrick Drive, municipally known as 9874 The Gore Road and legally described as Lot 24, Registered Plan 999, 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:

(1) By re-designating the lands on 'Schedule A – General Land Use Designations' from 'Estate Residential' to 'Residential', as shown on Schedule A to this Amendment.

(2) By adding to the list of amendments pertaining to the Secondary Plan Area Number 41: Bram East as set out in Part II: Secondary Plans, Amendment Number OP 2006-_____.

3.2 The document known as Bram East Secondary Plan, being Chapter 41 of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

(1) By amending "Schedule SP41 (a)" to re-designate the lands located west of The Gore Road, north of Fitzpatrick Drive from 'Estate Residential' to 'Medium Density', as shown on Schedule B to this Amendment

(2) By adding the following to Section 3.1 – Medium Density Residential as follows:

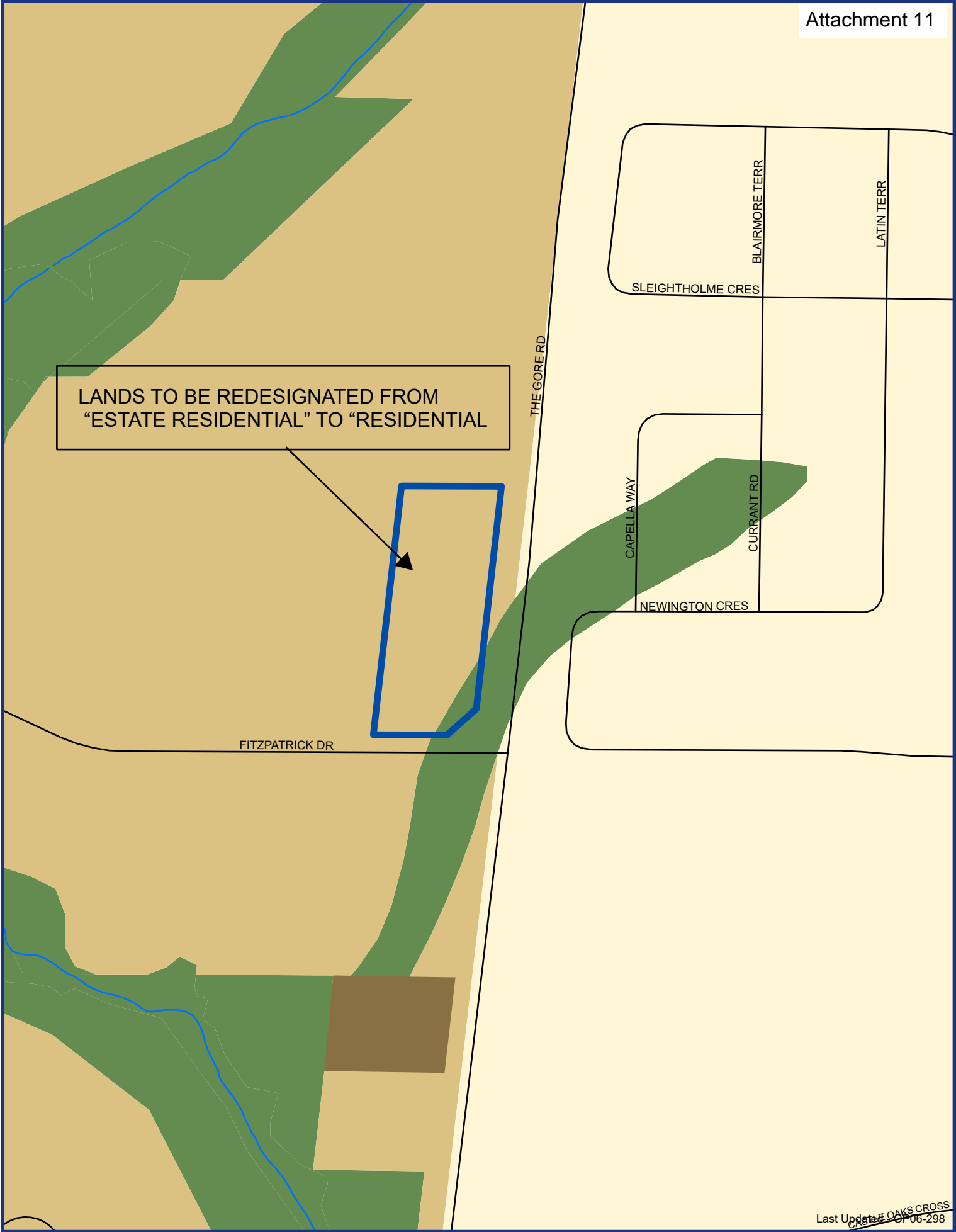
3.1.11b. For the lands designated 'Medium Density' located on the west side of The Gore Road, north of Fitzpatrick Drive and municipally known as 9874 The Gore Road, the following policies will apply:

- i) Single detached dwellings shall be provided along a portion of the westerly property line, immediately north of Fitzpatrick Drive, to create a transition of built form from between the estate residential dwelling to the west and a townhouse use.
- ii) The maximum density is 41 units per net residential hectare (16.79 units per net residential acre).
- iii) That driveway access only be permitted from The Gore Road.







Approved as to Content:

Allan Parsons, MCIP, RPP

Director, Development Services and Design



EXTRACT FROM Schedule 'A' OF THE DOCUMENT KNOWN AS THE OFFICIAL PLAN

-  Subject Lands
-  CEMETERY
-  OPEN SPACE
-  ESTATE RESIDENTIAL
-  RESIDENTIAL
-  MAJOR WATERCOURSES





EXTRACT FROM SP41 OF THE DOCUMENT KNOWN AS THE SECONDARY PLAN



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To Adopt Amendment Number OP 2023- _____
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, as amended, hereby ENACTS as follows:

1. Amendment Number OP 2023 - _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this bylaw.

ENACTED and PASSED this XX day XXXXXX, 2025.

Approved as to
form.

2025__ /month/day
[insert name]

Patrick Brown, Mayor

Approved as to
content.

2025__ /month/day
[insert name]

Genevieve Scharback , City Clerk

- 2 -

AMENDMENT NUMBER OP 2023 -
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER OP 2023 -
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to remove the lands from the Established Rural Estate Residential Area on Schedule 12 to permit low and medium density residential uses.

2.0 Location:

The lands subject to this amendment are located on the west side of The Gore Road, north of Fitzpatrick Drive, municipally known as 9874 The Gore Road and legally described as Lot 24, Registered Plan 999, City of Brampton, Regional Municipality of Peel.

3.0 Amendments and Policies Relative Thereto:

3.1 The document known as the 2023 Official Plan of the City of Brampton Planning Area is hereby amended:

(1) By removing the lands on 'Schedule 12 – Site and Area Specific Policies' from the 'Established Rural Estate Residential Area', as shown on Schedule A to this Amendment.

Approved as to Content:






Allan Parsons, MCIP, RPP

Director, Development Services and Design

LANDS TO BE REMOVED FROM
THE "ESTABLISHED RURAL
ESTATE RESIDENTIAL AREA"

THE GORE RD

EXTRACT FROM Schedule '12' OF THE DOCUMENT KNOWN AS THE OFFICIAL PLAN

-  Subject Lands
-  Mature Neighbourhoods
-  Corridor Protection Area
-  Railway
-  Lester B. Pearson International Airport (LBPIA) Operating Area
-  Established Rural Estate Residential Area
-  Exception





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

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 thereto of the By-law the zoning designation of the lands shown outlined on Schedule A attached to this by-law:

From:	To:
Residential Rural Estate Two (RE2)	Residential Townhouse C – 3841 (R3C-3841)

(2) by adding the following section:

“3841 The lands designated R3C - 3841 on Schedule A to this bylaw:

3841.1 shall only be used for

- single detached dwellings
- townhouse dwellings
- purposes accessory to other permitted purposes

3841.2 shall be subject to the following requirements and restrictions:

- For the purpose of this zone, the lot line abutting a private road shall be deemed to be the front lot line of each lot and the private road shall be treated as a street for zoning purposes.
- A minimum 4 single detached dwellings shall be provided on all lands zoned R3C – Section 3841 within 24 meters of adjacent lands zoned RE2.
- Minimum Lot Area:
 - 298 square metres for a single detached dwelling;
 - 122 square metres for a townhouse dwelling;
- Minimum Lot Width:
 - Single Detached Dwellings: 12 metres;
 - Townhouse Dwellings: 6.3 metres;
- Minimum Front Yard Depth:
 - 3 metres to the main wall of a dwelling, except as permitted by 3841.2(8);
 - 6 metres to a garage door opening;

- 6) Minimum Interior Side Yard Width: 1.2 metres, except where side lot line abuts The Gore Road, the minimum yard width shall be 3 metres;
- 7) Minimum Rear Yard Depth:
 - a. 7.5 metres to the main wall of any dwelling where the rear lot line abuts an RE2 zone;
 - b. 2 metres to the main wall of a townhouse dwelling where the rear lot line abuts The Gore Road;
 - c. 1.3 metres to the porch of a townhouse dwelling where the rear lot line abuts The Gore Road;
- 8) Minimum Setback to a Lot Line that forms part of a Daylight Rounding:
 - a. 1 meter to the main wall of a dwelling;
 - b. 1 metre to a porch;
- 9) Hydro Transformers:
 - a. Minimum Setback: 1.7 metres to any lot line;
 - b. A hydro transformer may be located in the amenity area required by 3841.2(13);
- 10) Minimum Parking Requirement: 3 visitor parking spaces, inclusive of accessible parking, shall be provided on lands zoned R3C-3841;
- 11) Maximum Building Height: 11 metres;
- 12) Minimum Landscaped Open Space:
 - a. 8 square metres in the rear yard of a lot abutting The Gore Road;
 - b. 15 square metres in the rear yard for all other lots;
- 13) Minimum Common Amenity Area: 190 square metres which may include a hydro transformer;
- 14) The Garage Control provisions set out in Section 16.2.8(h) shall not apply;
- 15) Fencing provisions set out in Section 16.2.8(i) shall not apply except that the maximum height of a fence in a yard abutting The Gore Road shall be 1.2 metres;
- 16) Section 10.12 shall not apply;

3841.3 shall also be subject to the requirements and restrictions relating to the R3C zone and residential general provisions of this by-law which are not in conflict with those set out in Section 3841.3.”.

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

Approved as to
form.

2025/month/day

[insert name]

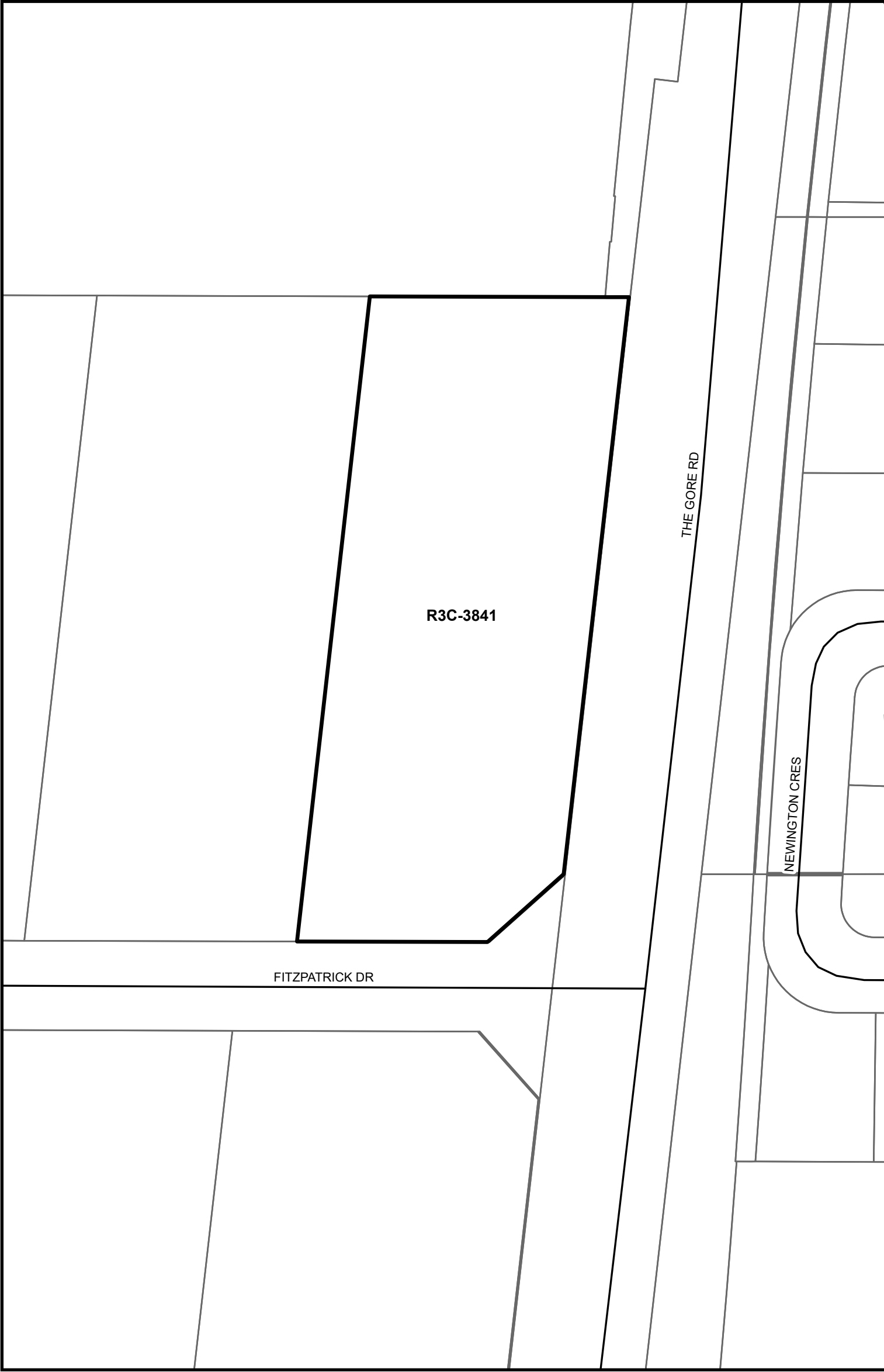
Patrick Brown, Mayor

Approved as to
content.

2025/month/day

[insert name]


Genevieve Scharback, City
Clerk



0 50 Metres Subject Lands Street Parcel Fabric





 Subject Lands



BRAMPTON
Flower City

brampton.ca PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2023-0017_ZBL

Date: 2025/06/08

Drawn by: CAntoine

KEY MAP

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BY-LAW _____

DRAFT CONDITONS OF APPROVAL

SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: Blackthorn Development Corp. c/o Maurizio Rogato

SUBJECT: Draft Plan of Subdivision
9874 The Gore Road
Subdivision File: 21T-23004B
City of Brampton File: OZS-2023-0017
City of Brampton Planner: François Hémon-Morneau

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 Blackthorn Development Corp. dated December 6, 2024.

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.

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.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

"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."

"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

20. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be



accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy.

- b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

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

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

21. 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:

22. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
23. 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.
24. 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. The Owner shall 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. The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision,



and will cause the registration of all such easements on title to the property.

36. The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
37. The Owner shall 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:

38. acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
39. shall agree that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost. Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to circulations@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Alectra Utilities

Prior to the registration of the subdivision:

40. The Owner 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).
41. The Owner's electrical consultant shall provide load calculations / requirements for this development.
42. The Owner shall confirm with 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.
43. The Owner shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
44. The Owner's electrical consultant shall contact Alectra Utilities Subdivisions Department



to discuss placement of switchgear(s) and/or transformer(s) requiring adequate space for safe installation and operation.

45. The Owner shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
46. The Owner's electrical consultant shall 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.
47. The Owner shall enter into a servicing agreement (offer-to-connect) and will be responsible for the cost-sharing as detailed in the offer-to-connect.
48. 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.
49. For new developments with townhouses, the installation of electrical distribution system (EDS) shall only commence after the foundation of the townhouses had been erected.

Hydro/Telecommunications

50. 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

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

51. 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 Regions standards and requirements.
52. 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. If it is determined that there is an underpayment of hard service residential development charges, the Developer shall be responsible for payment thereof forthwith upon request.
53. 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) and commercial blocks shall be payable prior to the issuance of building permits; and, pursuant to the Region's Development Charges By-law, as amended from time to time.
54. Provision shall be made in the Subdivision Agreement with respect to 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) 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.
55. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree to pay all engineering, administrative and other applicable fees pursuant to Region's latest User Fee By-law, as amended from time to time.
56. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
- a) A Functional Servicing Report (FSR) showing the proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands.
 - b) Storm Drainage Study report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along Regional Road.
 - c) A Noise Abatement Report for lots adjacent to the Regional Road.
 - d) A Traffic Impact Study detailing the impact on the Regional road network and identifying any mitigation measures.



- e) A Hydrogeological Investigation, updated Stormwater Management Report and supporting plans and materials, including a review of the groundwater conditions and stormwater design including the foundation drain collection system, proposed infiltration chambers and the foundation sump pumps to ensure that the overall stormwater design meets the Regional policies, standards and guidelines. The Developer shall carry out all recommendations of the reports and plans to the satisfaction of the Region.

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

57. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval and shall submit all engineering drawings in the digital format in accordance with the latest Region's Digital Format Guidelines.
58. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Developer's representative, engineering consultant, contractor and sub contractor are responsible to ensure that their design, construction practices and material specifications conform to the latest Region of Peel, Design, Standards, Specifications and Procedures, posted on the Region of Peel's website
59. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that satisfactory arrangements are to be made with the Region with respect to construction and looping of watermains within and outside the limits of the subdivision. The works are at the sole financial responsibility of the Developer. The Developer is responsible to ensure that their design, materials and construction practices conform to the latest Region's standards, specifications, materials and design criteria.
60. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that location and off-sets for the Region's infrastructure such as watermains and sanitary sewers must be acceptable to the Region.
61. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be at the sole risk and sole financial responsibility of the Developer.
62. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that it shall assume full responsibility for any Claims related to any impact on the affected neighbouring properties, their servicing or otherwise, related to the proposed works for the development. Prior to the construction commencement of the proposed works for the development, the Developer shall conduct a Pre-Construction Survey of the neighbouring lands within the zone of influence at the developer's cost and shall provide to the Region upon request, the final report and all background material relating thereto. The Developer shall assume all costs and



expenses relating to the resolution of any such Claims.

63. Provision shall be made in the Subdivision Agreement that the Developer acknowledges the Region's commitment to the provision of safe drinking water in Peel and to provide reliable delivery of wastewater services, including protection of the environment. The Developer shall confirm its familiarity with the Region's Drinking Water Quality Management System (QMS) and Wastewater Integrated Management System (IMS), which requires that drinking water and municipal wastewater meet all applicable legislative and regulatory requirements and that the QMS/IMS be continually maintained and improved.
64. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that the Region's drinking water systems are governed by Province of Ontario legislation, and that every person authorized to carry out work on any aspect of the Region's drinking water system, including construction, extension, system modification, and operation, must be familiar with the Safe Drinking Water Act, 2002, applicable regulations, and the Drinking Water Works Permit and the Municipal Drinking Water License issued to the Region by the Ministry of the Environment, Conservation and Parks (MECP). The design and construction of any aspect of the drinking water system shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region's Design, Standards Specification, and Procedures.
65. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that Region's wastewater systems are governed by Province of Ontario legislation, and every person authorized to carry out work, including construction, extension, system modification, and operation of any aspect of the Region's wastewater system, must be familiar with the Environmental Protection Act, Ontario Water Resources Act and applicable regulations, including the Environmental Compliance Approval (ECA) issued to the Region by the MECP for wastewater infrastructure within the subdivision, and any required reporting and notification. The design and construction of any aspect of the wastewater system shall be conducted in compliance with the conditions of the ECA and the Region's Design, Standards Specification, and Procedures.
66. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Region may require the Developer to construct one or more water sampling stations at the Developer's sole cost within the plan of subdivision. The location of and the requirement for a water sampling station will be determined at the engineering review stage.
67. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that prior to the issuance of preliminary acceptance, the Developer shall review the Drinking Water QMS, available on the Region's website at <https://www.peelregion.ca/construction/> including sections on compliance with applicable legislation, and confirm its familiarity of the same.
68. The Developer shall maintain adequate chlorine residuals in the watermains within the



plan from the time the watermain is connected to the municipal system until such time as the Region issues final acceptance. To maintain adequate chlorine residuals, under direction from the Region, 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.

69. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that if the development does not proceed to construction phase within one calendar year from the date of issuing pre-servicing approval for the development, the former approval is voided. The Developer is required to resubmit a pre-servicing engineering submission for Region's review and approval. Required fees will be reassessed as per current Fees By-law and new approval letter will be issued.
70. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that they will be solely responsible for all utility locates of infrastructure works servicing the subdivision from the time of their installation until final assumption of the subdivision.
71. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that prior to the issuance of building permits for all Lots and Blocks within the Plan that will be developed in the future, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.
72. The Developer shall acknowledge that the Developer has full responsibility to ensure compliance with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil Management. The Developer shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A Clause shall be included in the Subdivision Agreement in respect of same.
73. The Developer shall agree that neither Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that the sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the sanitary sewers and watermain 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.
74. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that:
 - a) It shall maintain all Regional underground and aboveground works for a period of two (2) years from the date of Preliminary Acceptance by the Region. All Regional works



- must be constructed and approved prior to any maintenance period commencing;
- b) Prior to the end of the maintenance period, the Owner's Engineer consultant shall confirm in writing that the works meet all Regional standards and specifications and are ready for final acceptance;
 - c) Should the Region be involved in any re-inspection or maintenance works, the rates charged by the Region will be as set out in accordance with the latest requirements of the Region's Design, Standards, Specifications and Procedures.
75. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that if the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Recommissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.
76. 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.
77. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that municipal sanitary sewers and watermains shall be assumed by the Region after the maintenance period is complete, a final acceptance inspection is conducted, and all deficiencies are rectified by the Developer at its sole expense, to the satisfaction of the Region. After fulfilling all its required obligations by the Developer, the Region will clear the requirements and conditions for assuming the Works. The Final Assumption by the Region will occur at the same time as the Assumption By-law is enacted by City Council.
78. 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:
 - 1. Bacteriological Analysis - Total coliform and E-coli counts
 - 2. Chemical Analysis - Nitrate Test
 - 3. Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
79. 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.
80. The Developer acknowledges and agrees that the Region shall hold back a portion on the Letter of Credit until the "as-constructed" drawings have been received in accordance with the requirements specified in the Region's, Public Works Design, Specifications & Procedures Manual.
81. The Developer shall acknowledge and agree that if the construction of any internal works advance prior to the completion of any external works to service the Lands, the Developer is doing so completely at their sole risk. A clause shall be included in the Subdivision Agreement.
82. The Developer shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:
- a) The owner/purchaser is advised that a water shut-off valve is located on the lot adjacent to the street. The owner/purchaser shall not block the shut-off valve and shall keep the area free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve. For more information on the location of the water shut-off valve, please contact the Region of Peel, Public Works Department.



- b) Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

These clauses shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

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

83. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that if the subdivision is developed in stages, the Developer shall submit a payment of a non-refundable staging fee to the Region pursuant to the Region's Fees By-law, as amended from time to time.
84. As a condition of registration of the plan of subdivision 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 right-of-way requirement for The Gore Road within 245 metres of an intersection to protect for the provision of, but not limited to: utilities, sidewalks, multi-use pathways and transit bay/shelters is 50.5 metres for a single left-turn lane intersection configuration (25.25 metres from the centreline);
 - b) A 0.3 metre reserve along the frontage of The Gore Road behind the property line and daylight triangle, except at any approved access point; and,
 - c) A 15 metre x 15 metre daylight triangle at the intersection of The Gore Road and Fitzpatrick Drive.

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

85. The Developer shall gratuitously transfer to the Region, free and clear of all encumbrances and contamination, and to the satisfaction of the Region:
- a) All necessary easements for proposed and existing Regional infrastructure as required by the Region to service the proposed plan and external lands.

All costs associated with easements dedication shall be the sole responsibility of the Developer. Clauses shall be included in the Subdivision Agreement in respect of same.



86. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that:
- a) No lots or blocks shall have direct access to The Gore Road;
 - b) Prior to registration of the Plan of Subdivision, the Developer shall remove any existing driveway/accesses along the frontages of The Gore Road that do not conform to the approved plans at its sole costs;
 - c) Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits;
 - d) Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted;
 - e) 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 stormwater 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.
 - f) The existing water service and sanitary service that will not be utilized as part of the Plan must be properly abandoned at the sole cost and expense of the Developer;
 - g) Any road access/improvement works as identified in the Traffic Impact Study, including design and construction costs, shall be 100% the Developer's responsibility.
87. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that the location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Owner. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.
88. 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.
89. 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.
90. 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 the Subdivision Agreement and required by the registration of this plan.

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

Administrative — Clearance of Conditions

91. 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.



COMMENTS AND CONDITIONS MEMO

Date: June 5, 2025

File: OZS-2023-0017 - 21T- 23004B

From: Nitika Jagtiani

Subject: Requirements for Plan of Subdivision
Proposed Draft Plan of Subdivision
Blackthorn Development Corp. c/o 13743446 Canada Inc.
(To permit a residential development consisting of 5 blocks of townhomes and 4 single-detached dwellings totaling 31 units)
9874 The Gore Rd.
West side of The Gore Road and North Side of Fitzpatrick Drive.
Ward: 8

Circulation Date: June 29th, 2023

Plan: Part of Lot 24, Registered Plan 999

Plan Dated: December 6th, 2024 (rev.)

Comment Revision #: 1st

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **Development Services Division of the Planning and Development Services Department** with respect to matters dealing with Zoning, community information maps, warnings, notices, growth management, other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Sales Office Homebuyers Information Map

1. Prior to draft plan approval, the owner shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:

- a) The proposed land uses within the subdivision based on the latest draft plan.
- b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
- c) The immediately surrounding existing and proposed land uses.
- d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
- e) The approximate locations of noise attenuation walls and berms;
- f) The approximate locations and types of other fencing within the subdivision
- g) Where parks and open space, storm water management facilities and walkways are located.
- h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
- i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
- j) The locations of all Brampton Transit routes through the subdivision.
- k) The following standard notes, using capital letters where noted:

i. “NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be conventional townhouse units and dual frontage townhouse units within this plan of subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING

- iii. "There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- iv. "Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- v. "The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vi. "The final location of walkways may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vii. "The development will be subject to an application for Site Plan Approval. Site details may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- viii. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
- ix. "Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- x. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- xi. “There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”
- xii. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xiii. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xiv. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.’
- xv. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xvi. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xvii. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”
- xviii. “FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.”

- xix. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT.
- xx. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

Growth Management/Staging and Sequencing

- 1. N/A

Digital Submissions of Plans

- 2. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved, shall be provided to the City, in accordance with the Planning and Development Services Department's digital submission requirements.
 - Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Final Homebuyers Information Map

- 1. Prior to registration of the plan, the owner shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map;
 - b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes;
- 2. The owner shall ensure that each builder selling homes within the subdivision:

- a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
- b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

- 3. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:

“Purchasers are advised that residents close to the amenity area may be disturbed by noise and night lighting. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”

- a) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
- b) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- c) A statement indicating that some of the units may have a noise attenuation fence and/or berm located inside the lot line within the side and/or rear yard.
- d) A statement indicating that the City of Brampton’s Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
- e) The following statements:
 - i. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- f) A statement indicating that subject property will be subject to a future application for Site Plan Approval. The site design and building elevations may change without further notice.
- g) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
 - i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
- h) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:
 - i. "Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are

hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

- ii. "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."
4. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Site Plan Approval

5. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit.

Telecommunications

6. The owner shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act or a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the owner shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the owner directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The owner shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the owner shall provide evidence of same satisfactory to the City. Until such installation is completed, the owner shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The owner shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The owner acknowledges and agrees that the City may refuse to accept

or assume any or all streets within the plan until the provisions of this section have been complied with.

7. Prior to commencing any work within the plan, the owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the owner is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the owner shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

8. N/A

Sustainability Score and Summary

9. The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 32 points, which satisfies the City's Bronze Threshold for sustainability assessment. The applicant will need to demonstrate through a future application for Site Plan Approval that the minimum standards for sustainable assessment are maintained. Staff will continue to work with the applicant to identify opportunities to further improve the sustainability score of the proposed development.

C.POST REGISTRATION:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Nil

D. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

- N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

François Hémon-Morneau
Development Planner
Planning & Development Services
Francois.HemonMorneau@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: June 6, 2025
File: **(OZS-2023-0017 and 21T- 23004B)**
To: François Hémon-Morneau
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-23004B**
Owner Name: 13743446 Canada Inc.
Location: 9874 The Gore Road
Circulation Date: May 2025
Plan: Draft Plan of Subdivision
Plan Dated: December 6, 2024

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. ~~Functional Servicing Report (FSR)~~ – Cleared by Environmental Engineering
 2. ~~Feasibility Noise Report~~ – Cleared by Development Engineering
 3. ~~Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required.~~ – Added Condition # 8

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

The Owner agrees that the following noise control requirements shall be processed, approved and implemented through the site plan approval process for the Block within this plan of subdivision:

- (i) Prior to the registration the site plan agreement and prior to the Owner entering into any Purchase and Sale Agreements, the Owner shall submit a final Noise Impact Study (the "Noise Impact Study") to the satisfaction of the City and Region. The Noise Impact Study shall address methods of dealing with acoustical aspects evolving from all noise sources. The Noise Impact Study should also detail the type of noise attenuation to be implemented for all noise sources. A copy of the Noise Impact Study shall be provided to the City's Chief Building Official.
- (ii) the noise control measures, and noise warnings recommended by the Noise Impact Study for each of the future site plans shall be implemented to the satisfaction of the City and the Region;
- (iii) the Owner shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

- 1.3.1. Prior to the initiation of any site grading or servicing the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Road Reconstruction/Cash Contributions

- 2.1. N/A

3. Financial Impact

- 3.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.

3.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

4. Sidewalks

4.1. N/A

5. Land Dedications and Easements

5.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

6. 0.3 Metre Reserves/Reserve Block(s)

6.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the municipal authority..

7. Warning Clauses

7.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:

7.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,

8. Soil

8.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

C. GENERAL ENGINEERING REQUIREMENTS

The following general engineering requirements are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Ontario Land Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,



Olti Mertiri, P.Eng.
Supervisor, Development Approvals
Engineering Division
Planning, Building and Growth Management
Tel.(905) 874-5 273 Fax (905) 874-3369
olti.mertiri@brampton.ca

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Date: June 3, 2025

File: **OZS-2023-0017 and 21T-23004B**

To: Francois Hemon-Morneau

From: Anthony Magnone

Subject: Requirements for
13743446 Canada Inc.
9874 The Gore Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

Prior to registration of the Plan, or any phase thereof, provide a **final version** of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

Prior to registration **or site plan approval**, the applicant shall remove any existing buildings on the site.

Exposed Basements

Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

Prior to registration, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.

The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)

Prior to registration and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.

Prior to the issuance of any building permits, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for

each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

Municipal Addressing

Prior to registration and/or site plan approval, the applicant shall provide confirmation that the digital submission requirements and GIS requirements for the submission of the proposed final M-plan (CAD file) are complete and uploaded in the City's GIS system. Refer to the attached link for clarification:

https://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

In support of having building permits issued in an expedited manner, please provide the anticipated Production Builder names and allotments believed to be submitting building permit applications to construct residential dwellings within this subdivision development.

The Builder information can be emailed directly to documentservicesbldg@brampton.ca titled "**Production Builder Information for Proposed Residential Plans of Subdivision; 21T-_____B**", referencing the 21T plan number.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Anthony D. Magnone
Manager, Standards and Training
Tel: (905) 874-2415 Fax: (905) 874-2499
anthony.magnone@brampton.ca

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: June 03, 2025
File: **OZS-2023-0017** and 21T-23004B
To: Francois Hemon-Morneau
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-23004B
Description – Draft Plan of Subdivision
Applicant Name BlackThorn Corporation
Developer Name 13743446 Canada Inc.
Location – 9874 The Gore Road

Circulation Date: Jan 07, 2025
Plan: R1 Concept Plan
Plan Dated: Dec 18, 2024
Comment Revision #: **#1**

A. PRIOR TO DRAFT PLAN APPROVAL

1. Prior to Draft Plan approvals, all street names must be finalized and depicted on the Draft Plan.
2. The following studies shall obtain approval status, where applicable:
 - a. Traffic Impact Study (TIS). **Not cleared until confirmation that the Region has approved the TIS - June 03, 2025, SM**
3. Driveways shall not encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states “The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres.” Where intersection daylighting exceeds 6.0 metres, driveway locations will not be permitted to encroach within intersection daylighting.
4. Driveways are to measure a minimum 6.0 metre length between the property line and the garage, and/or between the garage and the private sidewalk, or travel portion of the private right-of-way.
5. Where the Region provides curbside collection of garbage and household waste and where Region of Peel waste & recycling bins are not permitted to be stored outside, the Region requires the submission of a waste management plan of the interior of garages in accordance with their Waste Collection Design Standards Manual, prior to registration. The developer/applicant is required to provide a minimum 3.75 sq. metre area in the garage for storage of carts.
 - a. The developer/applicant is required to provide a plan for a minimum 3.75 sq. metre area in the backyard, or side-yard for storage of carts when the garage is

not used for this purpose. The applicant is to provide garage drawings confirming the functionality of garages while accommodating these waste & recycle bins.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. For dwellings that are 6.0 metres or less in width, the interior space of a garage shall have a rectangular area not less than 2.9 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width wise.
2. For dwellings that are greater than 6.0 metres in width, the interior space of a garage shall have a rectangular area not less than 3.1 metres by 6.1 metres with no more than two-step encroachment length wise and a one step encroachment width wise.
3. Driveway minimum width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
4. Utility clearance of 1.5 metres from residential driveways is required.
5. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
6. Where no residential parking, or limited residential parking is being proposed/provided, the owner shall provide a clause in the condominium or rental agreement stating that "No residential parking is provided on-site and that residential parking either on-street or at public facilities is subject to current city by-laws and policies".

C. GENERAL COMMENTS

1. Parking supply is to be as per the City zoning requirements.

COMMENTS & CONDITIONS MEMO

Date: January 22, 2025

File: OZS-2023-0017

To: F. Hemon-Morneau, Development Services Division

From: R. Nair, Parks Planning Group

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Draft Plan of Subdivision
(To permit six (6) blocks of freehold townhomes, totaling thirty-six (36) townhouse residential dwellings,)

Updated Conditions from the Park Planning & Development Section

Consultant: **BLACKTHORN DEVELOPMENT CORP.**

Owner: **13743446 CANADA INC.**

Location: 9874 The Gore Road
Circulation Date: January 7, 2025
Ward: 8

In response to the 1st Revision (R1) Accela circulation of the above noted Draft Plan of Subdivision dated January 7, 2025, the following represents an updated summation of conditions from the **Planning and Delivery Section** and general comments from the **Parks Planning Group**. The **Open Space Group** may also provide their own general comments through the Accela workflow.

This Memo replaces the previous Comments & Conditions Memo dated October 13, 2023.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

1. *NIL*

CONDITIONS OF DRAFT PLAN APPROVAL

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City. These items will be included in the subdivision agreement.

a) **Prior to commencement of construction**

2. NIL

b) **Prior to Registration:**

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. _These items will be included in the subdivision agreement.

Fencing:

3. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Maintenance Fees:

4. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.

Parkland Dedication:

5. Any submitted appraisals or amendments thereto shall be in accordance with City standards, and shall be to the satisfaction of the City's Realty Services Section.
6. 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) and the City's Parkland Dedication By-law, as amended.

The City will not require the conveyance of parkland dedication (parkland or cash-in-lieu of parkland) as a condition of subdivision draft approval for this Plan as authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended.

The Owner is put on notice that City By-laws and policies as amended require the payment of cash-in-lieu of parkland for this application pursuant to Section 42(6) of the Planning Act, and the City's Parkland Dedication By-Law as a condition of development of the land, and payable prior to the issuance of building permits.

Plan Requirements for all Public Lands:

7. Prior to plan registration, the Owner shall provide detailed working drawings for all identified streetscape planting, walkways and fencing to the satisfaction of the

applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Streetscape Plans:

8. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

9. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of open space, including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

10. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City. Compensation requirements shall conform to the City's Tableland Tree Assessment Guidelines.

Tableland Vegetation:

11. The Tree Evaluation Report shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Warning Clauses – Street Trees

12. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

“The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Community Services Department.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Streetscape Implementation:

13. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

As-Built Drawings:

14. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for open space and etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

15. Prior to assumption, any material identified in the Tree Evaluation Report as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in the property area as determined by the City, shall be removed at the Owner’s expense.

B. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

16. NIL

If you have any questions or require further clarification with respect to the updated Parks Planning Group comments, please contact the undersigned.

Ritika Nair
Parks Planner, Parks Planning Group
Parks Maintenance & Forestry Division
Community Services Department
ritika.nair@brampton.ca

CC: *J.K. Bajwa, G. Serravite*

RESULT OF CIRCULATION RECEIVED

July 17, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Hemon-Morneau, Francois

Re: Request for Comments
Blackthorn Development Corp – 13743446 Canada Inc
9874 The Gore Road
City File Numbers: OZS-2023-0017 & 21T-23004B
Alectra EP File: O3-95

Dear Francois,

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)

6/04/25
Planning Department
City of Brampton

Attention: Francois Hemon-Morneau

**Re: 9874 The Gore Road
Your File No. 21T-23004B
Our File No. 5782**

To whom this may concern:

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost. Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to circulations@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

The Owner acknowledges and agrees that it is the responsibility of the Owner to provide entrance/service duct(s) at their own cost from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner shall be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact circulations@bell.ca directly.

Should you have any questions, please contact the undersigned.

Yours Truly,

Amanda Bracken

Amanda.bracken@bell.ca

The Bell logo, consisting of the word "Bell" in a bold, blue, sans-serif font.

June 29, 2023

François Hémon-Morneau
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear François:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
9874 The Gore Road
West side of The Gore Rd, south of Castlemore Rd
File: 21T-23004B (OZS 2023-0017)
City of Brampton – Ward 8**

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 36 townhouse units which are anticipated to yield:

- 5 Junior Kindergarten to Grade 8 Students; and
- 3 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	Father Francis McSpirtt	423	596	0
Secondary School	Cardinal Ambrozic	1536	1245	12

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

June 29, 2023

Francois Hemon-Morneau
Planner III
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Francois,

RE: **Draft Plan of Subdivision Zoning By-law Amendment Applications
Blackthorn Development
9874 The Gore Rd
OZS-2023-0017
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 36 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
14	5

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
Castlemore P.S. (K-8)	439	678	0
Castlebrooke S.S. (9-12)	1,839	1,533	7

PDSB requires the following conditions be placed in the Subdivision Agreement, and warning clauses conveyed by the property owner to potential residents:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at zach.tessaro@peelsb.com or 905-890-1010, ext. 2217.

Thank you,

Zachary Tessaro

Zach Tessaro, BES
Planner – Development
Planning and Accommodation Dept.

- c. K. Koops, Dufferin Peel Catholic District School Board
S. Blakeman, Peel District School Board

June 28, 2023

François Hémon-Morneau
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear François,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-Law Amendment
13743446 Canada Inc.
9874 The Gore Road
City of Brampton
File No.: OZS-2023-0017, 21T-23004B

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

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the [Enbridge Gas Get Connected tool](https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.
(https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F)

If the gas main(s) 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 phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.

The applicant will contact Enbridge Gas Customer Service at 1-877-362-7434 prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

Sincerely,



Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.



Aug 01,2023

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

Dear Shawntelle Trdoslavic,:

Re: OZS-2023-0017 and 21T-23004B

Rogers Reference Number: M23AX47A01

Rogers Communications Canada Inc. ("**Rogers**") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

- (1) The Owner shall 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.
- (2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.
- (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
- (4) The Owner shall 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.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com

Sincerely,

Anuradha Padmanabhan

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

Hemon-Morneau, Francois

From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Sent: 2023/06/20 10:33 AM
To: Hemon-Morneau, Francois
Subject: RE: [EXTERNAL]RE: [OZS-2023-0017] and 21T-23004B Notice of Application and Request for Comments: DUE JUL 7/2023

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Francois,

Thanks for confirming, I don't think the materials were set to public when I first checked.

I can confirm this property is fully outside of TRCA's Regulated Area, as such, we have no comments or concerns with the approval of OZS-2023-0017 and 21T-23004B.

Please let me know if you require anything further.

Anthony Syhlonyk, MPlan

Planner

Development Planning and Permits | Development and Engineering Services

T: 1-437-880-1938

E: Anthony.Syhlonyk@trca.ca

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca



All digital submissions and documents can be submitted to the following e-mail addresses:

Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

From: Hemon-Morneau, Francois <Francois.HemonMorneau@brampton.ca>
Sent: Monday, June 19, 2023 1:17 PM
To: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Subject: RE: [EXTERNAL]RE: [OZS-2023-0017] and 21T-23004B Notice of Application and Request for Comments: DUE JUL 7/2023

Hi Anthony,

The submission materials have been uploaded and are available to access using the following link:

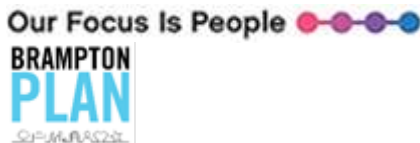
<https://planning.brampton.ca/CitizenAccess/Cap/CapHome.aspx?module=Planning&TabName=Planning&TabList=Home%7C0%7CPlanning%7C1%7CCurrentTabIndex%7C1>

Please input "OZS-2023-0017" under file number, click search, click "File Info" and switch to "Documents" under the drop down menu.

Let me know if you are still having difficulties accessing the documents.

Regards,

François Hémon-Morneau *MES (PL)*
Planner III, Development Services
Planning, Building and Growth Management
City of Brampton
C: 437-239-7868



The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca

From: Demelo, Emma <Emma.Demelo@brampton.ca>

Sent: 2023/06/19 1:12 PM

To: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>

Cc: Hemon-Morneau, Francois <Francois.HemonMorneau@brampton.ca>

Subject: RE: [EXTERNAL]RE: [OZS-2023-0017] and 21T-23004B Notice of Application and Request for Comments: DUE JUL 7/2023

Hi Anthony,

Thanks for your email, this file is actually assigned to Francois, CC'd herein. He can advise on status of the submission materials.

Kind Regards,
Emma

Emma De Melo, MSc Pl.
Development Planner, Development Services and Design
Planning, Building and Growth Management
City of Brampton
2 Wellington Street West | Brampton, ON | L6Y 4R2
Office Line: 905-874-3837



From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>

Sent: 2023/06/19 12:19 PM

To: Demelo, Emma <Emma.Demelo@brampton.ca>

Subject: [EXTERNAL]RE: [OZS-2023-0017] and 21T-23004B Notice of Application and Request for Comments: DUE JUL 7/2023

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

Hi Emma,

I'm not able to access online submission materials for this one, is this under a different number at all?

Thanks,

Anthony Syhlonyk, MPlan
Planner
Development Planning and Permits | Development and Engineering Services

T: 1-437-880-1938
E: Anthony.Syhlonyk@trca.ca
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca



All digital submissions and documents can be submitted to the following e-mail addresses:
Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca
Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Friday, June 16, 2023 6:24 PM
To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; suzanne.blakeman@peelsb.com; Nick.gooding@peelsb.com; Sousa, Phillip <phillip.sousa@peelsb.com>; zach.tessaro@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; Peel Plan <PeelPlan@trca.ca>; Jason Wagler <Jason.Wagler@trca.ca>; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; christopher.fearon@canadapost.ca; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; max.watters@alecrautilities.com; Municipal Planning <municipalplanning@enbridge.com>; CA - Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; Dennis De Rango <landuseplanning@hydroone.com>
Cc: Hemon-Morneau, Francois <Francois.HemonMorneau@brampton.ca>; Vani, Clara <Clara.Vani@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Fay, Peter <Peter.Fay@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>
Subject: [OZS-2023-0017] and 21T-23004B Notice of Application and Request for Comments: DUE JUL 7/2023

Good Afternoon,

Please find attached the **Notice of Application and Request for Comment**. An application for **9874 The Gore Road** with an assigned file number of **OZS-2023-0017 and 21T-23004B** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments going forward directly to planningcomments@brampton.ca and the assigned planner by **July 7, 2023**. If you have any concerns please contact Emma at Emma.Demelo@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great weekend!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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Public Works

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

peelregion.ca

May 21, 2025

Francois Hemon Morneau
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
francois.hemonmorneau@brampton.ca

RE: Region of Peel Comments - REVISED
Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law
Amendment Applications
9874 The Gore Road
Blackthorn Development Corp. on behalf of 13743446 Canada Inc.
City File Number: OZS-2023-0017 and 21T-23004
Regional File Number: OZ-23-017B and 21T-23004B

Dear Francois,

Region of Peel staff have reviewed the second submission (revision 1) materials for the above-noted Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications received on January 7, 2025.

These comments are also being provided in response to the additional materials which were submitted as follows:

- Updated Traffic Impact Study, received on February 18, 2025
- Updated Site Servicing and Grading Plan, received on February 28, 2025
- Revised Concept Plan and Auto-Turn, received on March 21, 2025

Further to our letter dated May 9, 2025, the Region is providing these revised comments in response to the completion of our review of the proposed plan and the Capital Project #15-4080 along The Gore Road. For ease of review, new/amended comments are identified in red text within this letter.

The Official Plan Amendment proposes to redesignate the lands from “Estate Residential” to “Residential” and “Medium Density” to permit certain land uses, implement a policy regarding transition of built form and increase the permitted density.

The Draft Plan of Subdivision proposes to create:

- A residential block (to create 4 single detached dwellings and 27 townhouse dwellings);
- A road widening along The Gore Road;
- A 0.3m reserve along The Gore Road; and,
- A 0.3 m reserve along Fitzpatrick Drive.

Access is proposed via The Gore Road.

The Zoning By-law Amendment proposes to rezone the lands from Residential Rural Estate Two (RE2) to Residential Townhouse C – XXXX (R3C-XXXX) to

facilitate the development. The proposed site specific zones identify site-specific uses and zone standards.

The following comments and conditions are provided on that basis.

Summary

The Region has no concerns with the proposed Official Plan Amendment. While the Region also has no objections with the proposed Zoning By-law Amendment, there are comments contained within this letter which may impact the proposed setbacks identified within the Zoning By-law Amendment. The applicant and City are advised to review the letter to identify any changes required to the proposed Zoning By-law Amendment.

At this time, the Region requires an updated Traffic Impact Study (TIS), Concept Plan and Draft Plan to address Regional comments as it relates to access and property requirements. The TIS and Concept Plan do not address the requirements and the discussions had in numerous communications with the applicant, City and Region. These documents are required to confirm the design and property requirements to facilitate the development.

Receipt of a satisfactory revised Traffic Impact Study, updated Concept Plan, updated Draft Plan of Subdivision are required prior to Draft Approval of the Plan. The Region has issued preliminary draft plan conditions for advisory purposes, which will be finalized once all Regional comments are satisfactorily addressed.

Region of Peel Planning Authority

In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the City of Brampton, and conformity will still be required until such time as Brampton amends Peel's Official Plan and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan shall be implemented by the City of Brampton.

Notwithstanding the above, at this time it is anticipated that beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable and effective delivery of infrastructure and services.

Development Services

- The Region has no concerns with the proposed Official Plan Amendment.
- Due to the changing nature of housing/lotting design, the Region has noticed that there is an increase in the number of conflicts arising between the water shut off valves and buildings, structures, stairs, retaining walls, landscaping etc. The water shut off valves are located on the private side of the lot line adjacent to the street (often the front lot line). The

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Tel: 905-791-7800 www.peelregion.ca

area where the water shut off valve is located should remain free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve.

To reduce the conflict associated with the water shut off valve, the Region is requesting warning clauses be included in all purchases of sale and/or lease for all residential properties, advising that the area where the water shut off valve is located should remain free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve.

In addition, the Developer should consider the locations of the water shut-off valve together with the standards of the Zoning By-law to reduce conflicts as much as possible.

- The following comments are in response to the Noise Feasibility Study, prepared by HGC Noise Vibration Acoustics, dated December 16, 2024. As a condition of draft approval, a satisfactory revised report is required to address the comments below:
 - In addition to being prepared in accordance with the Ministry of Environment, Conservation and Parks (MECP) requirements, the report also needs to be prepared in accordance with the Region's "[General Guidelines for the Preparation of Acoustical Reports in Peel](#)." Please review the Guidelines and update the report accordingly, ensuring all applicable sections of the guidelines are addressed.
 - Section 3.2 Traffic Data discusses traffic data for Bramalea Road (in text) and then Bathurst Street in the table. It also appears that the data may not reflect the data received from the Region of Peel. Please update the report accordingly. It is unclear if this will affect the findings of the report.
 - The height of the receiver to be used is 1.5 metres above the ground at a point located 3.0 metres from the rear wall of the dwelling unit. Please confirm that this has been applied.
 - The report recommends that an acoustic barrier is required to mitigate noise along The Gore Road. Additional information is required in the noise report to address the Region's guidelines. The guidelines have a number of criteria which are to be addressed, including but not limited to:
 - The barrier wall shall generally not exceed 2.0 metres in height unless approved by the area municipality. Consideration may be given to fence heights up to a maximum of 2.4 metres. The report proposes an acoustic barrier of 3.3 metres in height along the daylight triangle and adjacent to the southerly townhouse unit adjacent to The Gore Road.
 - The report is to include a table comparing barrier heights and alternative heights including the sound level objectives for each. This has not been included.
 - The report is to include cross sections to illustrate the acoustic barrier configuration in relation to the future grade and house. This has not been included.
 - The City has advised the Region that the noise mitigation is acceptable and that through the detailed design, the height of the noise wall will be confirmed. At this time, through conversations with Regional staff, based on the current noise mitigation design, the Region will not require a buffer block to accommodate the noise wall. Should the noise mitigation change as a result of further review through the detailed design process, the Region may reconsider the determination of the required buffer block.

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- The Region has received a copy of a Phase 1 Environmental Site Assessment. The Phase 1 ESA was performed within 18 months of the current date and was also performed according to O.Reg. 153/04. Both the previous (Dec. 2017) Phase 1 ESA and the current Phase 1 ESA found that there were no potentially contaminating activities (PCAs) and no areas of potential environmental concern (APECs) identified onsite or within the project area. The site is a residential property with residential zoning and is proposed to be used for residential uses, therefore there is no change to a more sensitive land use. The current Phase 1 ESA concluded that a Phase Two ESA is not required.
- Please be advised that there is a planned Capital Project #15-4080 along **The Gore Road** for Corridor Improvements and/or Resurfacing from Queen Street East to Castlemore Road. The Project Manager for this project is Ommar Moeen (ommar.moeen@peelregion.ca).
 - **The Region has undertaken a review of the submission materials. There are no new comments in terms of general layout and grading. Please address the comments identified under the Transportation Development and Stormwater Management headings below.**
 - **Please be advised that The Gore Road improvements are currently anticipated to begin in Q2 of 2027. A conflict will arise if both parties are planning work in the same location at the same time. The applicant will need to coordinate the timing of works with the Project Manager for this project.**
- There appears to be a Region of Peel easement within the subject property. No encroachments including crane swing or tie-back shall be permitted.
- The Region of Peel will be a party to any future development or subdivision agreement. Prior to execution of the subdivision agreement all required fees and development charges shall be paid in accordance with current Regional By-laws and any and all external easements required shall be provided to the Region.

Development Engineering

- **Sanitary Sewer Facilities**
 - Municipal sanitary sewer facilities consists of a 750 mm diameter sanitary trunk sewer on The Gore Road. Individual services connection to the sanitary sewer trunk are not permitted.
 - The following Masterplan and Capital wastewater projects are planned in the vicinity of the subject site:
 - Construction of a 1,500 mm diameter sanitary trunk sewer on Castlemore Road from Highway 50 to Airport Road (WW-T-251). Tentative year in service is 2036.
 - A Functional Servicing Report (FSR) showing the proposed sanitary sewer 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.
 - The Region has received the Functional Servicing and Stormwater Management Report prepared by Urbanworks Engineering Corporation, dated December 16, 2024.
 - At this time, the Region has no objections to receiving the proposed wastewater flow discharge.
 - External easements and construction will be required.

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- Water Facilities
 - The lands are in Water Pressure Zone 5 supply system.
 - Existing watermain facilities consist of a 400 mm diameter watermain on The Gore Road, and a 150 mm diameter watermain on Fitzpatrick Drive.
 - A Functional Servicing Report (FSR) showing the 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.
 - The Region has received the Functional Servicing and Stormwater Management Report prepared by Urbanworks Engineering Corporation, dated December 16, 2024.
 - A revised FSR is required. It is stated in the FSR that the proposed watermain system will be designed to provide two water connections, one off of each of the 150 mm diameter watermain on The Gore Road and Fitzpatrick Drive. There is one 150 mm diameter watermain on Fitzpatrick Drive and a 400 mm diameter watermain on The Gore Road. There is no 150 mm diameter watermain along The Gore Road. This needs to be clarified and revised in the FSR.
 - External easements and construction will be required.
- Functional Servicing Report
 - The Region has received the Functional Servicing and Stormwater Management Report prepared by Urbanworks Engineering Corporation, dated December 16, 2024.
 - There are no objections to water and sanitary sewer servicing, however, the Functional Servicing Report needs to be revised to address the above-noted comments.
- Regional Roads
 - The proposed development abuts The Gore Road (Regional Road #8).
 - The Region will not permit any changes to grading within The Gore Road along the frontage of the proposed development.
 - No lots or blocks shall have direct access to The Gore Road. Any future access shall be in accordance with the Region's Access Control By-law.
 - Under no circumstance should the flow of stormwater to be diverted along the Regional right-of-way (by pipe or channel), without the prior written consent of the Region.
 - A Traffic Impact Study acceptable to the Region is required, detailing the impact 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.

Public Works

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Transportation Development

- **Access/Study Requirements**

- The Region acknowledges a right-in/right-out access is proposed onto The Gore Road.
- The Region is in receipt of a scoped Traffic Impact Study (TIS).
- A revised Traffic Impact Study is required to address the following comments:
 - Please extend the existing right-turn lane to the northern edge of the property.
 - The proposed access must not be within the taper of the right-turn lane, please extend the existing storage to fulfill this requirement.
 - Existing median to be extended to the southern stop bar at the school exit near, north of the subject property.
 - Please provide a functional design for the access and the right-turn lane with the concerns noted above addressed.
 - Please include an AUTOturn analysis/turning templates for the largest vehicle type accessing this site.

- **Property Requirements**

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 8 (The Gore 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 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 triangle at the intersection of Regional Road 8 (The Gore Road) and Fitzpatrick Drive;
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 8 (The Gore Road) behind the property line and daylight triangle, except at any approved access point;
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances and contamination. 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.

- **Concept Plan Comments**

- Please extend the existing right turn lane to the northern edge of the property.
- The proposed access must not be within the taper of the right turn lane, please extend the existing storage to fulfill this requirement.
- Existing median to be extended to the southern stop bar at the school exit near, north of the subject property.
- The measurements between the Concept Plan and Draft Plan of Subdivision differ as it relates to property lines. Please correct.

- **Draft Plan of Subdivision Comments**

- Please provide a measurement at the 15m x 15m daylight triangle at the intersection of Regional Road 8 (The Gore Road) and Fitzpatrick Drive.
- To ensure accuracy, please provide a measurement from the new proposed property line and the centreline of The Gore Road.
- Please provide the width of the 0.3m reserve break.

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- The measurements between the Concept Plan and Draft Plan of Subdivision differ as it relates to property lines. Please correct.
- **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.
- **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 8 (The Gore Road);
 - A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);
 - The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
 - Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;
 - Completed Notice to Commence Work;
 - Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;
 - Please note that any proposed construction within the Region of Peel's right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.
 - Please be advised that any concerns or issues identified by the utility company will be the responsibility of the Owner/Applicant to address and resolve directly with the utility company.
 - All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

Stormwater Management

- The stormwater design for this site is not yet finalized due to the need for a hydrogeological investigation to determine infiltration capacity and groundwater levels.
- Pending the hydrogeological investigation, please determine the expected flows from the foundation drain collection system given the seasonal groundwater conditions. Please note

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that the high flows from this system will need to be accounted for as the total flow discharged into The Gore Road ditch.

- There is also a concern with regards to the interaction with proposed infiltration chambers and the foundation sump pumps, please determine the zone of influence of the foundation drain system and if it will be impacted by the proposed infiltration practices.
- Please note the minimum culvert inside diameter for driveway access is 375 mm, and must conform to the Region's Approved Product List available [here](#). Please also see Public Works Standard Drawing 5-2-4 for culvert installation [details](#).
- A draft plan condition has been included to address the requirement for a hydrogeological investigation and supporting documents to demonstrate a stormwater design to the satisfaction of the Region of Peel.

Public Health

- The applicant has provided many sustainable features including the paved pedestrian walkway and crosswalk, bicycle racks and amenity area with benches.
- The project has achieved a Bronze threshold with a score of 32. The site is on its way to contributing to a healthy built form.
- Region of Peel Public Health does not object to the approval of the Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications.

Waste Management

- The property does not appear to be within the vicinity of a landfill.
- The owner/proponent acknowledges that the records of the Regional Municipality of Peel concerning the location and nature of waste disposal sites or hazardous wastes are incomplete and that the Regional Municipality of Peel makes no representation that records may be relied upon in determining whether or not lands have been used for the disposal of waste or hazardous wastes. However, should there be any doubt about the integrity of the listed application with respect to the possibility of a waste disposal site or hazardous wastes on or adjacent to the property, we recommend that the applicant carry out a detailed soil investigation by a qualified Geotechnical Engineer. If it is found that the subject lands have been used for the disposal of waste or hazardous waste, then approval of the Minister, for the proposed use, as per Section 46 of the Environmental Protection Act (Ontario), may be required.
- For the single detached dwellings and townhouse dwellings, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM).
- At this time, the waste collection requirements have been satisfied in accordance with the Manual.

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- Next Steps:
 - The developer will be responsible for the collection and disposal of waste until 90% occupancy of the development has been reached.
 - Once 90% occupancy has been reached, the developer must contact the Region of Peel Waste Management Division at 905-791-9499 to initiate Region waste collection.
 - Region staff will visit the site to confirm that the vehicle access route is accessible and that 90% occupancy has been reached.
 - Upon confirmation, staff will determine when curbside collection carts will be delivered and when waste collection service can begin.

Preliminary Draft Plan Conditions

Please note that the draft plan conditions outlined below may be amended through further review of this application. These conditions are offered on a preliminary basis pending resolution to the outstanding Regional matters as outlined in this letter.

As per the Conditions of Draft Approval for Draft Plan of Subdivision, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

1. 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 Regions standards and requirements.
2. 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. If it is determined that there is an underpayment of hard service residential development charges, the Developer shall be responsible for payment thereof forthwith upon request.
3. 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) and commercial blocks shall be payable prior to the issuance of building permits; and, pursuant to the Region's Development Charges By-law, as amended from time to time.

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4. Provision shall be made in the Subdivision Agreement with respect to 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) 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.
5. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree to pay all engineering, administrative and other applicable fees pursuant to Region's latest User Fee By-law, as amended from time to time.
6. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a) A Functional Servicing Report (FSR) showing the proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands.
 - b) Storm Drainage Study report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along Regional Road.
 - c) A Noise Abatement Report for lots adjacent to the Regional Road.
 - d) A Traffic Impact Study detailing the impact on the Regional road network and identifying any mitigation measures.
 - e) A Hydrogeological Investigation, updated Stormwater Management Report and supporting plans and materials, including a review of the groundwater conditions and stormwater design including the foundation drain collection system, proposed infiltration chambers and the foundation sump pumps to ensure that the overall stormwater design meets the Regional policies, standards and guidelines. The Developer shall carry out all recommendations of the reports and plans to the satisfaction of the Region.

Clauses shall be included in the Subdivision Agreement in respect of same.
7. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval and shall submit all engineering drawings in the digital format in accordance with the latest Region's Digital Format Guidelines.
8. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Developer's representative, engineering consultant, contractor and sub-contractor are responsible to ensure that their design, construction practices and material specifications conform to the latest Region of Peel, Design, Standards, Specifications and Procedures, posted on the Region of Peel's website.

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9. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that satisfactory arrangements are to be made with the Region with respect to construction and looping of watermains within and outside the limits of the subdivision. The works are at the sole financial responsibility of the Developer. The Developer is responsible to ensure that their design, materials and construction practices conform to the latest Region's standards, specifications, materials and design criteria.
10. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that location and off-sets for the Region's infrastructure such as watermains and sanitary sewers must be acceptable to the Region.
11. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be at the sole risk and sole financial responsibility of the Developer.
12. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that it shall assume full responsibility for any Claims related to any impact on the affected neighbouring properties, their servicing or otherwise, related to the proposed works for the development. Prior to the construction commencement of the proposed works for the development, the Developer shall conduct a Pre-Construction Survey of the neighbouring lands within the zone of influence at the developer's cost and shall provide to the Region upon request, the final report and all background material relating thereto. The Developer shall assume all costs and expenses relating to the resolution of any such Claims.
13. Provision shall be made in the Subdivision Agreement that the Developer acknowledges the Region's commitment to the provision of safe drinking water in Peel and to provide reliable delivery of wastewater services, including protection of the environment. The Developer shall confirm its familiarity with the Region's Drinking Water Quality Management System (QMS) and Wastewater Integrated Management System (IMS), which requires that drinking water and municipal wastewater meet all applicable legislative and regulatory requirements and that the QMS/IMS be continually maintained and improved.
14. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that the Region's drinking water systems are governed by Province of Ontario legislation, and that every person authorized to carry out work on any aspect of the Region's drinking water system, including construction, extension, system modification, and operation, must be familiar with the Safe Drinking Water Act, 2002, applicable regulations, and the Drinking Water Works Permit and the Municipal Drinking Water License issued to the Region by the Ministry of the Environment, Conservation and Parks (MECP). The design and construction of any aspect of the drinking water system shall be conducted in compliance with the conditions of the Drinking Water Works Permit and the Region's Design, Standards Specification, and Procedures.
15. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that Region's wastewater systems are governed by Province of Ontario legislation, and every person authorized to carry out work, including construction, extension, system modification, and operation of any aspect of the Region's wastewater system, must be

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familiar with the Environmental Protection Act, Ontario Water Resources Act and applicable regulations, including the Environmental Compliance Approval (ECA) issued to the Region by the MECP for wastewater infrastructure within the subdivision, and any required reporting and notification. The design and construction of any aspect of the wastewater system shall be conducted in compliance with the conditions of the ECA and the Region's Design, Standards Specification, and Procedures.

16. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that the Region may require the Developer to construct one or more water sampling stations at the Developer's sole cost within the plan of subdivision. The location of and the requirement for a water sampling station will be determined at the engineering review stage.
17. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that prior to the issuance of preliminary acceptance, the Developer shall review the Drinking Water QMS, available on the Region's website at <https://www.peelregion.ca/construction/>, including sections on compliance with applicable legislation, and confirm its familiarity of the same.
18. The Developer shall maintain adequate chlorine residuals in the watermain within the plan from the time the watermain is connected to the municipal system until such time as the Region issues final acceptance. To maintain adequate chlorine residuals, under direction from the Region, 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.
19. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that if the development does not proceed to construction phase within one calendar year from the date of issuing pre-servicing approval for the development, the former approval is voided. The Developer is required to resubmit a pre-servicing engineering submission for Region's review and approval. Required fees will be reassessed as per current Fees By-law and new approval letter will be issued.
20. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge that they will be solely responsible for all utility locates of infrastructure works servicing the subdivision from the time of their installation until final assumption of the subdivision.
21. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that prior to the issuance of building permits for all Lots and Blocks within the Plan that will be developed in the future, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.
22. The Developer shall acknowledge that the Developer has full responsibility to ensure compliance with the Environmental Protection Act (EPA) and all other legislative requirements including Ontario Regulation (O.Reg.) 406/19- Onsite and Excess Soil

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Management. The Developer shall be familiar with and meet the objectives of O.Reg. 406/19 for all work completed. A Clause shall be included in the Subdivision Agreement in respect of same.

23. The Developer shall agree that neither Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that the 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 sanitary sewers and watermains 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.
24. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that:
 - a) It shall maintain all Regional underground and aboveground works for a period of two (2) years from the date of Preliminary Acceptance by the Region. All Regional works must be constructed and approved prior to any maintenance period commencing;
 - b) Prior to the end of the maintenance period, the Owner's Engineer consultant shall confirm in writing that the works meet all Regional standards and specifications and are ready for final acceptance;
 - c) Should the Region be involved in any re-inspection or maintenance works, the rates charged by the Region will be as set out in accordance with the latest requirements of the Region's Design, Standards, Specifications and Procedures.
25. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that if the development is delayed where the Developer does not proceed with the planned development within one calendar year from the preliminary acceptance of the watermain(s), the Region may require that the watermain(s) at a location approved by the Region be cut and capped at the cost of the Developer. Recommissioning of the watermain(s), as required by legislation, will be at the cost of the Developer.
26. 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.
27. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that municipal sanitary sewers and watermains shall be assumed by the Region after the maintenance period is complete, a final acceptance inspection is conducted, and all deficiencies are rectified by the Developer at its sole expense, to the satisfaction of the Region. After fulfilling all its required obligations by the Developer, the Region will clear the requirements and conditions for assuming the Works. The Final Assumption by the Region will occur at the same time as the Assumption By-law is enacted by City Council.

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28. 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:
 - 1. Bacteriological Analysis - Total coliform and E-coli counts
 - 2. Chemical Analysis - Nitrate Test
 - 3. Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
29. 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.
30. The Developer acknowledges and agrees that the Region shall hold back a portion on the Letter of Credit until the "as-constructed" drawings have been received in accordance with the requirements specified in the Region's, Public Works Design, Specifications & Procedures Manual.
31. The Developer shall acknowledge and agree that if the construction of any internal works advance prior to the completion of any external works to service the Lands, the Developer is

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doing so completely at their sole risk. A clause shall be included in the Subdivision Agreement.

32. The Developer shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:

- a) The owner/purchaser is advised that a water shut-off valve is located on the lot adjacent to the street. The owner/purchaser shall not block the shut-off valve and shall keep the area free and clear of buildings, structures, stairs, retaining walls, landscaping, etc. which may impede the use of the shut-off valve. For more information on the location of the water shut-off valve, please contact the Region of Peel, Public Works Department.
- b) Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

These clauses shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

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

33. Provision shall be made in the Subdivision Agreement that the Developer shall acknowledge and agree that if the subdivision is developed in stages, the Developer shall submit a payment of a non-refundable staging fee to the Region pursuant to the Region's Fees By-law, as amended from time to time.

34. As a condition of registration of the plan of subdivision 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 right-of-way requirement for The Gore Road within 245 metres of an intersection to protect for the provision of, but not limited to: utilities, sidewalks, multi-use pathways and transit bay/shelters is 50.5 metres for a single left-turn lane intersection configuration (25.25 metres from the centreline);
- b) A 0.3 metre reserve along the frontage of The Gore Road behind the property line and daylight triangle, except at any approved access point; and,
- c) A 15 metre x 15 metre daylight triangle at the intersection of The Gore Road and Fitzpatrick Drive.

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

35. The Developer shall gratuitously transfer to the Region, free and clear of all encumbrances and contamination, and to the satisfaction of the Region:

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- a) All necessary easements for proposed and existing Regional infrastructure as required by the Region to service the proposed plan and external lands.

All costs associated with easements dedication shall be the sole responsibility of the Developer. Clauses shall be included in the Subdivision Agreement in respect of same.

36. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that:

- a) No lots or blocks shall have direct access to The Gore Road;
- b) Prior to registration of the Plan of Subdivision, the Developer shall remove any existing driveway/accesses along the frontages of The Gore Road that do not conform to the approved plans at its sole costs;
- c) Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits;
- d) Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted;
- e) 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 stormwater 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.
- f) The existing water service and sanitary service that will not be utilized as part of the Plan must be properly abandoned at the sole cost and expense of the Developer;
- g) Any road access/improvement works as identified in the Traffic Impact Study, including design and construction costs, shall be 100% the Developer's responsibility.

37. Provision shall be made in the Subdivision Agreement that the Developer acknowledges and agrees that the location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Owner. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.

38. 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.

39. 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.

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40. 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 the Subdivision Agreement and required by the registration of this plan.
- A clause shall be included in the Subdivision Agreement in respect of same.

Conclusion

The Region has no concerns with the proposed Official Plan Amendment. While the Region also has no objections to the proposed Zoning By-law Amendment, there are comments contained within this letter which may impact the proposed setbacks identified within the Zoning By-law Amendment. The applicant and City are advised to review the letter to identify any changes required to the proposed Zoning By-law Amendment.

At this time, the Region requires an updated Traffic Impact Study (TIS) to address Regional comments as it relates to access. The TIS does not address the requirements and the discussions had in numerous communications with the applicant, City and Region. The updated documents are required to confirm the design and property requirements to facilitate the development.

Receipt of a satisfactory revised Traffic Impact Study, updated Concept Plan, updated Draft Plan of Subdivision are required prior to Draft Approval of the Plan. The Region has issued preliminary draft plan conditions for advisory purposes, which will be finalized once all Regional comments are satisfactorily addressed.

A revised submission is required to address the comments contained within this letter. As part of a resubmission a comment response matrix is required which identifies how the comments contained within this letter have been addressed in the submission material.

The applicant is encouraged to review the comments in this letter and ensure that the future revised submission addresses all comments. The applicant is also encouraged to review the resources and guidelines available on our website to assist in the preparation of revised submission material which will meet Regional requirements.

Through the review of a future revised submission, more detailed/revised/additional comments and conditions may apply.

It is the Region's expectation that we will continue to be consulted to facilitate growth and development in a timely manner, to ensure the effective and efficient delivery of Regional services to the community. Please forward all development application circulations to zzg-planninginfo@peelregion.ca for the administration and coordination of the review of development applications with respect to Regional roads, infrastructure and services.

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If you have any questions or concerns, please contact me (stephanie.mcvittie@peelregion.ca or 905.791.7800 x. 3992) at your earliest convenience.

Thank you,

A handwritten signature in blue ink that reads "Stephanie McVittie".

Stephanie McVittie
Principal Planner
Planning and Development Services
Region of Peel

c.: planningcomments@brampton.ca

Maurizio Rogato, Blackthorn Development Corp. (mrogato@blackthorncorp.ca)



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-05-26

File: **OZS-2024-0044**

Subject: **Recommendation Report - Application to Amend the Zoning By-law**
(To permit the development of a mixed-use community consisting of two residential towers of 55 and 50 storeys with 1238 units and a retirement home building of 20 storeys with 300 suites connected by a 5-storey podium)
Bramalea RR GP Limited c/o LEV Developments Inc.
 30 Peel Centre Drive
 Ward 7

Contact: Nicole Hanson, Principal Planner/Supervisor, Development Services & Design

Alex Sepe, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-456

RECOMMENDATIONS:

1. That the report from Nicole Hanson, Principal Planner/Supervisor, Development Services & Design, to the Planning and Development Committee Meeting of July 7th, 2025, re: **Recommendation Report – Application to Amend the Zoning By-law**, Bramalea RR GP Limited c/o LEV Developments Inc., 30 Peel Centre Drive, Ward 7, City File: OZS-2024-0044, be received;
2. That the Application to Amend the Zoning By-law submitted by LEV Developments Inc on behalf of Bramalea RR GP Limited. be approved on the basis that it represents good planning, including that it has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the Brampton Plan and for the reasons set out in this Planning Recommendation Report;
3. That the proposed Class 4 Noise Area designation, as recommended in the Noise Report dated May 7, 2025, prepared by RWDI be endorsed, on the basis that it is in accordance with MECP NPC-300 guidelines and that noise mitigation measures will

be further addressed at the Site Plan Approval stage.

4. That the amendments to the Zoning By-law, generally in accordance with Attachment 14A attached to this report be adopted; and
5. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **This report recommends approval of an amendment to the Zoning By-law to facilitate the development of a mixed-use community consisting of two residential towers of 55 and 50 storeys with 1238 units, and a retirement home building of 20 storeys containing 300 units.**
- **The Official Plan (2006) designates the property ‘Central Area’ which permits Major Offices, a variety of residential uses, hotels, convention centres and institutional uses. No amendment to the Official Plan is required to permit the proposed development.**
- **The Brampton Plan (2023) designates the property ‘Community Area’ and ‘Primary Major Transit Station Area’ in Schedule A1: City Structure; and ‘Mixed Use’ in Schedule 2. The property is also designated ‘Mixed-Use’ (High-Rise Mixed-Use) in Schedule 13H (QUE-5 Dixie Land Use Plan), which permits a mix of residential, commercial, institutional, office, restaurant and service uses. No amendment to the Official Plan is required to permit the proposed development.**
- **The Queen Street Corridor Secondary Plan (Area 36) designates the property ‘Central Area Mixed Use’ accommodating mixed-use developments with any combination of commercial, retail, office, residential, hotel, institutional uses. No amendment to the Secondary Plan is required to permit the proposed development.**
- **The Zoning By-law designates the lands ‘Commercial Three – Section 416’. An amendment to the Zoning By-Law is proposed to allow the proposed residential and retirement home development. The Draft Zoning By-Law Amendment (Attachment 14A) will implement the proposal.**
- **A Statutory Public Meeting for this application was held on September 9th, 2024. Details of the Statutory Public Meeting are summarized in Attachment 10 of this report.**
- **The applicant (LEV Living) has informed that they have maintained ongoing engagement with current retirement residents to help ensure**

they are informed as it relates to the redevelopment of the site, including ongoing monthly townhalls to address general inquiries about the project. LEV Inc. informs that they will be involved in the relocation of residents impacted by the redevelopment, ensuring minimal disruption and continued care for all impacted individuals.

- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods as it will contribute to creating more housing options, and an economy that thrives through the creation of jobs, growth and investment in the City of Brampton.**
- The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), and Brampton Plan (2024).**

BACKGROUND:

The lands subject to the Zoning By-law amendment are located at 30 Peel Drive, which is south of Queen Street East, west of Central Park Drive, and east of Dixie Road. LEV Developments Inc submitted a rezoning application on behalf of Bramalea RR GP Limited on June 25, 2024 and it was deemed complete on July 25, 2024 in accordance with Section 34 (10.4) of the Planning Act.

A Statutory Public Meeting for this application was held at the Planning and Development Committee Meeting on September 9th, 2024. LEV Living made a presentation to the Committee detailing the proposed development and to acknowledge that further discussions on the public's concerns (including the relocation of residents from the existing retirement residence, height and density, and traffic congestion) will be addressed.

LEV Living has informed that they have been engaged with current existing retirement residents on this site to inform them with respect to the development application. They've noted that there are ongoing monthly townhalls to address general inquiries about the project. LEV Living advises that they will be involved in the relocation of residents impacted by the redevelopment, if approved, ensuring minimal disruption and continued care for all impacted individuals.

Since the time of the application submission, Development Services and Design staff have been working with the applicant to refine technical items associated with the proposal. Staff are now able to recommend approval for the Zoning By-law, generally in accordance with Attachment 14 to this report.

CURRENT SITUATION:

An application to amend the Zoning By-law has been filed with the City to develop a mixed-use community consisting of two residential towers of 55 (Tower A) and 50 storeys (Tower B) with 1238 units and a retirement home building of 20 storeys (Tower C) with 300 suites.

The proposed tenure of the residential portion of the development will be condominium. The development will provide for a range of unit types and sizes. The distribution of residential units provides for 65% one bedroom and one bedroom+ den units, and over 30% 2 or more bedroom units, providing for family-sized units. There will be 300 residential care facility units proposed within Tower C, which is planned to be owned and operated by Lev Group of Companies similarly to what is currently existing there today. However, while the residential towers are proposed to be condominium in tenure, the 300-unit retirement residence facility will provide rental units to seniors in the community and offer varying levels of care to cater towards a diverse demographic. The proposed unit mix aims to improve affordability and provide homeownership opportunity to as wide a spectrum of future residents as possible. This is done by proposing a compact built form and a diverse unit mix, catering to a variety of household sizes, and incomes.

Details of the Proposal (Please refer to Attachment 16)

Details of the proposal are as follows:

- To permit the development proposal consisting of three (3) towers of 20, 50 and 55 storeys with a 5-storey podium.
 - Tower A: A 55-storey mixed use building containing 668-residential dwellings and 325 m² of ground floor retail space.
 - Tower B: A 50-storey residential building containing 570 residential dwellings.
 - Tower C: A 20-storey retirement residence providing 300 residential units and 171 m² of ground floor commercial space.
- A total residential Gross Floor Area of 81,000.00 m²
- Retail Gross Floor Area – 496.00 m².
- A total retirement care home Gross Floor Area of 17,752.00 m².
- 886 vehicle parking spaces contained within 4 levels of underground parking and 996 bicycle parking space
- Proposed Amenity Area:
 - Residential Buildings (Indoor - 2,040.70 m², outdoor - 2,345.30 m²)
 - Retirement Home (Indoor - 2,106.20 m², outdoor - 1,626.10m²)
- Proposed FSI – 8.13

Proposed Phasing

- Phase 1: Demolition of existing 6-storey Residential Care Home, Construction of Tower A, underground parking under Tower A, and its podium section, and servicing infrastructure.
- Phase 2: Construction of Tower B, underground parking under Tower B and its podium section, and servicing infrastructure.
- Phase 3: Construction of Tower C (retirement residence), underground parking under Tower C and its podium section, and servicing infrastructure.
- The applicant expects that each phase will take approximately 4-5 years to complete.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 12, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Property Description and Surrounding Land Use (Please refer to Attachment 2)

The subject lands have the following characteristics:

- A total site area of 1.23 hectares (3.041 acres);
- An existing six-storey retirement residence approximately 7,800 square metres in gross floor area; and
- An approximate frontage of 156.14 metres along Peel Centre Drive.

The surrounding land uses are described as follows:

- **North:** Queen Street East, existing low-rise and high-rise residential uses.
- **South:** Peel Centre Drive and Bramalea City Centre.
- **East:** Private Road (Browns Lane) and Region of Peel Offices.
- **West:** Existing retail, commercial and office space.

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 14. The design of the development employs step-backs, varied rooflines, and articulation to mitigate massing impacts and support a pedestrian-oriented public realm (refer to Attachment 15 – 3D Model Rendering of the Development and Surrounding Area). The proposal and implementing documents represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 12 – Detailed Planning Analysis.

PLANNING ANALYSIS SUMMARY

This proposal and implementing documents have regard for matters of provincial interest that are set out in the Planning Act. The application to amend the Zoning By-Law 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.

The application proposes to redevelop the existing six-storey brick retirement building into a mixed-use community consisting of two residential towers of 55 and 50 storeys with 1238 units, and a retirement home building of 20 storeys with 300 suites connected by a 5 storey podium. The proposed uses will meet the intent of the provincial, regional and municipal planning policy framework to increase density and provide a variety of land uses as per the Major Transit Station Area QUE-5 Dixie Land Use Plan. The proposed Zoning By-Law Amendment will contribute to the creation of new housing supply, commercial, retail and employment uses, through sustainable living of a complete community.

Matters of Provincial Interest

Planning Act, R.S.O., 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

The subject property is located within a MTSA as per Schedule 13h – Major Transit Station Area QUE-5 Dixie Land Use Plan, which is an area planned for intensification and transit-oriented development. Furthermore, the development proposal will create a complete community with multi-generational living opportunities and residential units that meet the needs for a wide range of household types such as young professionals, families, empty nesters and seniors. The development proposes to accommodate a mixed of residential, retail and office uses and provide continuity and connections between more prominent portions of the overall Central Area. This includes considerate landscaping treatments, a variety of pedestrian amenities, walkway connections, and architectural features that reflect the urban design guidelines for the surrounding area. As such, the application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (f) (h), (h.1) (j), (p), (q), and (r).

Staff is satisfied that the proposed development has regard for matters of provincial interest in 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), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to

Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20th, 2024.

The Provincial Planning 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, 2.2.1, 2.3.1.1, 2.3.1.2, 2.3.1.3, 2.3.1.4, 2.3.1.5, 2.4.2, 2.4.3, 2.8.1, 3.1.1, 6.2.9, 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.

Section 3.5 of the PPS contains policies around land use compatibility, specifically around the location of sensitive land uses that shall be planned and developed to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures. Given that stationary sources exceed the Class 4 sound level limits, the owner will implement site design alternatives, such as Enclosed Noise Buffers (ENBs) or similar measures, can be considered as a mitigation option for the façade facing these exceedances. City staff support the development application obtaining a Class 4 Noise Designation as per the MECP publication NPC-300 based on the submitted Noise Report by RWDI Consulting Engineers, and that mitigation measures will be confirmed through the site plan process.

The proposal will also allow for an appropriate and supportable form of residential, commercial, employment and retail intensification that will promote surrounding transit and active transportation as per the Major Transit Station Area QUE-5 Dixie Land Use Plan, the draft Bramalea City Centre Precinct Plan, Queen Street Corridor Secondary Plan (Area 36), Brampton Official Plan (2006) and the Brampton Plan (2023). The proposed development will be near existing public transit services such as the Bramalea City Centre Bus Terminal, which is consistent with Section 2.2.1(d) of the PPS. The proposed development is included in the settlement area and optimizes existing land with a within a built-up area that is transit supportive, minimizes land consumption, and maximizes existing servicing infrastructure

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

Municipal Planning Documents

Region of Peel Official Plan, 2022

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in that omnibus bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel

Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) became a plan of the local municipalities, and as such the City of Brampton is required to implement and ensure applications conform to the RPOP.

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The proposed development represents an efficient built form that will optimize the use of an underutilized site and existing infrastructure. The Region is responsible for the supply and distribution of water and the collection and disposal of sanitary sewage, pursuant to policy 6.5.1 which outlines the need to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities. Pursuant to policy 6.5.2, full municipal sewage and water services to accommodate growth in the Urban System, subject to regional financial and physical capabilities is required. The development provides adequate servicing capacity to accommodate the intensification and transformation of the site. The development will support the Primary Major Transit Station Area located at Dixie Road and Queen Street East, through a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. Furthermore, in accordance with Sections 5.4.9, 5.9.10, 5.4.11, 5.4.12, 5.4.16, 5.4.18.2, 5.6.15, 5.6.17.4, 5.6.19.2 and 5.6.19.4, the proposed development. The overall development proposal and zoning by-law amendment conforms to regional objectives, policies and targets of the Urban System designation, and will assist in the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier, and a range and mix of residential and employment opportunities.

Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006)

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

The subject lands are designated "Central Area" on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The "Central Area" designation permits a full range of office, a variety of residential uses, retail, entertainment, cultural, governmental, institutional, high-density employment and other associated uses. The 'Central Area' is a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high-density employment uses are

also permitted. Redevelopment of the site will frame the north perimeter of Bramalea City Centre, as a higher order mixed-use community. Further, the Central Area has been the focus for the implementation of the City's bus rapid transit (BRT) routes, which forms part of the City's Transportation and Transit Master Plan, which pairs nicely with the development, as the development will facilitate the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs phased growth and density. The development proposal will reflect a more desired human scale of development and will be guided by design criteria appropriate for the revitalization of the Queen Street Corridor. The proposed development conforms to the overall central area designation within the Bramalea City Centre Precinct area, as it is mixed-use, offers higher residential densities, and maximizes the Bramalea Terminal transit facilities. The proposed development promotes healthy and active communities. The subject property is located within a 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.

Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

Brampton Plan 2023 (partially under appeal)

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

The subject lands are designated "Mixed-Use" on Schedule 2 – Designations and 'Mixed-Use' (High-Rise Mixed-Use) within Schedule 13H (QUE-5 Dixie Land Use Plan) of the Brampton Plan (2024). As per Section 2.2.6.3 the "Mixed-Use" designation permits a mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses. Within this designation, buildings with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors, which is reflected by the built form of the proposed development. The development will support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of family friendly and senior housing units in this key growth areas. The Dixie MTSA supports development along the Queen Street BRT, and a minimum density target of 160 persons and jobs per hectare, along a Primary Urban Boulevard.

The development supports the Mixed-Use designation as it concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity, complete streets with comfortable pedestrian access to commercial and residential uses. As per Section 4.11.3.1.2 tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape. Through the future Site Plan application process, staff will work with the applicant to ensure that the proposed development will integrate a high architectural quality and design treatment.

Staff is satisfied that the proposed development is consistent with the policies of the Brampton Plan.

Queen Street Corridor Secondary Plan (Area 36)

The subject property is designated "Central Area Mixed Use" in the Queen Street Corridor Secondary Plan (SPA 36).

Pursuant to policy 5.1.2.1 lands designated "Central Area Mixed-Use" are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. A maximum floor space index of 3.5 and 2.0 for residential uses is permitted as per policy 5.1.2.2. the proposed development contemplates a density of 8.13 FSI, as set out in 5.1.2.2 an increase beyond the maximum density specified shall require a site-specific rezoning application.

The proposal promotes the intensification and investment within the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area. The development proposal is appropriate for the emerging planned land use context and evolving character of the Queen Street Corridor Plan, by providing appropriate residential intensification with a variety of unit typologies that is considerate of the surrounding community. The proposed development does not preclude the ability of the adjacent community from transitioning to a new mix of residential, employment and commercial uses. The proposal also promotes the redevelopment of Queen Street by creating a built form that integrates and encourages a strong pedestrian environment that is serviced by existing public transit investments.

Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

Zoning By-Law

The subject property is zoned 'Commercial C3'- Special Section 416 as per City of Brampton Zoning By-Law 270-2004 as amended. A site-specific by-law is required to permit the proposed high-rise mixed-use development. The By-law will include site-specific provisions to create the appropriate development standards, such as: a variety of commercial uses, non-commercial uses for apartment dwellings, a minimum front yard depth of 9.0 metres, an exterior side yard width of 4.0 metres, a maximum floor space index (FSI) of 8.15 as per attachment 14A – Draft Zoning By-law Amendment.

Technical Review

Noise Report and Class 4 Noise Designation

The NPC (Noise Pollution Criteria)-300 classifies noise sensitive receptors by class, prior to the introduction of Class 4, the classes of receptors are as follows: Class 1 – Urban Areas Class 2 – Suburban/Semi-Rural Areas Class 3 – Rural Areas The introduction of Class 4 in 2013 by the Ministry of Environment is targeted for infill areas and is intended to allow for residential infill and redevelopment in proximity to existing stationary noise source, such as industry. This designation allows for additional 10dBA at the plane of window for daytime, evening and night-time. It should be specified that a Class 4 noise area is defined as “an area of specific site that would otherwise be defined as Class 1 and Class 2 and which:

- Is an area intended for development with new noise sensitive land use(s) that are not yet built;
- Is in proximity to existing lawfully established stationary sources; and
- Has formal confirmation from the land use planning authority with the Class 4 Noise Area classification which is determined during the land use planning process.

A revised Noise Report dated May 7, 2025, was prepared by RWDI to evaluate any potential noise impacts. Development Engineering staff reviewed the Noise Report that has been submitted by the applicant in support of this development application and find it to be in accordance with MECP Standards. The proposed development is situated adjacent to the existing Bramalea City Centre mall and transportation sound levels which contain stationary noise sources that inhibits the ability for noise mitigation to levels that would be in accordance with the Ministry of Environment, Conservation and Parks (MECP) NPC-300 Class 1 standards. This means that this development will be subjected to higher sound levels as permitted by the MECP NPC-300 Class 4 designation of the lands. As such, the Class 4 Noise designation will subject residents to higher sound level limits in excess of 60 dBA. The designation will allow the residential development to proceed and allow the existing neighbouring mall operations to continue to operate with the introduction of residential uses on the proposed development site.

As per Section B9.2 of the Environmental Noise Guideline (NPC-300), the Class 4 area classification is based on the principle of formal confirmation of the classification by the land use planning authority. Such confirmation would be issued at the discretion of the land use planning authority and under the procedures developed by the land use planning authority, in the exercise of its responsibility and authority under the Planning Act.

As such, the Class 4 Noise designation was recommended by the applicant's noise consultant (as per the revised Noise Report prepared RWDI Engineering Consultants dated May 7th, 2025) and staff found the recommendation to be in accordance with MECP Standards. This follows staff's review of all potential noise mitigation measures, such as enclosed balconies, which were concluded to be feasible for implementation at a future detailed design and Site Plan Approval stage.

Future noise complaints could be anticipated, as the Class 4 Noise designation will subject residents to higher sound level limits. However, given that Brampton Plan and accompanying MTSA policies are in support of future residential land uses and intensification of the area, staff are supportive of the recommendation for the Class 4 Noise Designation. Through the future Site Plan application, planning staff intend to work with the applicant toward ensuring that the stated noise levels are indicated within rental and/or lease arrangements for the awareness of future tenants.

Community Engagement

The application was circulated to City Departments and external agencies for comments and notification was provided to property owners within 240 metres of the subject lands, exceeding the Planning Act requirement of 120 metres for such applications, as well as notice was issued in the Brampton Guardian.

Notice signs were also placed on the subject lands to advise members of the public that an application of the proposed applications were filed with the City. The correspondence received from residents and commenting agencies are included as Attachment 11 A – Results of Circulation (Public) and Attachment 11B – Results of Circulation (External).

A Statutory Public Meeting for this application was held on September 9th, 2024. Three (3) residents delegated expressing concerns as it related to the development application meeting. Two correspondence letters were received by members of the public. Details of the Statutory Public Meeting, including a summary of the issues raised and a response to those issues, are included in Appendix 10 – Results of Public Meeting, of this report:

Concern Raised	Staff Response
Relocation of seniors during all phases of the redevelopment project.	The applicant (Lev Inc.) has informed that they have maintained ongoing engagement with current residents to help ensure they

	<p>are informed as it relates to the redevelopment of the subject property, including ongoing monthly townhalls to address general inquiries about the project. The Planning Justification Addendum Report (dated April 22, 2025) indicates that LEV will be involved in the relocation of residents impacted by the redevelopment, ensuring minimal disruption and continued care for all impacted individuals.</p>
<p>Residents had concerns about the proposal regarding overcrowding in the area and privacy. That the proposed height is not compatible with existing area and development proposal should be adjusted to decrease building height. The height also brought forward concerns regarding the accessibility of emergency services for the proposed buildings.</p>	<p>Development Services, Urban Design and MTSA policy staff have reviewed the development proposal, in relation to land use compatibility, height, massing and density. It is found that the proposed development is adequately separated from adjacent residential uses such as those located on the north side of Queen St E. The implementing Zoning By-law sets out performance standards and requirements to ensure the proposed development is compatible with the existing area. Furthermore, City staff will continue to work with the applicant through the forthcoming Site Plan application to establish a building design in accordance with the policies set out in the Official Plan and the City's Urban Design Guidelines.</p> <p>The proposed development will be required to meet the requirements set out in the Ontario Building Code (OBC) to ensure emergency service providers can access the building in an efficient and safe manner.</p>
<p>Residents had concerns about the proposal having excessive parking spaces which can lead to increased traffic congestion and insufficient parking.</p>	<p>A Traffic Impact Study (TIS), that evaluated existing conditions, site-generated volumes, future total conditions, parking assessment and transportation demand management has been submitted to City staff for review by WSP. City of Brampton Traffic staff have reviewed the TIS and found it satisfactory to support the proposed development.</p>

Residents had concerns about the proposal regarding insufficient existing infrastructure.	Staff have been working with the applicant to address matters such as traffic and servicing (water, sewer, stormwater). Both City of Brampton and the Region of Peel have found the Functional Servicing Report to be satisfactory as it relates to servicing the proposed development. The Region of peel reviewed the proposed development as it relates to water and sanitary servicing and noted there are no capacity issues. Through the Site Plan process the applicant will be required to submit site servicing and grading drawings that shall be approved by the City and Region prior to Site Plan approval.
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Details of the Statutory Public Meeting are included in Attachment 10 of this report.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications directly associated with this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

STRATEGIC FOCUS AREA:

The application is consistent with the Strategic Focus Area, Growing Urban Centres and Neighbourhoods, and Transit and Connectivity. The development is located within a Major Growth Area and aims to achieve strategic priorities while ensuring full provisions for a complete and sustainable community, through the creation of a high-rise mixed-use development that provides a variety of housing typologies and commercial uses. The proposed intensification of the subject property will also provide future residents access to a reliable and regionally integrated public-transit network, The application aligns with the Strategic Focus Area as it supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by: Effectively using lands and resources, while also providing opportunities for efficient growth.

City of Brampton – Age Friendly Strategy and Action Plan

The City of Brampton – Age Friendly Strategy and Action Plan has been endorsed by City Council and represents a major milestone in moving us toward being recognized as an Age-Friendly Community by the World Health Organization. This strategy aims to make Brampton a community that meets the needs of residents of every age and ability. With Brampton being home to approximately 82,000 residents aged 65 and older, the retirement building proposed within the development aims to integrate into following age-friendly community dimensions:

1. Outdoor -the quality and design of the physical environment, have a significant influence on the mobility, independence and quality of life of all residents.
2. Transportation - the availability of accessible transportation options aids in the ability of residents to participate in the community and increases access to community and health services.
3. Housing - appropriate housing can allow people to age in place comfortably within the community.
4. Respect & Social Inclusion - aging residents will have the opportunity to actively participate in social, cultural and recreational neighbouring services and amenities.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of character, complete neighbourhoods. This report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic'.

CONCLUSION:

Staff is satisfied that the proposed Zoning By-law Amendment is generally in accordance with Attachment 14, represents good planning in the public interest. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Queen Street Corridor Secondary Plan (Area 36).

The report recommends that Council enact the Zoning By-law Amendment generally in accordance with Attachment 14A. The Zoning By-law Amendment is appropriate for the orderly development of the subject lands considering the following:

- The proposal is consistent with the Provincial Policy Statement (2024);

- The development proposes residential typologies and mixed-uses which conform to the City of Brampton Official Plan and Queen Street Corridor Secondary Plan (Area 36); and
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed, and

In summary, the applications are appropriate for the orderly development of the lands and represents good planning in the public interest. Staff recommends approval of the Zoning By-law Amendment.

Authored by:

Reviewed by:

Nicole Hanson, MCIP, RPP
Principal Planner/Supervisor,
Development Services
Planning, Building and Growth
Management

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

Approved by:

Approved by:

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

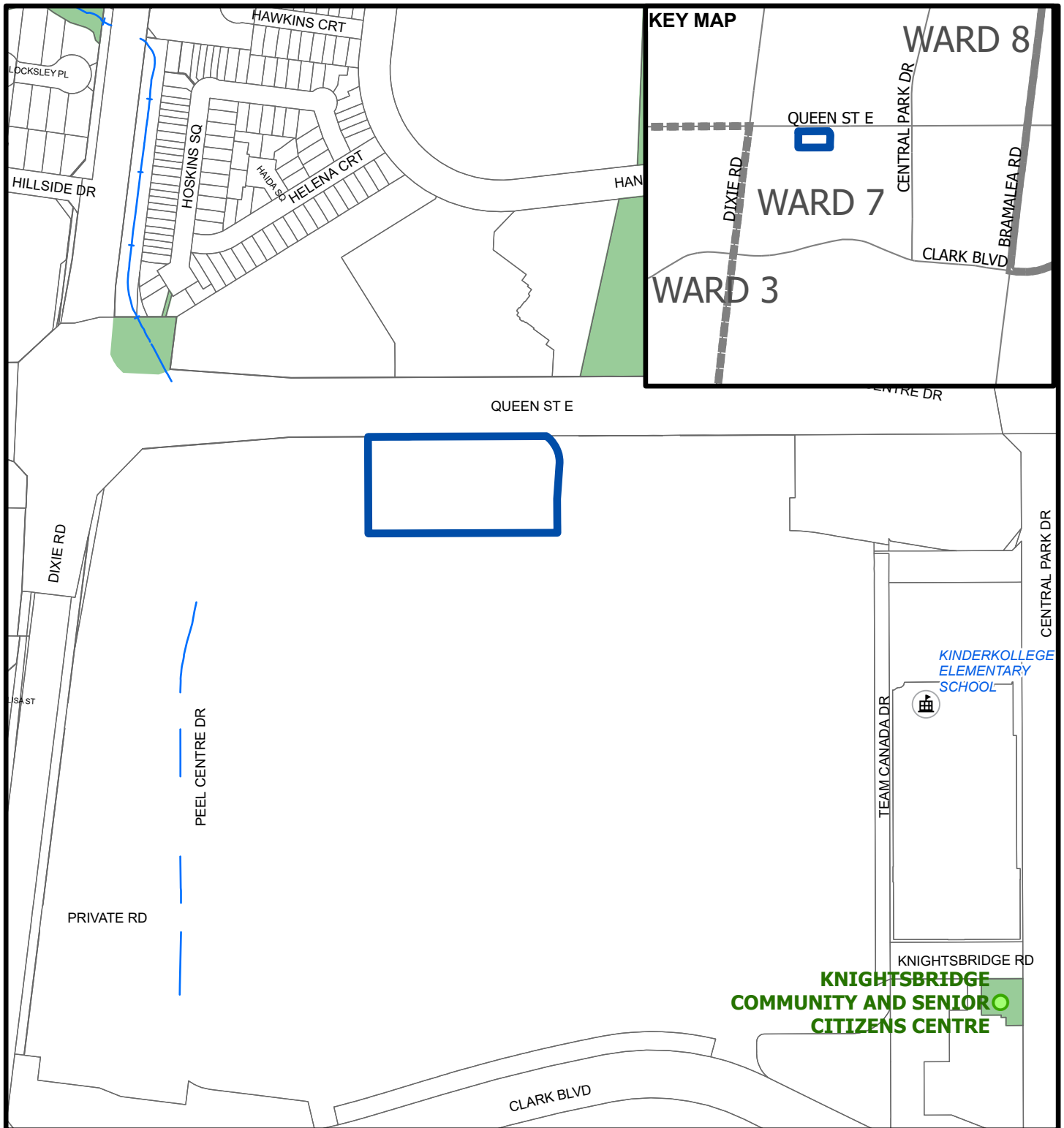
Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designation
- Attachment 4 – Secondary Plan Designation
- Attachment 5 – Zoning Map Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resource Map
- Attachment 8 – Propane Facilities Map
- Attachment 9 – Airport Zoning and Regulation Map

- Attachment 10– Results of Public Meeting
- Attachment 11A – Results of Application Circulation(public)
- Attachment 11B – Results of Application Circulation (external)
- Attachment 12 – Detailed Planning Analysis
- Attachment 13– Sustainability Score
- Attachment 14A– Zoning By-Law Amendment
- Attachment 14B– Schedule Zoning By-Law Amendment
- Attachment 15– 3D Model of Development and Surrounding Area
- Attachment 16– Elevation Drawings

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Case File: OZS-2024-0044

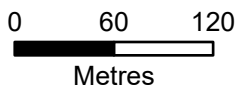


 Subject Lands



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



Date: 2024/07/30

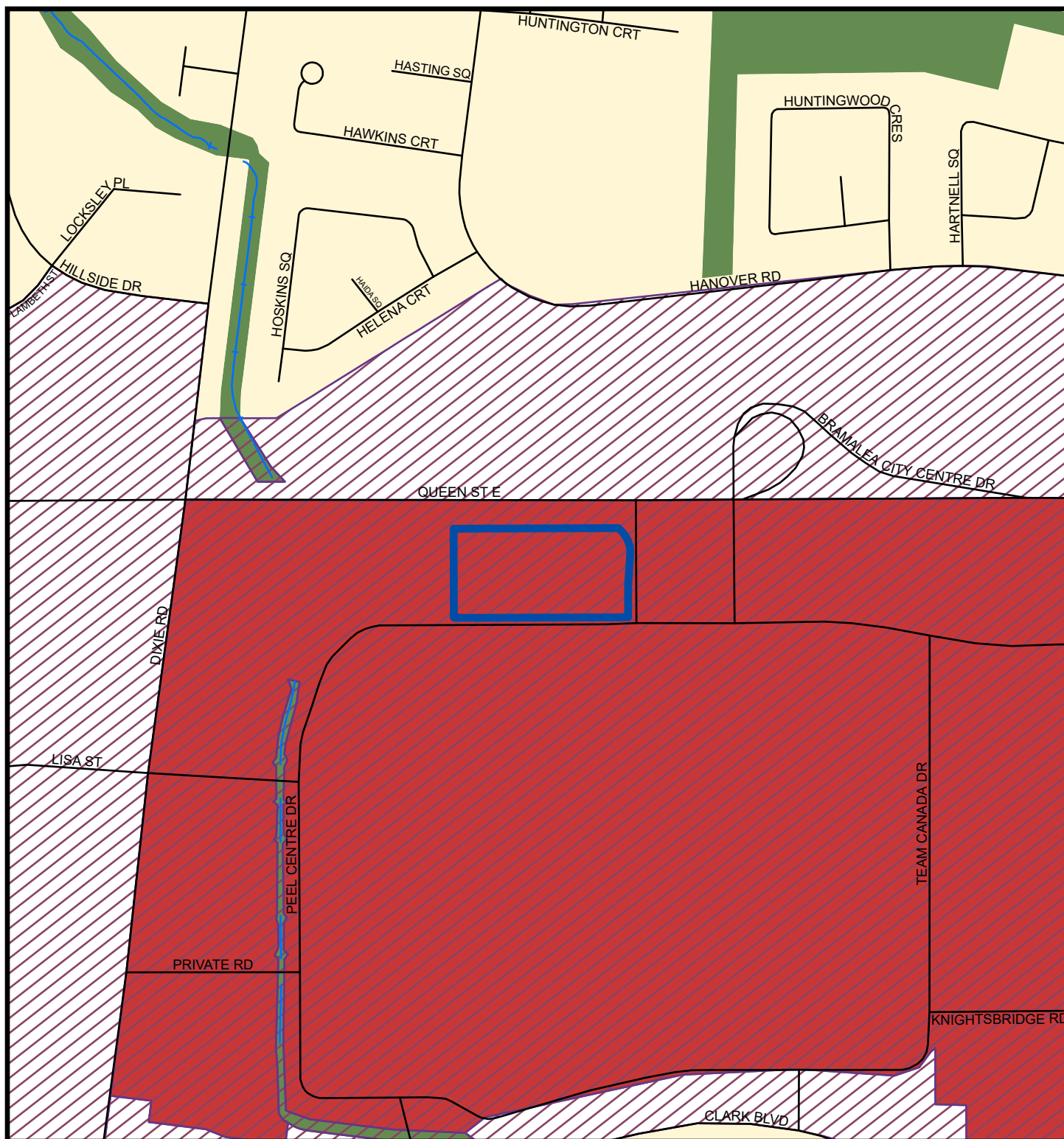


APPENDIX 2 LOCATION MAP

Applicant: Melissa McKay, Bramalea RR GP Limited c/o
LEV Developments Inc.

Owner: LEV Developments Inc.

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CIP FILE: OZS-2024-0044



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

- | | | |
|--------------------|--------------------------------|---------------|
| MAJOR WATERCOURSES | CENTRAL AREA/OPENSOURCE | RESIDENTIAL |
| CENTRAL AREA | CENTRAL AREA/REGIONAL RETAIL | Subject Lands |
| CENTRAL AREA | OPENSOURCE, UTILITY/OPENSOURCE | |



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT

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Author: CAntoine
Date: 2025/05/19

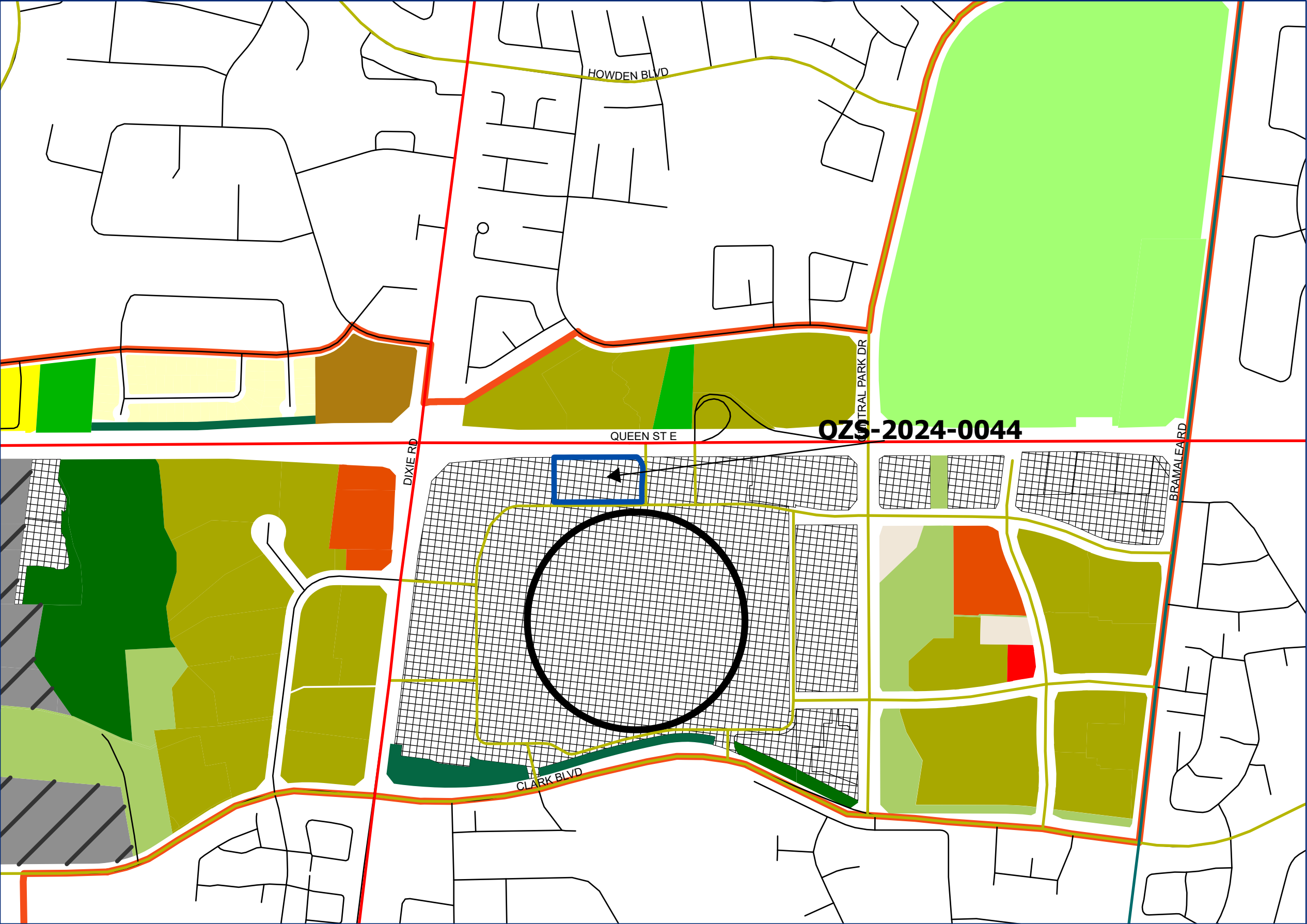


APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant: Melissa McKay, Bramalea RR GP Limited c/o
LEV Developments Inc.

Owner: LEV Developments Inc.

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- LAND USE**
- SECONDARY PLAN BOUNDARY
- RESIDENTIAL**
- LOW DENSITY
 - MEDIUM DENSITY
 - MEDIUM-HIGH DENSITY
 - HIGH DENSITY
- INSTITUTIONAL**
- INSTITUTIONAL
 - PLACE OF WORSHIP
- COMMERCIAL**
- CENTRAL AREA MIXED USE
 - SC SERVICE COMMERCIAL
 - HC HIGHWAY COMMERCIAL
 - PRIMARY OFFICE NODE
 - CC CONVENIENCE COMMERCIAL
 - INDUSTRIAL
 - OFFICE NODE
- PUBLIC OPEN SPACE**
- NP NEIGHBOURHOOD PARK
 - SP SPECIALIZED PARK
 - P PARKETTE
 - V VALLEYLAND
 - C CEMETERY
- TRANSPORTATION**
- COLLECTOR ROAD
 - MAJOR ARTERIAL ROAD
 - MINOR ARTERIAL ROAD
 - PROVINCIAL HIGHWAY
 - TRANSPORTATION FACILITIES
 - SPECIAL STUDY AREA
 - SPECIAL POLICY AREA 1
 - SPECIAL STUDY AREA 2
 - RAILWAYS
 - GRADE SEPERATION
 - Subject Lands



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Date: 2025/05/19

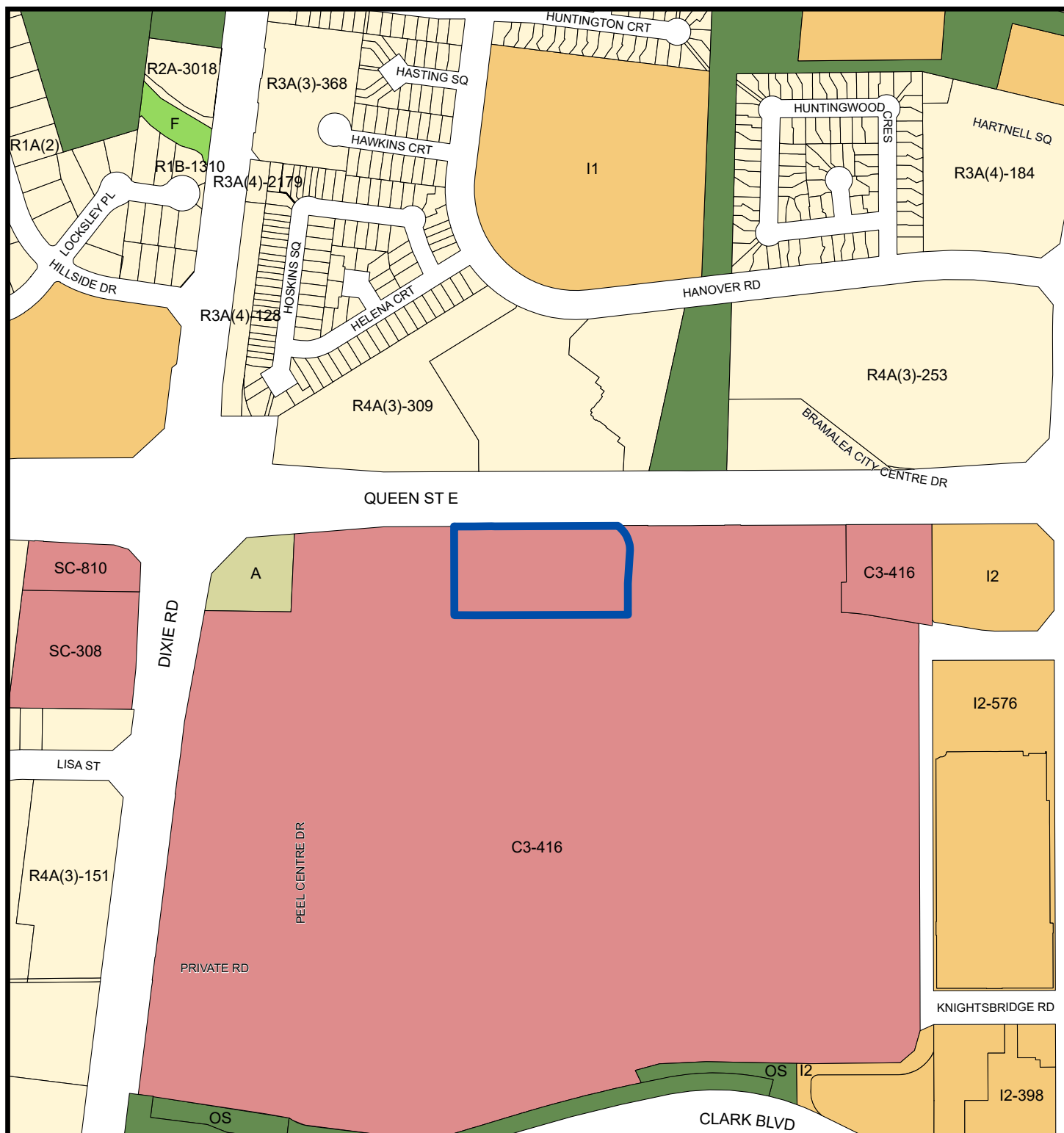
QUEEN STREET CORRIDOR SECONDARY PLAN
SCHEDULE SP36
SCHEDULE A

CITY FILE: OZS-2024-0044

APPENDIX 4

Applicant: Melissa McKay, Bramalea RR GP Limited c/o
LEV Developments Inc.

Page 405 of 410 **Owner: LEV Developments Inc.**



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT

0 75 150
Metres

Author: CAntoine
Date: 2025/05/19

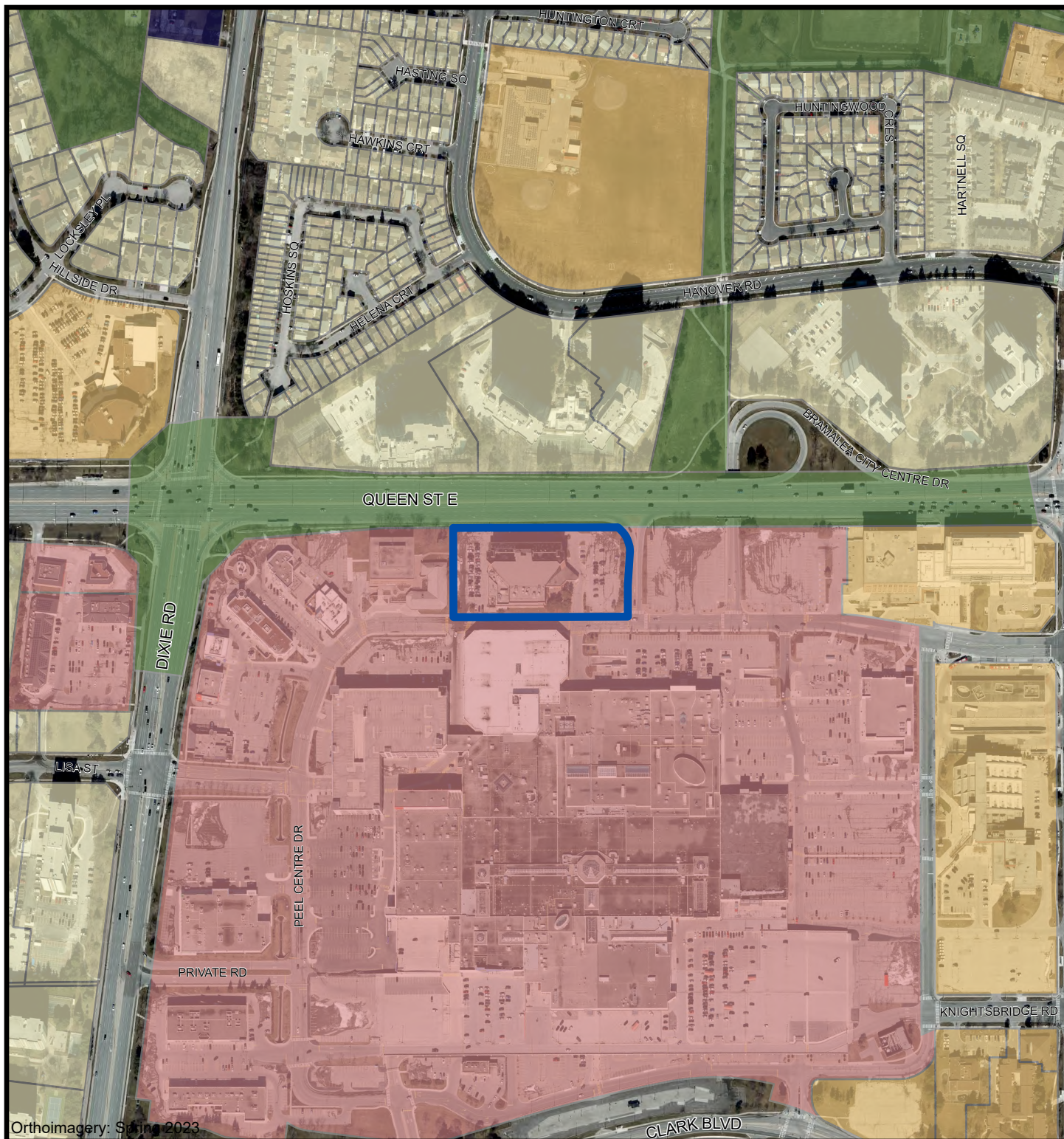


APPENDIX 5 ZONING MAP

Applicant: Melissa McKay, Bramalea RR GP Limited c/o
LEV Developments Inc.

Owner: LEV Developments Inc.

Page 106 of 131
CIP FILE: OZS-2024-0044



- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Commercial | Residential | Subject Lands |
| Institutional | Utility | |
| Open Space | City Limit | |

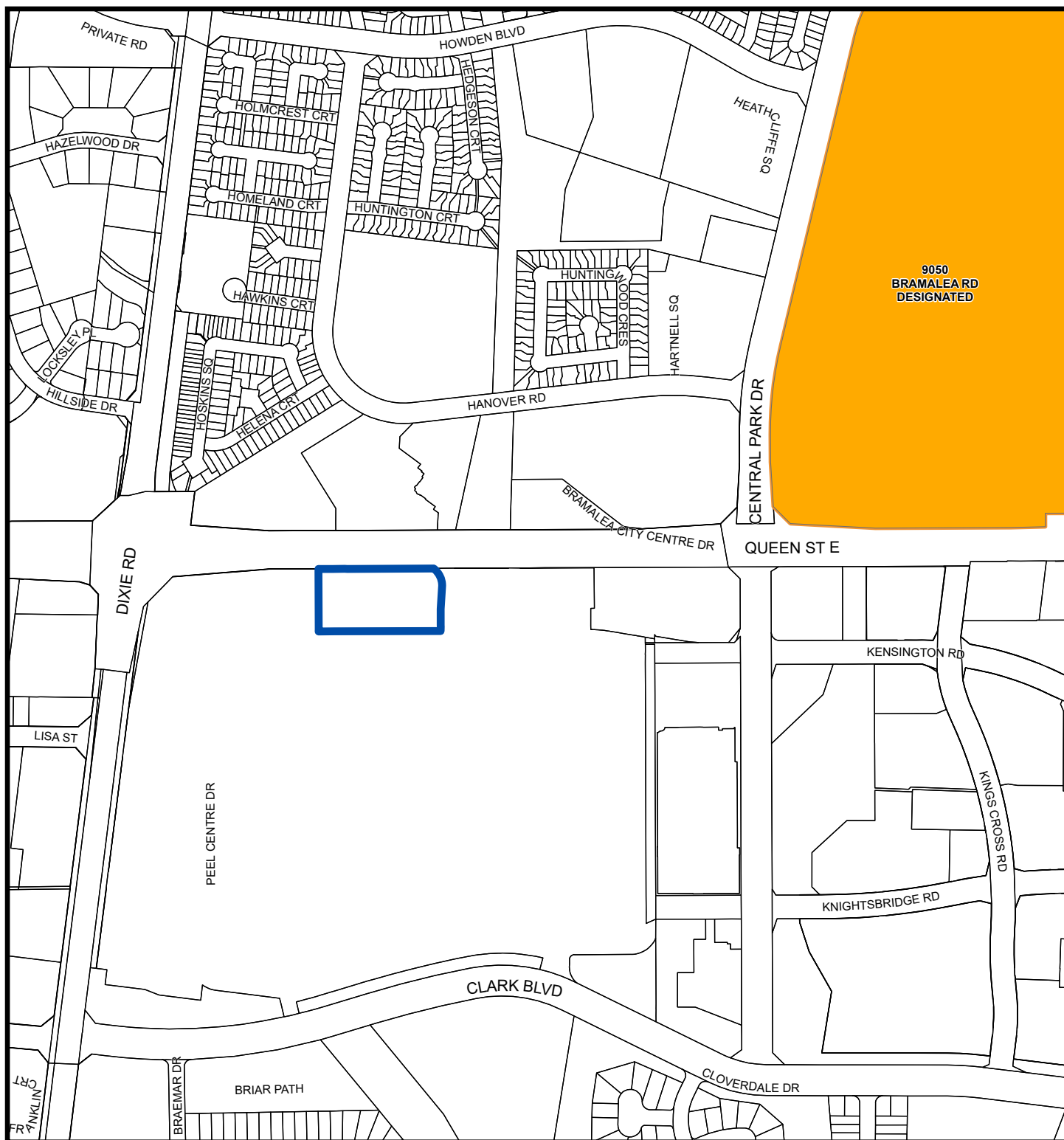


APPENDIX 6 AERIAL & EXISTING LAND USE

Applicant: Melissa McKay, Bramalea RR GP Limited c/o
LEV Developments Inc.

Owner: LEV Developments Inc.

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C:\P\127-0731-2024-0044



- HERITAGE PORPERTIES OUTSIDE 50M
- PARCEL FABRIC
- Subject Lands



BRAMPTON
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2024/07/30

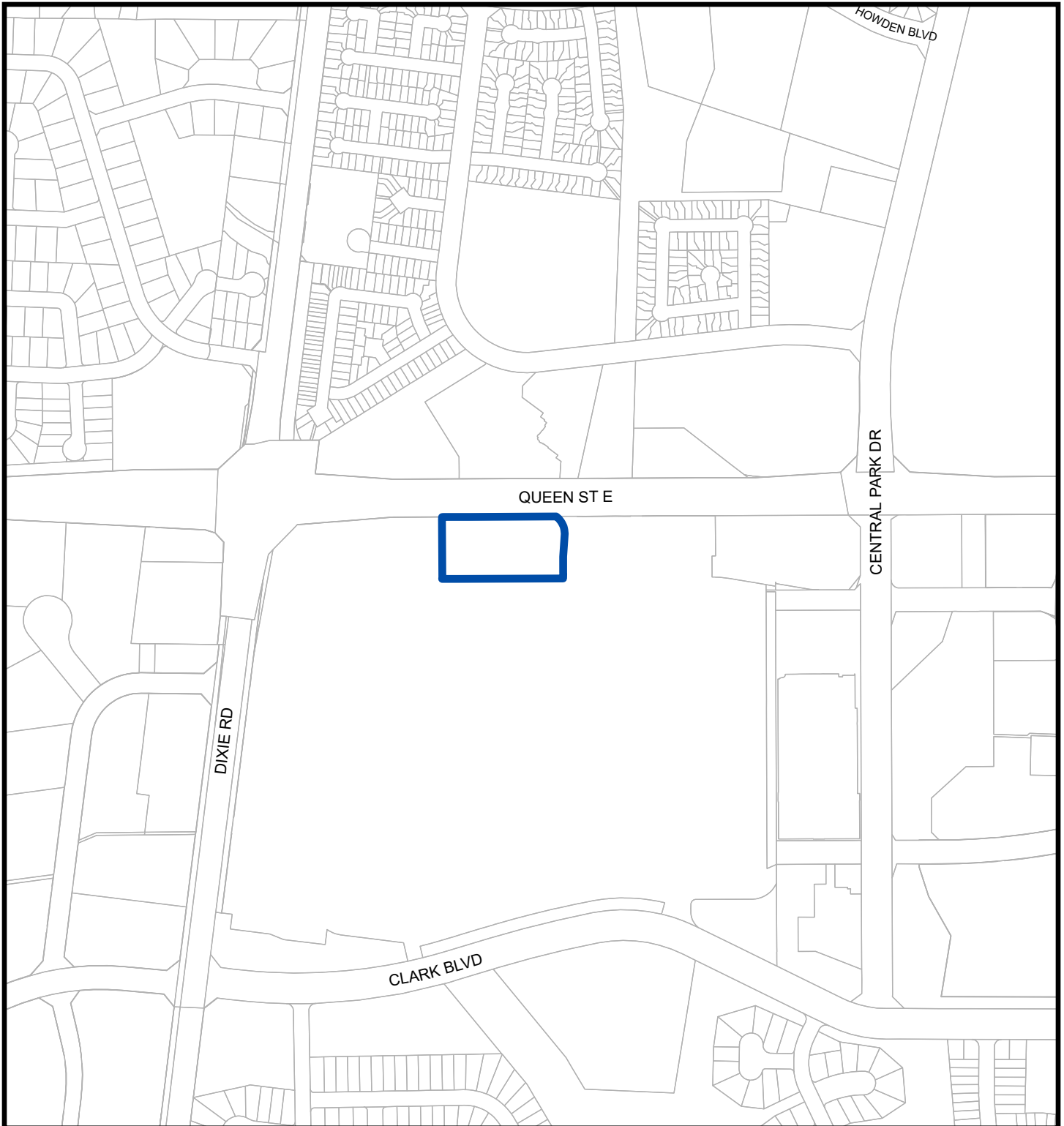








APPENDIX 7 HERITAGE PROPERTIES

Applicant: Melissa McKay, Bramalea RR GP Limited c/o LEV Developments Inc.

Owner: LEV Developments Inc.

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CHP FILE: 0731-2024-0044



- | | |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
|  PROPANE REFILL CENTRE |  PROPANE REFILL CENTRE |
|  PROPANE TRANSFER CENTRE 392m |  PARCEL FABRIC |
|  PROPANE TRANSFER CENTRE 513 m |  Subject Lands |



BRAMPTON
Flower City



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 112.5 225
Metres

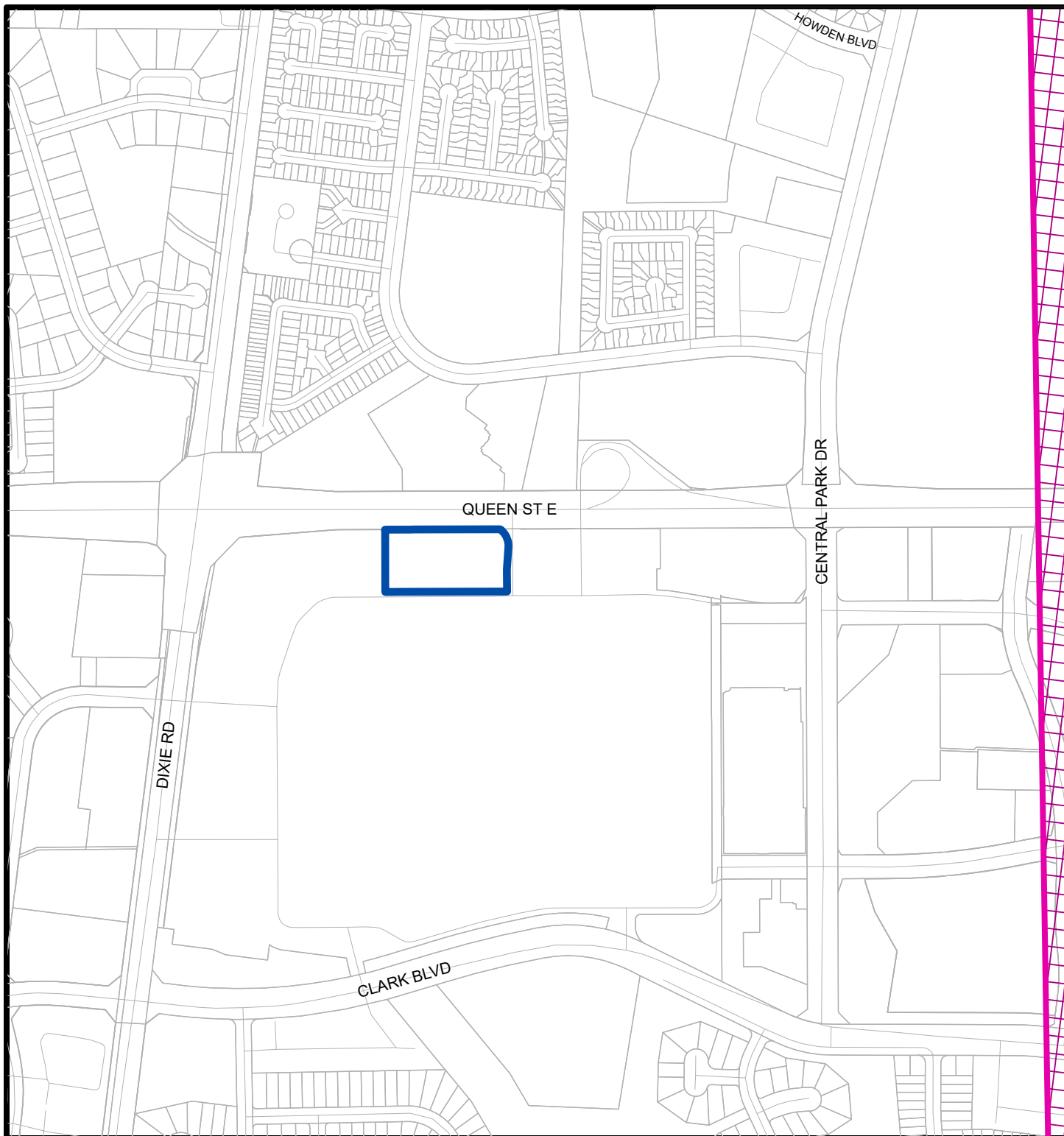
Author: CAntoine
Date: 2024/07/30

APPENDIX 8 PROPANE FACILITIES

Applicant: Melissa McKay, Bramalea RR GP Limited c/o LEV Developments Inc.

Owner: LEV Developments Inc.

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CIP File: OZS-2024-0044



 Toronto Pearson International Airport Operating Area



BRAMPTON
Flower City



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 112.5 225
Metres

Author: CAntoine
Date: 2024/07/30

APPENDIX 9

AIRPORT ZONING REGULATIONS & AIRPORT OPERATIONS AREA BOUNDARIES

Applicant: Melissa McKay, Bramalea RR GP Limited c/o LEV Developments Inc.

Owner: LEV Developments Inc.

Page 110 of 131
CITY FILE: 073-2024-0044

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – September 9, 2024
City File Number – OZS-2024-0044

Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor H. Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
City Councillor R. Power - Wards 7 and 8

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management
Allan Parsons, Director, Development Services
Henrik Zbogor, Director, Integrated City Planning
Angelo Ambrico, Manager, Development Services
Michelle Gervais, Advisor, Special Projects
Chinoye Sunny, Planner, Development Services
Jan Salaya, Planner, Development Services
Harsh Padhya, Planner, Development Services
Nitika Jagtiani, Planner, Development Services
Charles Ng, Planner, Development Services
Samantha DeLaPena, Planner, Development Services
Genevieve Scharback, City Clerk
Charlotte Gravlev, Deputy City Clerk
Gagandeep Jaswal, Acting Legislative Coordinator

Staff Report:

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

Melissa McKay, Debbie Hemmens, and Carmen Jandu, LEV Living, presented an overview of the application that included background information, area context, proposed development, conceptual site plan, tertiary plan, developments within the tertiary plan, supporting studies, and conclusion and next steps. Delegations from Stuart Scheffers, George Jenney, Brampton Resident, Azad Goyat, addressed Committee and expressed their concerns, comments, and questions with respect to the subject application. Correspondence from Mike Cantras, Susan Loeb, Janis Burns, Shirely and Marvin Hatelt, Richard Ewing, Vera Mikkelsen, and Zahra Shivji, re: Application to Amend the Zoning By-law, Bramalea RR GP Limited c/o LEV Developments Inc., 30 Peel Centre Drive, Ward 7, File: OZS-2024-0044 to the Planning and Development Committee Meeting of September 9, 2024, was received.

Staff responded to questions of clarification from Committee with respect to the Planning process, next steps and final recommendation report to Council.

Traffic and Land Use Concerns

Resident had concerns about the proposal having excessive parking spaces which can lead to increased traffic congestion and insufficient parking.

Response: A Traffic Impact Study (TIS), that evaluated existing conditions, site-generated volumes, future total conditions, parking assessment and transportation demand management has been submitted to City staff for review by WSP. City of Brampton Traffic staff have cleared the TIS, found it satisfactory and have no further comments.

Height and Density

Residents had concerns about the proposal regarding overcrowding in the area and privacy. That the proposed height is not compatible with existing area and development proposal should be adjusted to decrease building height. The height also brought forward concerns regarding the accessibility of emergency services for the proposed 55 storey (Tower A), 50 storey (Tower B) and 20 storey (Tower C) buildings.

Response: Development Services, Urban Design and MTSA policy staff have reviewed the development proposal, in relation to land use compatibility, height, massing and density, draft MSTA rezoning based on the Draft Comprehensive Zoning By-law. Provincial Policy requires that municipalities designate areas close to rapid transit stations (e.g., GO Rail, Bus Rapid Transit, or Light Rail Transit) as "Protected Major Transit Station Areas" (PMTSAs). These areas are to be re-zoned to ensure that higher density development is permitted, as appropriate, to take advantage of the transit access. Brampton Plan includes minimum density targets of 160-200 people and jobs per hectare within PMTSAs, depending on the station. To meet this density, some midrise (5-12 storeys) and high-rise (over 12 storeys) development will be required. The development proposal requires a rezoning by-law amendment to permit an increase in heights/densities to deliver on a mixed-use master planned community. The proposed development will be required to meet the appropriate development standards.

Insufficient Existing Infrastructure

Residents had concerns about the proposal regarding insufficient existing infrastructure.

Response: Staff have been working with the applicant to address matters such as traffic, servicing (water, sewer, stormwater), wind, shadowing, etc. The applicant has also coordinated with Morguard Group to mutually address concerns related to site servicing requirements. The proposed development will be required to meet the appropriate servicing development standards

RESULTS OF CIRCULATION

To: Harsh Padhya, Development Planner

From: Jessica Yadav, Policy Planner

Date: September 23, 2024

File: OZS-2024-0044

Subject: **Policy Planning Comments (Housing)**
Formal application
Proposed mixed-use building with 2 towers, and one seniors building
30 Peel Centre Dr

Policy Planning (Housing) staff have reviewed the above noted application that proposes the development of one mixed-use building with two 50- and 55-storey towers, consisting of 2,138 units, and one 20-storey seniors building, consisting of 300 units.

The City appreciates the provision of seniors-oriented housing, diverse amenities, and mixed-uses through the proposed development.

There are a number of Provincial, Regional, and Local policies that require the provision of a full mix and range of housing options in Brampton including: Provincial Policy Statement, 2020; A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019; Region of Peel Official Plan, 2022; Peel Housing and Homelessness Plan and Regional Housing Strategy; Housing Brampton; and Brampton's Official Plan, 2006.

Therefore, due to the location of the proposed development within the Dixie MTSA, and in order to meet the City's housing objectives, the applicant is encouraged to strengthen the proposed development through the provision of affordable housing and/or purpose-built rental units.

Detailed Comments:

Density

The City appreciates the balanced mix of units proposed through the development. Please note that larger, rental units are subject to Development Charge discounts through Bill 23, detailed below.

Affordable Housing

The Queen Street Corridor Secondary Plan Area 36 addresses the need to provide affordable housing options as a part of development applications through the following policies:

5.3.6 Affordable Housing

5.3.6.1 Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

Therefore, this proposal should demonstrate how affordable housing initiatives are being integrated in the development and should ensure that a proportion of the proposed units are developed as affordable housing to support the full mix and range of housing options for residents.

Tenure

The application indicates condominium tenure for the 50- and 55-storey towers. There is a growing demand for a full mix and range of rental housing options and limited supply in the primary rental market. The applicant is encouraged to review the feasibility of providing a proportion of units as purpose-built rental units or partnering with a non-profit organization to do so.

Section 4.2.1.12 of the Official Plan states that the City shall encourage the maintenance of a minimum rental vacancy rate of two percent. Furthermore, Housing Brampton identifies Big Move One: Purpose-Built Rental Housing “to increase the supply of purpose-built rental housing for low and moderate-income households”. The Draft Brampton Plan reflects this Big Move through policies for the implementation of purpose-built rental housing in section 3.3.1 Housing Supply and Diversity.

To this end, the City shall encourage the maintenance and provision of rental housing in appropriate forms and locations. Please note that purpose-built rental units may be subject to incentives, detailed below.

Incentives

The applicant is encouraged to explore various provincial and federal programs and funding opportunities to facilitate the provision of affordable, purpose-built rental housing and/or low to medium income market ownership housing options. Incentives for providing these housing options include:

- Incentives to exempt affordable housing units from [DCs](#), [CBCs](#), & [Parkland Dedication fees through Bill 23](#);
- Up to 25% reduction in DCs for rental housing units, [through Bill 23](#);
- Upcoming reductions in parking requirements by the City for affordable housing (endorsed by Council through [Municipal Parking Strategy](#) and to be implemented early 2025 through the [Comprehensive Zoning By-Law Review](#));
- [Peel’s Affordable Rental Incentives Program](#); and,
- [Canadian Mortgage and Housing Corporation: Rental Construction Financing Initiative](#) & [Affordable Housing Innovation Fund](#)

Please note that the 50- and 55-storey towers in the proposed development will be subject to Community Benefits Charges (CBCs). CBCs can be paid in cash or in-kind. Affordable housing units are considered an in-kind contribution towards CBCs. If you are interested in exploring affordable housing units as an in-kind contribution, the City's Housing staff are happy to meet and discuss.

Housing Analysis Report

An analysis of the proposed measures to achieve deeper affordability, as well as the number of units by category, size, access levels to shared facilities and amenities, and proposed rents (if available) should be included as a 'Housing Analysis' in the Planning Justification Report.

The City appreciates that much of the Housing Analysis has been provided through other sections of the PJR dated May 2024 and requests the applicant to provide a dedicated Housing Analysis section if there are any changes to the proposed development including unit count, affordability, and tenure, through subsequent submissions.

The Housing Analysis should include:

1. An explanation of how the proposed development addresses the affordable housing policies of the Queen Street Corridor Secondary Plan Area 36;
2. A detailed breakdown of the range and mix of housing units proposed, including tenure and form. If you are proposing purpose built rental, please include the number of units by unit type and proposed rents. Where exact values / quantities are not yet known, please provide estimates;
3. A staging and implementation strategy that demonstrates the provision of these units through a phased approach to development of this site. Please note that affordable housing units should be integrated throughout all the phases of development to ensure integrated complete communities.

The applicant is advised that City staff will review the Housing Analysis and provide detailed housing affordability comments. Please note that the City's Policy Housing team will follow-up and monitor the proposed affordability, tenure, and unit breakdown when it is finalized at the site plan stage.

To: Nicole Hanson, Development Planner

From: Jessica Yadav, Policy Planner

Date: May 8, 2025

File: OZS-2024-0044

Subject: **Policy Planning Comments (Housing)**
Formal application
Proposed mixed-use building with 2 towers, and one seniors building
30 Peel Centre Dr

Policy Planning (Housing) staff have reviewed the above noted application that proposes the development of one mixed-use building with two 50- and 55-storey towers, consisting of 2,138 units, and one 20-storey seniors building, consisting of 300 units.

The City appreciates the provision of seniors-oriented housing, diverse amenities, and mixed-uses through the proposed development.

Staff have reviewed the revised PJAR, dated April 2025, and appreciate the inclusion of a Housing Analysis.

Detailed Comments:

Density

Staff appreciate the balanced mix of units proposed through the development. Please note that larger, rental units are subject to Development Charge discounts through Bill 23, detailed below.

Affordable Housing

Staff continue to encourage the applicant to provide a proportion of the proposed units as affordable housing units to support the full mix and range of housing options for residents, in accordance with the Affordable Housing policies of the Queen Street Corridor Secondary Plan Area 36, and Brampton Plan.

Please note that the City is currently undertaking an Inclusionary Zoning Review, with a Recommendation Report and By-law to be brought forward to Council by Q3 2025. For more information, please contact us or visit our [webpage](#).

Tenure

Staff appreciate the provision of senior rental units with a range of typologies.

City of Brampton Incentives

The City of Brampton has launched its [City-Wide Community Improvement Plan \(CIP\) for Affordable Housing](#), which includes an Affordable Housing Capital Grant Program.

The Capital Grant Program is a structured program to provide financial incentives to non-profit and private developers for affordable rental and affordable ownership housing units in Brampton.

The following eligibility requirements apply to projects being considered for funding:

- The units must meet the established affordability threshold in the annual [Affordable Residential Units Bulletin](#) and units must remain affordable for a minimum of 25 years; and
- Applications are to be submitted between Site Plan Control submission, if applicable, or Building Permit submission and prior to the issuance of an Occupancy Permit.

Project proponents are required to submit an application form to the City for evaluation. Applications are accepted on an on-going basis. To receive an application form, please contact housing@brampton.ca.

External Incentives

The applicant is encouraged to explore various provincial and federal programs and funding opportunities to facilitate the provision of affordable, purpose-built rental housing and/or low to medium income market ownership housing options. Incentives for providing these housing options include:

- Incentives to exempt affordable housing units from [DCs, CBCs, & Parkland Dedication fees through Bill 23](#);
- Up to 25% reduction in DCs for rental housing units, [through Bill 23](#);
- Upcoming reductions in parking requirements by the City for affordable housing (endorsed by Council through [Municipal Parking Strategy](#) and to be implemented early 2025 through the [Comprehensive Zoning By-Law Review](#));
- [Peel's Affordable Rental Incentives Program](#); and,
- [Canadian Mortgage and Housing Corporation: Rental Construction Financing Initiative](#) & [Affordable Housing Innovation Fund](#)

Please note that the mixed-use building will be subject to Community Benefits Charges (CBCs). CBCs can be paid in cash or in-kind. Affordable housing units are considered an in-kind contribution towards CBCs. If you are interested in exploring affordable housing units as an in-kind contribution, the City's Housing staff are happy to meet and discuss.

COMMENTS & CONDITIONS MEMO

Date: July 31, 2024

File: OZS-2024-0044

To: H. Padhya, Development Services Division

From: C. Heike, Parks Planning Group

Subject: **REQUIREMENTS FOR MIXED-USE DEVELOPMENT**
Application to Amend the Zoning By-Law
(To permit for the development of an existing Retirement Residence to allow for 2 residential towers, indoor and outdoor amenity spaces, retail space at-grade facing Peel Centre Dr, streetscape enhancements an inner 'woonerf' and efficient internal loading and parking)

Conditions from the Planning and Delivery Section

Consultant: **LEV DEVELOPMENTS INC.**

Applicant: **BRAMALEA RR GP LTD.**

Location: 30 Peel Centre Drive
Circulation Date: July 31, 2024
Ward: 7

In response to the Accela circulation of the above noted Zoning By-Law amendment application dated July 31, 2024, the following represents a summation of conditions from the **Planning and Delivery Section** and general comments from the **Parks Planning Group**. The **Open Space Group** may also provide their own general comments through the Accela workflow.

A. PRIOR TO BY-LAWTableland Vegetation:

1. Prior to By-Law Approval, a **Tree Evaluation Report** will be provided completed in accordance with the City's [Tableland Tree Assessment Guidelines](#) and to the satisfaction of the City.

N.B. The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Development Services and Public Works & Engineering Departments.

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Hoarding of Natural Features

2. The Owner shall erect hoarding along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

N.B. The hoarding is to be supplied, erected and maintained in good condition by the Owner at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.

Tableland Tree Compensation:

3. The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance with current City of Brampton compensation planting standards outlined in the City's *Tableland Tree Assessment Guidelines*. Compensation plantings shall be provided by the Owner at no cost to the City.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

4. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to the review and ratification by the City's Realty Services Section

D. GENERAL COMMENTS

5. NIL

If you have any questions or require further clarification with respect to these comments, please contact the undersigned.

Christopher Heike B.Sc., M.Pl., MCIP, RPP
Parks Planner, Parks Planning
Planning and Delivery Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-2422 Fax: (905) 874-3819
christopher.heike@brampton.ca

cc. (via email only):

J. K. Bajwa, M. Colangelo, C. Tsang

(Note: A digital copy has also been uploaded to Accela.)



Date: May 9, 2025

To: Nicole Hanson, Development Planner

From: Donna Sanders/Jaspreet Singh Bassi, Environmental Engineering

Subject: Functional Servicing and Stormwater Management Report
Bramalea RR GP Limited c/o LEV Developments Inc.
30 Peel Centre Drive, Brampton

File: OZS-2024-0044

Submission for Zoning Bylaw Amendment:

- R1_Functional Servicing and Stormwater Management Report for Lev Living prepared by Greck and Associates dated **April 22, 2025**, and received April 28, 2025
- R1_Comment Response Table_30 Peel Centre Dr

Comments:

We have reviewed the Functional Servicing Report as noted above, in support of the Application to Amend the Zoning By-Law. As the report proposes to discharge the site's stormwater to a connection within Queen Street East, a Regional owned Right of Way, we defer to the Region of Peel for review and approval of the storm servicing and stormwater management proposed therein. Therefore, we have no further comments.

cc. Maggie Liu
Olti Mertiri
Dana Jenkins, Region of Peel
Dilnesaw Chekol, TRCA

COMMENTS & CONDITIONS MEMO

Date: April 29, 2025

File: OZS-2024-0044

To: N. Hanson, Development Services Division

From: C. Heike, Parks Planning Group

Subject: **REQUIREMENTS FOR MIXED-USE DEVELOPMENT**
Application to Amend the Zoning By-Law
(To permit for the development of an existing Retirement Residence to allow for 2 residential towers, indoor and outdoor amenity spaces, retail space at-grade facing Peel Centre Dr, streetscape enhancements an inner 'woonerf' and efficient internal loading and parking)

UPDATED Conditions from the Planning and Delivery Section

Consultant: **LEV DEVELOPMENTS INC.**

Applicant: **BRAMALEA RR GP LTD.**

Location: 30 Peel Centre Drive
Circulation Date: April 28, 2025
Ward: 7

In response to the 1st Revision (R1) Accela circulation of the above noted Zoning By-Law amendment application dated April 28, 2025, the following represents an **UPDATED** summation of conditions from the **Planning and Delivery Section** and general comments from the **Parks Planning Group**. The **Open Space Group** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our Comments & Conditions Memo dated July 31, 2024.

A. PRIOR TO BY-LAW

1. NIL

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Hoarding of Natural Features

2. The Owner shall erect hoarding along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

N.B. The hoarding is to be supplied, erected and maintained in good condition by the Owner at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.

Tableland Tree Compensation:

3. The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance with current City of Brampton compensation planting standards outlined in the City's *Tableland Tree Assessment Guidelines*. Compensation plantings shall be provided by the Owner at no cost to the City.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

4. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to review and ratification by the City's Realty Services Section

D. GENERAL COMMENTS

5. NIL

If you have any questions or require further clarification with respect to these comments, please contact the undersigned.

Christopher Heike B.Sc., M.Pl., MCIP, RPP
Parks Planner, Parks Planning
Planning and Delivery Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-2422 Fax: (905) 874-3819
christopher.heike@brampton.ca

cc. (via email only):
J. K. Bajwa, M. Colangelo, C. Tsang

(Note: A digital copy has also been uploaded to Accela.)

RESULTS OF CIRCULATION

August 15, 2024

Harsh Padhya
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Harsh:

**Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law
30 Peel Centre Drive
South of Queen St E, east of Dixie Rd
File: OZS 2024-0044
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 2 towers with a total of 1238 residential units, which are anticipated to yield:

- 59 Junior Kindergarten to Grade 8 Students; and
- 22 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. John Fisher	448	403	10
Secondary School	St. Thomas Aquinas	1498	1500	17

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)

August 15, 2024

Chinoye Sunny
Planner I
City of Brampton
1 Wellington Street
Brampton, ON L5B 3C1

Dear Chinoye,

RE: **Draft Plan of Subdivision, OPA and Zoning By-law amendment
Lev Living
30 Peel Centre Dr
OZS-2024-0044
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of two residential towers with 1238 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 5	Grade 6 to 8	Grade 9 to 12
138	50	32

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
Clark Boulevard P.S.	513	634	0
Balmoral Dr Sr. P.S.	526	693	0
Bramalea S.S.	1,125	1,278	1

Please be advised that this development is located along the future Queen Street BRT corridor. PDSB is aware of the increased development within the area which may result in capacity issues for nearby schools. PDSB actively reviews new residential growth in this area and seeks viable student accommodation solutions where possible.

PDSB requires the following conditions be placed in the Development Agreement:

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

August 7, 2024

SENT BY E-MAIL (Harsh.padhya@brampton.ca)

Harsh Padhya
Planner III
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Harsh Padhya:

**Re: OZS-2024-0044
30 Peel Centre Drive
Part Lot 5, Concession 4 EHS
City of Brampton
Bramalea RR GP Limited**

This letter acknowledges receipt of a revised submission in support of the above noted application circulated by the City of Brampton. The materials were originally received by Toronto and Region Conservation Authority (TRCA) staff on July 29, 2024. Toronto and Region Conservation Authority (TRCA) staff have reviewed this application in accordance with the Conservation Authorities Act, which requires TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. With respect to Planning Act matters, conservation authorities have a role to ensure that decisions under the Planning Act are consistent with the natural hazard policies of the Provincial Policy Statement (PPS) and conform to any natural hazard policies in a provincial plan.

Purpose of the Applications

It is the understanding of TRCA that the intent of the above noted application is rezone the property to support the development of a future mixed use residential-assisted living facility at 30 Peel Centre Drive.

Background

The subject lands are located fully within a TRCA Regulated Area owing to the presence of a Regulatory Flood Plain associated with Etobicoke Creek on adjacent lands. As part of a previous Concept Development Application with TRCA staff in 2023-2024, TRCA staff reviewed detailed topographic surveys and flood modeling reports prepared by the applicant and were satisfied the existing flood spill along Queen Street East to the north does not extend onto the subject property at 30 Peel Centre Drive and would not be subject to flood related policy restrictions based on TRCA's current best understanding of the hazard.

Application Specific Comments

Through the previous Concept Development Application (CFN 66379.01) TRCA staff reviewed detailed topographic surveys and flood modeling to confirm the current extent of the Regulatory Flood Plain does not continue along Queen Street and that all flooding for the wider area is restricted to the lands west and south of 30 Peel Centre Drive in the current conditions and do not extend onto the property. Further to this, long term flood remediation for the area is expected to reduce the extent of local flooding along Peel Centre Drive, further improving area conditions in the future.

As such, from our review of the currently submitted materials, TRCA staff have no objection to the approval of OZS-2024-0044. As the property is within a TRCA Regulated Area, a permit from this office is required.

Ontario Regulation 41/24

The proposed development is within TRCA's Regulated Area owing to the proximity of the Regulatory Flood Plain to the southwest of the property. As such, a permit from this office is required prior to works being undertaken.

Fee

We thank the applicant for their prompt submission of the required review fee.

Conclusion

We trust these comments are of assistance. Should you have any questions, please contact me at 1-437-880-1938 or at Anthony.Syhlonyk@trca.ca.

Sincerely,

Anthony Syhlonyk
Planner
Development Planning and Permits | Development and Engineering Services

Padhya, Harsh

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2024/08/01 11:10 AM
To: Planningcomments; Padhya, Harsh
Cc: Trdoslavic, Shawntelle
Subject: [EXTERNAL]RE: [OZS-2024-0044] Notice of Application and Request for Comments DUE: AUG 19/2024

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

Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details: <https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)
Sr Analyst, Municipal Planning
Engineering

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

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Monday, July 29, 2024 11:24 AM
To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; dana.jenkins <dana.jenkins@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; McVittie, Stephanie <stephanie.mcvittie@peelregion.ca>; suzanne.blakeman@peelsb.com; Gooding, Nick <Nick.gooding@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>; Tessaro, Zach <zach.tessaro@peelsb.com>; Wigle, Julian <julian.wigle@peelsb.com>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csmiamonde.ca>; peelplan <peelplan@trca.ca>; Anthony Syhlonyk <anthony.syhlonyk@trca.ca>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; Dave A. Robinson <DaveA.Robinson@alecrautilities.com>; max.watters@alecrautilities.com; Municipal Planning <MunicipalPlanning@enbridge.com>; christopher.fearon@canadapost.ca; RAI, Nirmaljit <nirmaljit.rai@canadapost.postescanada.ca>; TALUSAN, Nikki <Nikki.Talusan@canadapost.postescanada.ca>; CA-Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com
Cc: Padhya, Harsh <Harsh.Padhya@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; Scharback, Genevieve <Genevieve.Scharback@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>
Subject: [External] [OZS-2024-0044] Notice of Application and Request for Comments DUE: AUG 19/2024

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Good Morning,

An application for **30 Peel Centre Drive** with an assigned file numbers of **OZS-2024-0044** was submitted to City of Brampton for review and the applicant submitted materials are made public on **BramPlan Online** for review.

As part of our commitment to improving our development application processes, timely reviews are crucial due to compressed timelines.

Please submit your comments to both our general inbox at planningcomments@brampton.ca and the assigned planner by **August 19, 2024**

If you have any concerns, please contact the assigned planner at harsh.padhya@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Tuesday, August 13, 2024

Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton ON L6Y 4R2

Attention: Harsh Padhya, Planner
harsh.padhya@brampton.ca

Re: Request for Comments
OZS-2024-0044
30 Peel Centre Drive

Dear Harsh,

Canada Post Corporation appreciates the opportunity to comment on the above noted application and requests the developer be notified of the following:

As this development appears to be a hybrid independent living retirement residence and assisted care supportive living, Canada Post would like to ensure the owner/developer is aware that mail service will be affected based on one of the two scenarios below:

(1) if the retirement home and the assisted-living facility share a single official civic address but the two entities are physically distinct (a particular set of floors are dedicated as retirement home and a particular set of floors are dedicated as assisted-living facility) mail delivery will occur as follows:

- delivery to the Retirement Home units will be by Lock Box Assembly (LBA)
- only the unit numbers for the Retirement Home can be placed in the LBA and each compartment must be properly labelled with these specific unit numbers
- the unit numbers for the Retirement Home are eligible for mail redirection service though Canada Post
- delivery to the Assisted-Living units will be to one single point of call without separation of mail by Canada Post
- redirection service for residents moving out of the Assisted-Living Facility must be handled privately by the Facility

(2) if the retirement home and the assisted-living facility share a single official civic address but the two entities are not physically distinct and mixed throughout the building (retirement home suites and assisted-living suites mixed on each floor of the building):

- delivery to the entire building will be to one single point of delivery without sortation and separation of mail by suite number.



CANADA POST
201 - 1860 MIDLAND AVE
TORONTO ON M1P 5A1

CANADAPOST.CA

POSTES CANADA
201 - 1860 MIDLAND AVE
TORONTO ON M1P 5A1

POSTESCANADA.CA

- Separation and sortation of mail will be the responsibility of building management if so desired
- mail redirection for those moving out is not permitted in this type of situation for either the retirement home suites or the assisted living suites. Any redirection would have to be privately managed by the condominium.

The complete guide to Canada Post's Delivery Standards can be found at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Sincerely,

Nikki Talusan
Delivery Services Officer
647-290-1186
nikki.talusan@canadapost.ca

August 6, 2024

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

Re: Notice of Application and Request for Comments – 30 Peel Centre
Drive COB File: OZS-2024-0044

Dear Harsh,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Manager, Distribution Design – ICI & Layouts
Alectra Utilities

August 15, 2024

Harsh Padhya
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Harsh:

**Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law
30 Peel Centre Drive
South of Queen St E, east of Dixie Rd
File: OZS 2024-0030
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 2 towers with a total of 1238 residential units, which are anticipated to yield:

- 59 Junior Kindergarten to Grade 8 Students; and
- 22 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. John Fisher	448	403	10
Secondary School	St. Thomas Aquinas	1498	1500	17

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)

Public Works

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

May 28, 2025

Nicole Hanson, H.BA, MES (Pl.), RPP, MCIP
Principal Planner / Supervisor
Corporation of the City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Nicole.Hanson@brampton.ca

**RE: Region of Peel Comments
Zoning By-law Amendment
30 Peel Centre Drive
Regional File: RZ-24-044B
City File: OZS-2024-0044**

Dear Ms. Hanson,

Thank you for circulating the second submission for this rezoning application to redevelop the lands at 30 Peel Centre Drive for two residential towers of 50 and 55 storeys accommodating 1,238 units; one 20-storey retirement home building with 300 units connected by a 6-storey podium; 1,006 vehicle parking spaces and 870 bicycle parking spaces. We provided our comments on the first submission materials on October 25, 2024, for the formal application. Regional comments on future site plan or condominium applications are also included for your reference.

Development Services

- Pre-consultation application and zoning by-law amendment submission fees of \$6,437.94 have been received by the Region.
- There is a Region of Peel sanitary easement along the southerly limits of the property, where several encroachments are proposed (such as planters, trees, and bike racks). An encroachment circulation should be commenced for all the proposed encroachments which are not permitted as per documents registered on title. All drawings including site and grading plans indicating the encroachments should be provided for review.
- The Application Fee for the Hansen circulation to determine if any proposed encroachments will be considered is \$719.27 (\$636.53 + taxes). This fee, along with the Application Form (attached) needs to be completed by the property owner prior to any circulation.

SITE SERVICING

- Functional Servicing Report (FSR) review fee has been received.
- FSR last revised April 22, 2025 has been reviewed (water and sanitary portion), and no capacity issues have been identified.

Stormwater Review

FUNCTIONAL SERVICING REVIEW REQUIREMENTS

- Grade of the service lateral from control manhole to the Region's storm network is 5% where preferred is 2%. Please provide design sheets to confirm that the maximum velocity doesn't exceed 3m/s. Where velocities exceed 3m/s, additional design factors to protect from scouring and erosion should be implemented. Comment can be addressed through the detailed design process.
- Stormwater Management Report Review Fee of \$1537.50 is required as per the current Fees By-law based on the site servicing. Please have the applicant complete all the fields in the table below and return to me for payment processing next steps.

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	\$1,537.50
Region of Peel File Number (C#####)	
Credit Card if Under \$1,500.00 (Yes/No)	
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 TIS; and offer no additional comments at this time.
- The Region acknowledges that no access is being proposed off Queen Street East.
- Finer details will be reviewed under the next submission, including sidewalk connections in the Region's right of way.
- As no site plan drawing was submitted in this package, we offer comments on the landscaping drawing below.
- An overall plan drawing should be submitted in the next cycle.
- The Region will require an engineering submission at the site plan stage for review and approval. Requirements are detailed below for reference.

PROPERTY REQUIREMENTS

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 107 (Queen Street East) 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 107 (Queen Street East) behind the property line, except at any approved access point.

Public Works

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

peelregion.ca

- 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.

Draft R-plan

- Dimensions from the centreline to the new property line to be shown at multiple points along Queen Street East.
- The Region reviews PDF plans and not hard copies, therefore all dimensions need to be shown at the review stage.

Landscaping Drawing

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.
- The high point of grading should be at the property line, all private side grading should slope internal to the site.
- Please show the grade percentage of the sloped planting.
- Trees are proposed in the Region's splash pad, please remove, and update the drawings accordingly.
- It looks as though pavers are proposed in the splash pad, the Region is not in support of landscape pavers. Please clarify materials and ensure it meets Region standards (stamped concrete).
- Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.

Site Plan/ Concept Plan

- A concept plan should be submitted in the next cycle.
- All comments provided should be reflected on the plan, including.
- Centreline of roadways with property dimensions reflected.

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 107 (Queen Street East);
- 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);

Public Works

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

peelregion.ca

- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
 1. Completed [Road Occupancy Permit](#) and a permit fee as per the Region's user fees and charges By-law;
 2. Completed [Notice to Commence Work](#);
 3. Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
 4. Please note that any proposed construction within the Region of Peel's right of way is pending PUCC approval (minimum six-week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email and cannot exceed 10MB per email.
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

Waste Management

- The sole outstanding item under the Region's [Waste Collection Design Standards Manual](#) is a certification letter, confirming that the internal waste-collection route is designed to safely support a fully loaded Regional waste-collection vehicle (35 tonnes GVW).
- Upon receipt and acceptance of this letter, Waste Management will issue its clearance for the application.

Public Health

Public Health does not object to the approval of the rezoning application. The following are additional recommendations for the subsequent detailed Site Plan submission:

- Explore preferential parking for carpool and/or carshare vehicles to reduce single occupant vehicle trips.
- Give consideration for unbundling of parking from residential units by selling or leasing spaces separately.
- Explore age friendly development design guidelines when designing spaces for multi-generational use.

Concluding Comments

We look forward to working with the City of Brampton and applicant teams to facilitate this exciting project. Should you have any questions or concerns, please contact me at dana.jenkins@peelregion.ca or 905.791.7800 x 4027. Thank you, Nicole Natalie.

Regards,

Dana Jenkins

Dana Jenkins, MCIP, RPP
Principal Planner

cc: John Hardcastle, Manager, Development Services, Region of Peel
Alex Sepe, Manager, Development Services, City of Brampton
Melissa McKay, Vice President, Development, LEV Developments Inc.
Jinny Tran, Senior Director Developments, LEV Developments Inc

REAL ESTATE CIRCULATION FORM – PROPOSED ENCROACHMENTS-DEVELOPMENT APPLICATION

Development Application No:		Address:	
Development Contact:		Applicant Name:	
Planner Contact:			
Legal Contact:		Date:	

Type Easement/ ROW?	Easement Instrument #	Encroachment Description	Proposed / Existing	Final Drawing # /Revision Date	Comments

Detailed Planning Analysis
City File Number: OZS-2024-0044

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities. The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990

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

Section 2:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) the orderly development of safe and healthy communities;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (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;

Analysis: Planning Act R.S.O 1990

The development proposes a mixed-use community consisting of two 55 and 50 storey buildings with 1238 units and a 20 storeys retirement building with 300 suites connected by a 5-storey podium of ground-level retail space. The subject property is located within a MTSA as per Schedule 13h – Major Transit Station Area QUE-5 Dixie Land Use Plan, which is an area planned for intensification and transit-oriented development. Furthermore, the development proposal will create a complete community with multi-generational living opportunities and residential units that meet the needs for a wide range of household types such as young professionals, families, empty nesters and seniors. The proposed Zoning By-law Amendment reflects regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** Low-density residential dwellings are currently situated on the lands, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal promotes the intensification and improvements of the land and its component areas. The Central Area is considered the major location for entertainment and cultural uses.
- **Housing Supply and Population Growth:** Adding high density, mixed-use buildings will contribute to the municipality's housing supply goals and support projected population growth.
- **Accessibility and Connectivity:** Proposed dwellings are situated in a major transit area. Future residents have excellent access to existing transit service, due to its proximity to the Bramalea Transit Terminal.
- **Design:** The proposed high-rise, mixed-use residential buildings will provide optimal housing opportunities and create a complete community within the current lands.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area and providing additional housing stock.
- **Public Interest:** The development plans to accommodate existing residents, while facilitating increased housing availability for the City of Brampton.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies

The proposed subject properties are located within a central area for entertainment and culture. With the redevelopment of the existing Low density residential dwelling the City of Brampton's Housing Pledge of constructing 113,000 new homes by 2031 can be met. This aligns with the public's interest along with the provincial interest to supply homes. Furthermore, being located within the Dixie Road Primary MTSA Area ("PMTSA") intensifies the proposed areas need to be developed as a complete community. The application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (k) (p), (q) and (r).

Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands.

Provincial Policy Statement, 2024

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

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

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

a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

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

a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs

b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

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

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

a. establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for

housing with Service Managers to address the full range of housing options including affordable housing needs;

b. permitting and facilitating:

i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3

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

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

The proposal will also allow for an appropriate and supportable form of residential, commercial, employment and retail intensification that will promote surrounding transit and active transportation as per the Major Transit Station Area QUE-5 Dixie Land Use Plan, Bramalea City Centre Precinct Plan, Queen Street Corridor Secondary Plan (Area 36), Brampton Official Plan and the Brampton Plan. The proposed development will be in close proximity to existing transit corridors along Dixie Road and Queen Street East, which is consistent with Section 2.2.1(d) of the PPS as amended.

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

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

a. efficiently use land and resources;

b. optimize existing and planned infrastructure and public service facilities; c. support active transportation;

d. are transit-supportive, as appropriate; and e. are freight-supportive.

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

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

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

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

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

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

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

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

Section 2.1 – Planning for People and Homes:

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

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

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

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

2.2 – Housing:

2.2.1.a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

2.2.1.b) - Permitting and facilitating:

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

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

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

2.3. – Settlement Areas and Settlement Area Boundary Expansions:

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

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

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

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

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

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

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

2.4.1.3 - Planning authorities should:

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

2.4.2.2 - Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or

- c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

2.4.2.3 – Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) Planning for land uses and built form that supports the achievement of minimum density targets;

2.4.2.6 - All major transit station areas should be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a) Connections to local and regional transit services to support transit service integration;

- b) Infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;

- c) Commuter pick-up/drop-off areas.

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

3.1.1 - Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) Are financially viable over their life cycle, which may be demonstrated through asset management planning;

- b) Leverage the capacity of development proponents, where appropriate; and

- c) Are available to meet current and projected needs.

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

3.2.1 - Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

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

3.2.3 - As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

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

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

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

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

Analysis: Provincial Policy Statement

Section 3.5 of the PPS contains policies around land use compatibility, specifically around the location of sensitive land uses that shall be planned and developed to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures. Given that stationary sources exceed the Class 4 sound level limits, the owner will implement site design alternative, such as Enclosed Noise Buffers (ENBs) or similar measures, can be considered as a mitigation option for the façade facing these exceedances. City staff support the development application obtaining a Class 4 Noise Designation as per the MECP publication NPC-300 based on the submitted Noise Report by RWI, and that mitigation measures will be confirmed through the site plan process.

The proposal will also allow for an appropriate and supportable form of residential, commercial, employment and retail intensification that will promote surrounding transit and active transportation as per the Major Transit Station Area QUE-5 Dixie Land Use Plan, Bramalea City Centre Precinct Plan, Queen Street Corridor Secondary Plan (Area 36), Brampton Official Plan and the Brampton Plan. The proposed development will be in close proximity to existing transit corridors along Dixie Road and Queen Street East, which is consistent with Section 2.2.1(d) of the PPS as amended. The proposed development supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development promotes the efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities,

in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3, and 2.3.1.2 of the PPS.

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

The proposed Zoning By-Law Amendment contemplates the following:

- To permit the development proposal consisting of two residential towers of 55 and 50 storeys and a retirement home building of 20 storeys connected by a 5-storey podium.
- The proposed development contains 1,238 residential units, 300 retirement units, 496 sq. m. of ground-level retail space.
- A total residential Gross Floor Area of 81,000.00 m²
- Retail Gross Floor Area – 496.00 m²
- A total retirement care home Gross Floor Area of 17,752.00 m²
- 886 Vehicle parking spaces contained within 4 levels of underground parking and 996 bicycle parking space

Proposed Amenity Area:

- Residential Buildings (Indoor - 2,040.70 m², outdoor - 2,345.30 m²)
- Retirement Home (Indoor - 2,106.20 m², outdoor - 1,626.10m²)
- Proposed FSI – 8.13

Proposed Phasing

- Phase 1: Demolition of existing building, Construction of Tower A, underground parking under Tower A, and its podium section, and servicing infrastructure.
- Phase 2: Construction of Tower B, underground parking under Tower B and its podium section, and servicing infrastructure.
- Phase 3: Construction of Tower C, underground parking under Tower C and its podium section, and servicing infrastructure.

Each phase is anticipated to take approximately 4-5 years to build out.

The proposed uses will meet the intent of the provincial, planning policy framework in order to increase density and provide a variety of land uses as per the Major Transit Station Area QUE-5 Dixie Land Use Plan. The proposed Zoning By-Law Amendment will contribute to the creation of new housing supply, commercial, retail and employment uses, through sustainable living of a complete community.

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

Region of Peel Official Plan (April 2022)

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies. The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The proposed development represents an efficient built form that will optimize the use of an underutilized site and existing infrastructure.

Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Section 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

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

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.4.18.4 To intensify development on underutilized lands.

Section 5.4.18.5 To reduce dependence on the automobile through the development of

mixed-use, transit-supportive, pedestrian-friendly urban environments.

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

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

Section 5.4.18.10 Facilitate and promote intensification.

Section 5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

Section 5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

Section 5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent

Section 5.4.18.15 Direct the local municipalities to develop intensification strategies that demonstrate how the minimum intensification target prescribed in Policy 5.4.18.13 will be achieved within the Delineated Built Boundary

Section 5.4.18.16 Direct the local municipalities to delineate and establish minimum density targets for Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas.

Section 5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of development in Strategic Growth Areas.

Section 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.4 To achieve an urban structure, form and densities which are pedestrianfriendly and transit-supportive.

Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the

policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a. support the Urban System objectives and policies in this Plan;
- b. support pedestrian-friendly and transit-supportive urban development;
- c. provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and

Section 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.

Section 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

Section 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.

Section 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.17.6 To encourage transit-supportive development in existing and new Designated Greenfield Areas.

Section 5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

Section 5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.

Section 5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

Section 5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to

support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

Section 5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

Section 5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a. Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

Section 5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

Section 5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

- a. The minimum density for each Major Transit Station Area as prescribed on Table 5, maximum densities may also be established at the discretion of the local municipality;
- b. The minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;
- c. The permitted uses in each station that supports complete communities; e. The minimum height for land uses within the Major Transit Station Area, maximum heights may be established at the discretion of the local municipality

Section 5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;
- b. Supports a compact urban form that directs the highest intensity transitsupportive uses close to the transit station or stop;
- c. Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;
- d. Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;
- e. Provides an appropriate mix of land uses and amenities that promotes transit

supportive neighbourhoods; f. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development provides appropriate residential land uses through the inclusion of mixed-use, high-density rental residential units and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of a mixed use high-density development. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

The overall development proposal and zoning by-law amendment conforms to regional objectives, policies and targets of the Urban System designation, and will assist in the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier, and a range and mix of residential and employment opportunities.

City of Brampton Official Plan (2006):

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

The subject lands are designated "Central Area" on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The "Central Area" designation permits a full range of office, a variety of residential uses, retail, entertainment, cultural, governmental, institutional, high-density employment and other associated uses. The 'Central Area' is a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high-density employment uses are also permitted. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an improved pedestrian environment and upgraded transit, the Central Area is expected to realize significant residential, commercial and tourism activities during the life of this Plan. Redevelopment of the site will frame the north perimeter of Bramalea City Centre, as a

higher order mixed-use buildings, that can be access for . Further, the Central Area has been the focus for the implementation of the City's bus rapid transit (BRT) routes, which forms part of the City's Transportation and Transit Master Plan, which pairs nicely with the development, as the development will facilitate the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs phased growth and density.

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

Section 2.4.2 – Managing Growth in Brampton:

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

Section 3.2.4 – Major Transit Station Areas

Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. They will be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel. These centres have City-wide significance as part of the City's transit network.

Section 3.2.4.1 - Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

Section 3.2.6 – Intensification Corridors Intensification Corridors are one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre. Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation.

Section 3.2.6.1 - Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Bramalea Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

Section 3.2.6.4 - Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.

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

4.1.4 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan. 4.1.5 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.

Section 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate. Section 4.2.1.6 - Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.

Section 4.2.1.7 - The City shall establish guidelines for the implementation of housing mix policies and density provisions in the Secondary Plans. Such implementation guidelines shall specify: i. Appropriate interpretation of the housing mix policies and density provisions; iii. General criteria for considering flexibility to the housing mix policies and density provisions; and, Section 4.2.1.8 - Residential development and the residential component of a mixed-use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if

mixed uses are proposed.

4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.

4.11.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

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

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

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

i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.

ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

iv) Diversity: How the physical development promotes a diversity of design, form, and use. vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.

viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.

xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.

xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

Analysis: City of Brampton Official Plan (2006)

The subject lands are designated “Central Area” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The “Central Area” designation permits a full range of office, a variety of residential uses, retail, entertainment, cultural, governmental, institutional, high-density employment and other associated uses. The ‘Central Area’ is a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high-density employment uses are also permitted. Redevelopment of the site will frame the north perimeter of Bramalea City Centre, as a higher order mixed-use building. Mixed use development shall be subject to a high standard of urban design to support their landmark image and functions as appropriate, promote transit oriented development, create a favourable pedestrian realm, and ensure compatibility of the various uses within and without the development. In addition to the policies for the single uses, special attention shall be given to contextual design and planning through a combination of careful site layout, built form, street and streetscape design as well as on-site amenities. Further, the Central Area has been the focus for the implementation of the City’s bus rapid transit (BRT) routes, which forms part of the City’s Transportation and Transit Master Plan, which pairs nicely with the development, as the development will facilitate the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs phased growth and density. With Brampton being home to approximately 82,000 residents aged 65 and older, the retirement building located within the development will support the eight primary domains of an age-friendly community as per the World Health Organization (WHO): Age-Friendly City Designation, which is supported by the City of Brampton Age Friendly Strategy:

1. Outdoor spaces and public buildings are pleasant, clean, secure and physically accessible;
2. Public transportation is accessible and affordable;
3. Housing that is affordable, appropriately located, well built, well designed and secure;
4. There are opportunities for seniors to participate in leisure, social, cultural and spiritual activities with people of all ages and cultures;
5. Older people are treated with respect and are included in civic life;
6. There are opportunities for employment and volunteerism that cater to older
7. Age-friendly communication and information is available;

The design of the development contributes to the effective and efficient provision of human senior services including health, social, special and assisted housing. The development proposal will reflect a more desired human scale of development and will be guided by design criteria appropriate for the revitalization of the Queen Street Corridor.

Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

Brampton Plan 2023 (partially under appeal)

The subject lands are designated “Mixed-Use” on Schedule 2 – Designations and ‘Mixed-Use’ (High-Rise Mixed-Use) within Schedule 13H (QUE-5 Dixie Land Use Plan) of the Brampton Plan (2024). As per Section 2.2.6.3 the “Mixed-Use” designation permits a mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses. Within this designation, buildings with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors. The development reflects the said policy. The development will support the achievement

of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of family friendly and senior housing units in this key growth areas. The Dixie MTSA supports development along the the Queen Street BRT, and a minimum density target of 160 persons and jobs per hectare, along a Primary Urban Boulevard. The development supports the Mixed-Use designation as it concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity, complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. As per Section 4.11.3.1.2 tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

The Official Plan policies that are applicable to this application include but are not limited to: Section 2.1.1.1 - The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City Wide Growth Management Framework and Mobility Framework by:

e. Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable city-building and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.

f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

Section 2.1.2.2 - The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

Section 2.1.2.3 - A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

Section 2.1.2.5 - Employment Areas will accommodate a diverse mix of employment uses including businesses and industries in locations supported by transit infrastructure. Major Transit Station Areas located within Employment Areas may permit other nonemployment uses, subject to further planning studies and in accordance with the policies of this Plan and the Region of Peel Official Plan.

Section 2.1.2.12 - Sufficient lands and opportunities for strategic intensification have been identified through this Plan to meet the projected growth requirements for population, housing, and jobs until 2051.

Section 2.1.2.19 - Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

Section 2.1.2.20 - Intensification in Brampton will be accommodated by:

- a. Directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.
- b. Promoting a variety of built forms along Boulevards and Corridors. Development in these areas will respond to the existing and planned built form context in their respective designations, subject to the transition, form and design policies of this Plan.

Section 2.1.2.27 - To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the City's Urban Growth Centre (200 residents and jobs combined per hectare by 2031). Section 2.1.2.28 - Centres will be designated as Mixed-Use on Schedule 2 through subsequent planning studies to provide appropriate use, form, and intensity requirements.

Section 2.2.4.17 – Lands within a Primary Major Transit Station Areas will be developed in accordance with land use designations shown on Schedules 13A-13N to generally meet the following objectives: b. Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;

c. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;

d. Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;

f. Provide a range and mix of housing options, unit sizes and tenure including affordable housing, to attract a broad range of demographics and to meet local needs;

g. Provide a variety of institutional, employment, and commercial opportunities; i. Provide active ground floor related uses and active street frontages;

m. Provide a strategic approach to parking management that will prioritize and incentivize transit use and active transportation, as well as optimize parking utilization through measures including, but not limited to, shared parking;

n. Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and

. Contribute to building resilient, low-carbon, and green communities.

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

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

Section 3.1.1.56 – The design of High-Rise Buildings will include: a. Consideration of the effect of the development on the existing and planned skyline of the City and the character of its surroundings, including the relationship with other existing and planned High-Rise and Buildings;

- b. Inclusion of indoor and outdoor amenity space for residents, including spaces and amenities for all age groups, and where possible, publicly accessible retail and service commercial interior spaces;
- c. Incorporation of bird-friendly designs and materials to minimum bird strikes;
- d. Mitigation of microclimatic impacts on the public realm and private amenity areas; and,
- e. Mitigation of the impacts on aviation flight paths and navigation and telecommunication facilities.

Analysis: Brampton Plan (2024)

The development will meet high architectural quality and design treatments, while reduce the need to own cars, thereby promoting use of sustainable modes of transportation and encouraging social and economic exchange.

Staff is satisfied that the proposed development is consistent with the policies of the Brampton Plan.

Queen Street Corridor Secondary Plan (Area 36):

The subject property is designated "Central Area Mixed Use" in the Queen Street Corridor Secondary Plan (SPA 36).

Pursuant to policy 5.1.2.1 lands designated "Central Area Mixed-Use" are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. Further, a maximum floor space index of 3.5 and 2.0 for residential uses is permitted as per policy 5.1.2.2, where the application is seeking an increase to the FSI to 8.13 for the overall development through a site-specific zoning by-law amendment.

The proposal seeks to permit a mixed-use development consisting of three phases, comprises of two residential towers of 55 and 50 storeys and a retirement home building of 20 storeys connected by a 5-storey podium. The gross floor area proposes 81,000.00 square metres, 496

square metres of retail, 886 and vehicle parking space, respectively. The proposed amenity area contemplates:

- Residential Buildings Indoor - 2,040.70 m², outdoor - 2,345.30 m²
- Retirement Home Indoor - 2,106.20 m², outdoor - 1,626.10m²

The proposal promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.

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

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

5.1.2.2 The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4

5.1.2.3 Lands straddling Queen Street between the Etobicoke Creek and Highway Number 410, at the southwest and southeast quadrants of Highway Number 410 and Queen Street East, on the south side of Queen Street East, between West Drive and Norton Lake Park, and surrounding the perimeter of the Bramalea Centre, extending eastward to Bramalea Road, which are designated Central Area Mixed-Use on Schedule SP36(A), are considered suitable for mixed-use redevelopment. In these areas, residential uses will be encouraged, and sufficient street-related retail and commercial uses shall be provided to contribute to a vibrant commercial corridor along Queen Street.

5.1.2.4 There are historical low-density and highway commercial developments located along the Queen Street East corridor that are designated Central Area Mixed-Use that have the potential to hinder the City's ability to achieve the planning objectives for the area. The intent of

this Plan is for the corridor to transform into a higher-density, mixed-use, transit-oriented, bicycle and pedestrian-friendly corridor. The policies contained in Section 9 of this Plan are intended to manage the transition within this portion of the Corridor and ensure existing uses may continue without compromising the full transformation of this important corridor into a vibrant, mixed-use centre.

7.1 The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

7.2 New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site-specific basis through the application of land use densities, parking standards and setback specifications.

1.3.2 To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three storeys and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.

1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, interconnectivity between sites, access and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.2 Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, efficient pedestrian connections to transit facilities, and the relationship to the overall transportation network for the Secondary Plan Area

The development proposal is appropriate for the emerging planned land use context and evolving character of the Queen Street Corridor Plan, which also considers the adjacent and existing low density industrial uses, and how such uses may transition over time to a new mix of residential, employment and commercial uses. It also promotes the character of Queen Street as a strong pedestrian and transit environment.

Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

Analysis Queen Street Corridor Secondary Plan (Area 36):

The proposal promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of

the Greater Toronto Area.

Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

Zoning By-Law

The subject property is zoned 'Commercial C3'- Special Section 416 as per City of Brampton Zoning By-Law 270-2004 as amended. A site specific by-law is required to permit the proposed high-rise mixed-use development. The By-law will include site-specific provisions to create the appropriate development standards for the development.

Analysis - Zoning By-Law

An Amendment to the Zoning By-law is required to facilitate the proposed high-density, mixed-use development. The proposed zoning amendment includes specific provisions for appropriate building setbacks, tower separation, podium height, and building heights. The applicant has proposed a site-specific zone to permit the requested use. The Special Section refer to unique provisions within the by-law that only apply to the land under development.

The Special Section is as follows:

- Commercial (C3) – Section XXXX (C3-XXXX)

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.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

A Planning Justification Report was prepared by ARCADIS dated May 28, 2024. A Planning Justification Report Addendum was prepared by ARCADIS dated April 22, 2025. and submitted to the City to provide planning rationale for the development, and to outline how the proposal is consistent with and conforms to with required provincial, regional and municipal plans and applicable laws. The report and its addendums conclude that the objectives of the PPS, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning in the public interest. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report (FSR) was prepared by Greck and Associates Limited, dated May 30, 2024 in support of this application. A revised Functional Servicing Report (FSR) was prepared by Greck and Associates Limited, dated April 22, 2025 in support of this application.

As the report proposes to discharge the site's stormwater to a connection within Queen Street East, a Regional owned Right of Way, we defer to the Region of Peel for review and approval of the storm servicing and stormwater management proposed therein. Therefore, we have no further comments. The Region has reviewed the FSR and has no further comments at this time.

Urban Design Brief

An Urban Design Brief was prepared by FORREC dated April 30, 2024. The brief provides an overview of how the development proposal meets the principles set out in the City's Development Design Guidelines. Urban design staff have provided clearance on the urban design brief and have no further comments at this time.

Traffic Impact Study

A Traffic Impact Study was prepared by WSP dated May 28, 2024. An Addendum to the Traffic Impact Study was prepared by WSP dated December 12, 2024. The study provides an assessment of traffic, the proposed new municipal roads and development impacts. A revised study is required. Staff have cleared the Traffic Impact Study as it has been found to be acceptable.

Noise/Acoustical Report

The Noise Control Feasibility Report was prepared by RWDI dated November 10, 2023. A revised Noise Impact Study was prepared May 7, 2024 to assess the road traffic, aircraft noise and the existing industrial uses in the immediate area. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report. The Noise Report also recommended the Class 4 Noise Designation in order to facilitate the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report and found the Class 4 Noise Designation recommendation to be in accordance with MECP Standards:

The NPC (Noise Pollution Criteria)-300 classifies noise sensitive receptors by class, prior to the introduction of Class 4, the classes of receptors are as follows:

Class 1 – Urban Areas

Class 2 – Suburban/Semi-Rural Areas

Class 3 – Rural Areas The introduction of Class 4 in 2013 by the Ministry of Environment is targeted for infill areas and is intended to allow for residential infill and redevelopment in proximity to existing stationary noise source, such as industry. This designation allows for additional 10dBA at the plane of window for daytime, evening and night-time. It should be specified that a Class 4 noise area is defined as “an area of specific site that would otherwise be defined as Class 1 and Class 2 and which: • Is an area intended for development with new noise sensitive land use(s) that are not yet built; • Is in proximity to existing lawfully established stationary sources; and • Has formal confirmation from the land use planning authority with the Class 4 Noise Area classification which is determined during the land use planning process.”

Development Engineering staff reviewed the Noise Report that has been submitted by the applicant in support of this development application and find it to be in accordance with MECP Standards, cleared the report and have no further comments.

Phase One and Phase Two Environmental Site Assessment

A Phase One and Phase Two - Environmental Site Assessment was prepared by Big Consulting Inc. dated June 23, 2023. The purpose of the study was to identify any potential environmental concerns associated with the site. The Phase One Environmental Site Assessment (ESA) conducted on the subject property identified several Potentially Contaminating Activities (PCAs) on and in the vicinity of the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site. Based on the Phase One ESA findings, a Phase Two ESA was recommended. Subsequently, a Phase Two ESA was conducted on the subject property to investigate the APECs identified on the site during the Phase One ESA. 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 Part XV.1 of the Environmental Protection Act" for residential/parkland/institutional) were found, in the soil and groundwater samples analyzed. A revised Phase One Environmental Site Assessment was prepared by Big Consulting Inc. dated March 8, 2024. A revised Phase Two Environmental Site Assessment was prepared by Big Consulting Inc. dated May 31, 2024. Staff provide clearance with respect to the ZBA/OPA, subject to the following conditions:

- A Record of Site Condition (RSC) (covering the entire development area) must be filed with the Ministry of Environment, Conservation and Parks (MECP), to support the proposed development (residential use) at the property, prior to Site Plan Approval or registration of the subdivision.
- A RSC is also required for all land conveyances (including roads) to the City.

Arborist Report

An Arborist Report was prepared by Davey Resource Group. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 44 points which satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.

Wind/ Microclimate Study

A pedestrian Wind Study has been prepared by ERDW dated November 17, 2023. To consider wind mitigation measures through the design features of the proposed development's massing and landscape design. Urban Design staff have reviewed the study and have no further concerns with respect to the Wind Study.

Sustainable New Communities Program: Score & Summary

City File Number: PRE-2022-0134

Municipal Address: 30 Peel Centre Drive

Applicant Name: Sneha Ramaprasad

Property Owner Name: Lev Living

Application Type: Site Plan

SUSTAINABILITY SCORE: 44

THRESHOLD ACHIEVED: Bronze

Metric IB-12			
Metric		Level	Points
Building Energy Efficiency, GHG Reduction, and Resilience			
<ul style="list-style-type: none"> Part 9 Residential Buildings (3 storeys or less, and less than 600 m2 in GFA) achieve ENERGY STAR for New Homes v.17.1 or R-2000 requirements (or equivalent). Part 3 Buildings: Multi-Unit Residential, Office and Retail (more than 3 storeys, or more than 600 m2 in gross floor area) achieve the following whole-building performance: Total Energy Use Intensity (TEUI) = 170 kWh/m2.yr; Thermal Energy Demand Intensity (TEDI) = 70 kWh/m2.yr; Greenhouse Gas Emissions Intensity (GHGI) = 20 kgCO2/m2.yr All Other Part 3 Buildings achieve at least a 15% improvement in energy efficiency over OBC SB-10, Division 3 (2017) reference building. 		Good	3
Documentation: Letter of commitment at ZBA review and detailed energy model at SPA.			
Staff responsible for verifying this Metric: Development Planner			
Electricity and/or thermal sub-meters for all energy end-uses that represent more than 10% of the building's total energy consumption is provided.		Good	3
Documentation: Details to be provided at SPA			
Staff responsible for verifying this Metric: Development Planner			
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
Documentation: This will be provided in the planning justification report			
Staff responsible for verifying this Metric: Urban Designer			
BE-1	Three or more amenities are within 400 metres (i.e. 5 minute walk) of 75% of dwelling units.	Great	2

Documentation: This will be provided in the planning justification report			
Staff responsible for verifying this Metric: Urban Designer			
Mixed-Use Development			
BE-2	A mix of uses are provided on the same lot or block.	Good	1
Documentation: This will be within the Planning Justification Report.			
Staff responsible for verifying this Metric: Urban Designer			
Housing Diversity			
BE-3	Two accommodation types listed are provided: Live-work, Purpose-Built Rental, Studio, 1 bedroom, and/or 2 or more bedrooms.	Good	1
Documentation: This is illustrated in the architectural drawings			
Staff responsible for verifying this Metric: Urban Designer			
BE-3	Three accommodation types listed are provided: Live-work, Purpose-Built Rental, Studio, 1 bedroom, and/or 2 or more bedrooms.	Great	1
Documentation: This is illustrated in the architectural drawings			
Staff responsible for verifying this Metric: Urban Designer			
Urban Tree Canopy and Shaded Walkways			
BE-6	Trees will shade at least 50% of the walkway/sidewalk lengths within 10 years.	Good	1
Documentation: Can be verified through landscape design submitted at SPA.			
Staff responsible for verifying this Metric: Landscape Architect,Technologist			
BE-6	Street trees are provided on both sides of streets at intervals averaging no more than 9 metres.	Good	1
Documentation: Details will be provided at SPA in landscape design			
Staff responsible for verifying this Metric: Landscape Architect,Technologist			
BE-6	Street trees are provided on both sides of streets at intervals averaging 8 metres or less.	Excellent	2
Documentation: This will be shown at ZBA in the landscape plan.Details can be verified at SPA			
Staff responsible for verifying this Metric: Landscape Architect,Technologist			
Surface Parking Footprint			
BE-9	All new on-site parking is provided below grade or in structured parking, and no surface parking is provided.	Excellent	3
Documentation: This will be shown at ZBA in the traffic plan and site plan.			
Staff responsible for verifying this Metric: Traffic Planning Analyst,Technologist			
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

Documentation: This will be shown at ZBA in the Site Plan.			
Staff responsible for verifying this Metric: Urban Designer			
Bicycle Parking			
MB-6	Bicycle parking spaces are provided at a rate 20% higher than municipal standards/guidelines.	Good	1
Documentation: Details will be provided at SPA.			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: Detailed documentation will be provided at SPA			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: Detailed information will be provided at SPA			
Staff responsible for verifying this Metric: Urban Designer			
Distance to Public Transit			
MB-9	The site is within 800 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops.	Good	1
Documentation: This will be shown at ZBA in the planning justification report			
Staff responsible for verifying this Metric: Urban Designer			
MB-9	The site is within 400 metres walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops.	Great	1
Documentation: This will be shown at ZBA in the Planning Justification Report.			
Staff responsible for verifying this Metric: Urban Designer			
Natural Environment and Parks			
Indicator	Metric	Level	Points
Healthy Soils			
NE-3	A minimum topsoil depth of 200 millimetres (mm) is provided across the entire site (excluding paved surfaces).	Good	1
Documentation: Details will be provided at SPA.			
Staff responsible for verifying this Metric: Landscape Architect, Technologist			
Supporting Pollinators			
NE-6	Native plants that support pollinators make up 25% of total quantity of plants proposed.	Good	1

Documentation: Details will be shown in the landscape plan at SPA.

Staff responsible for verifying this Metric: Landscape Architect,Technologist

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
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Documentation: Details will be provided at SPA.

Staff responsible for verifying this Metric: Environmental Engineer,Technologist

Infrastructure & Building

Indicator	Metric	Level	Points
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Building Accessibility

IB-3	50% of emergency exits above the Ontario Building Code (OBC) requirements are barrier free.	Good	1
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Documentation: This will be shown at ZBA in the Architectural Drawings. Letter of commitment provided with this application.

Staff responsible for verifying this Metric: Development Planner

IB-3	100% of all entries and exits above the Ontario Building Code (OBC) requirements are barrier free.	Great	1
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Documentation: This will be shown at ZBA in the Architectural Drawings. All exists are barrier free except for emergency stairs.

Staff responsible for verifying this Metric: Development Planner

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
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Documentation: Details will be provided at SPA.

Staff responsible for verifying this Metric: Landscape Architect,Technologist

Heat Island Reduction: Roof

IB-8	Cool roof treatment is provided for 100% of the available roof space.	Great	2
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Documentation: Details will be provided at SPA

Staff responsible for verifying this Metric: Urban Designer

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
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Documentation: Rainwater reuse for irrigation is planned. Details will be provided at SPA

Staff responsible for verifying this Metric: Landscape Architect,Technologist

Back-Up Power

IB-14	Rough-ins are provided that allow for the installation of external generators/auxiliary power supply at a later date.	Good	1
Documentation: Details will be provided at SPA. Letter of commitment provided with this submission			
Staff responsible for verifying this Metric: Development Planner			
Light Pollution Reduction			
IB-17	All exterior light fixtures are Dark Sky Compliant.	Good	1
Documentation: Details will be provided at SPA. Letter of commitment provided with this submission.			
Staff responsible for verifying this Metric: Development Planner			
Bird-Friendly Design			
IB-18	A combination of Bird-Friendly Design strategies are applied to at least 85% of contiguous glass area greater than 2 square metres (m2) within the first 16 meters of the building above-grade (including interior courtyards) and above green roofs.	Good	2
Documentation: Details will be provided at SPA			
Staff responsible for verifying this Metric: Urban Designer			
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
Documentation: This will be shown at ZBA in the Architectural Drawings.			
Staff responsible for verifying this Metric: Urban Designer			
IB-19	Residential: An accessible waste storage room with a minimum 25 square metres (m2) of floor space for the first 50 units plus an additional 13 square metres (m2) for each additional 50 units will be provided to accommodate containers and compactor units. Non-residential: A fully enclosed waste storage space to accommodate garbage and materials diversion of recycling and organics is provided.	Good	1
Documentation: This will be shown at ZBA in the Architectural Drawings.			
Staff responsible for verifying this Metric: Urban Designer			
IB-19	A minimum of 10 square meters (m2) of floor space is provided for bulky items and items eligible for special collection services.	Good	1
Documentation: This will be shown at ZBA in the Architectural Drawings.			
Staff responsible for verifying this Metric: Urban Designer			

Points Achieved by Category	
Built Environment	13
Mobility	8

Natural Environment and Parks	3
Infrastructure & Building	20



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number -2025

To amend By-law 270-2004, as amended

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

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

From:	To:
Commercial (C3) – Section 416 (C3-416)	Commercial (C3) – Section XXXX (C3-XXXX)

2. By adding the following Section:

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

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

- i. Commercial:
- a. a retail establishment having no outside storage;
 - b. a supermarket;
 - c. a service shop;
 - d. a personal service shop;
 - e. a bank, trust company and finance company;
 - f. an office;
 - g. a dry cleaning and laundry distribution station;
 - h. a dining room restaurant, a convenience restaurant, a take-out restaurant;
 - i. a printing or copying establishment;
 - j. a commercial school;
 - k. a temporary open air market;
 - l. a place of commercial recreation;
 - m. a community club;

- n. a health or fitness centre;
- o. a tavern;
- p. a custom workshop;
- q. a day nursery
- r. a residential care home
- s. a retirement home;

ii. Non-Commercial:

- a. an apartment dwelling
- b. a public or private school.

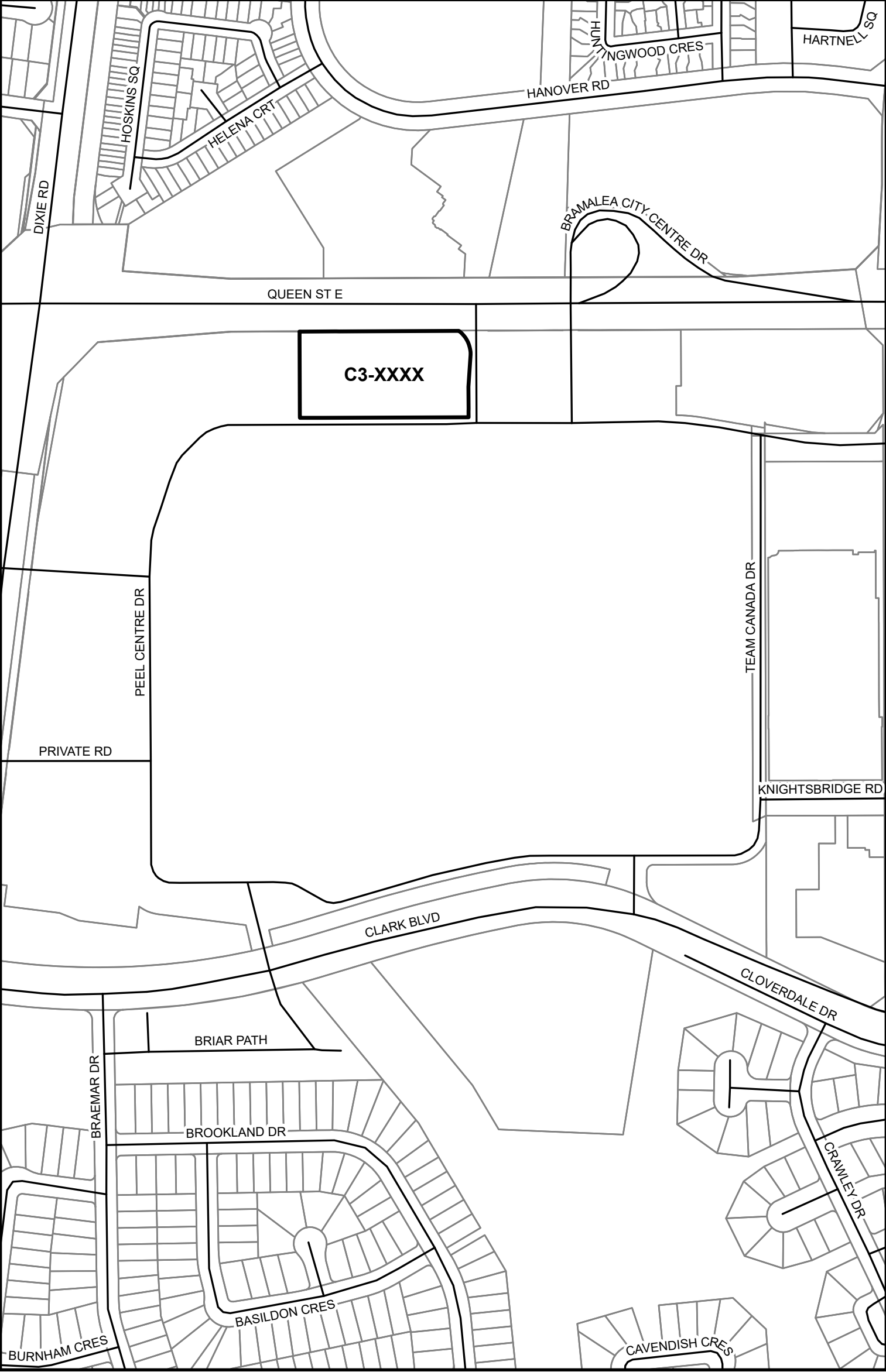
iii. Purposes accessory to the other permitted uses;

XXXX.2 Shall be subject to the following requirements and restrictions:

- 1) For the purposes of this Section, the lot line abutting Peel Centre Drive shall be deemed to be the 'Front Lot Line'.
- 2) Notwithstanding Section 22.1.2,
 - a. Minimum Front Yard Depth: 9.0 metres
 - b. Minimum Exterior Side Yard Width (to the lot line abutting a private driveway access): 4.0 metres
 - c. Minimum Rear Yard Depth: 7.0 metres
- 3) Maximum Permitted FSI: 8.15;
- 4) Notwithstanding Section 6.13A, a maximum encroachment of 2.9 metres into any yard shall be permitted including balconies, sills, belt courses, cornices, gutters, chimneys, pilasters, eaves, parapets or canopies, wind mitigation equipment, privacy screens and railings.
- 5) Notwithstanding Section 20.3.2, Minimum Parking Requirement for all permitted uses, including visitor parking: 0.0 spaces.

XXXX.3 Shall also be subject to the requirements and restrictions relating to the C3 Zone and General Provisions of the by-law which are not in conflict with those set out in Section XXXX."

ENACTED and PASSED this _____ day of _____, _____.

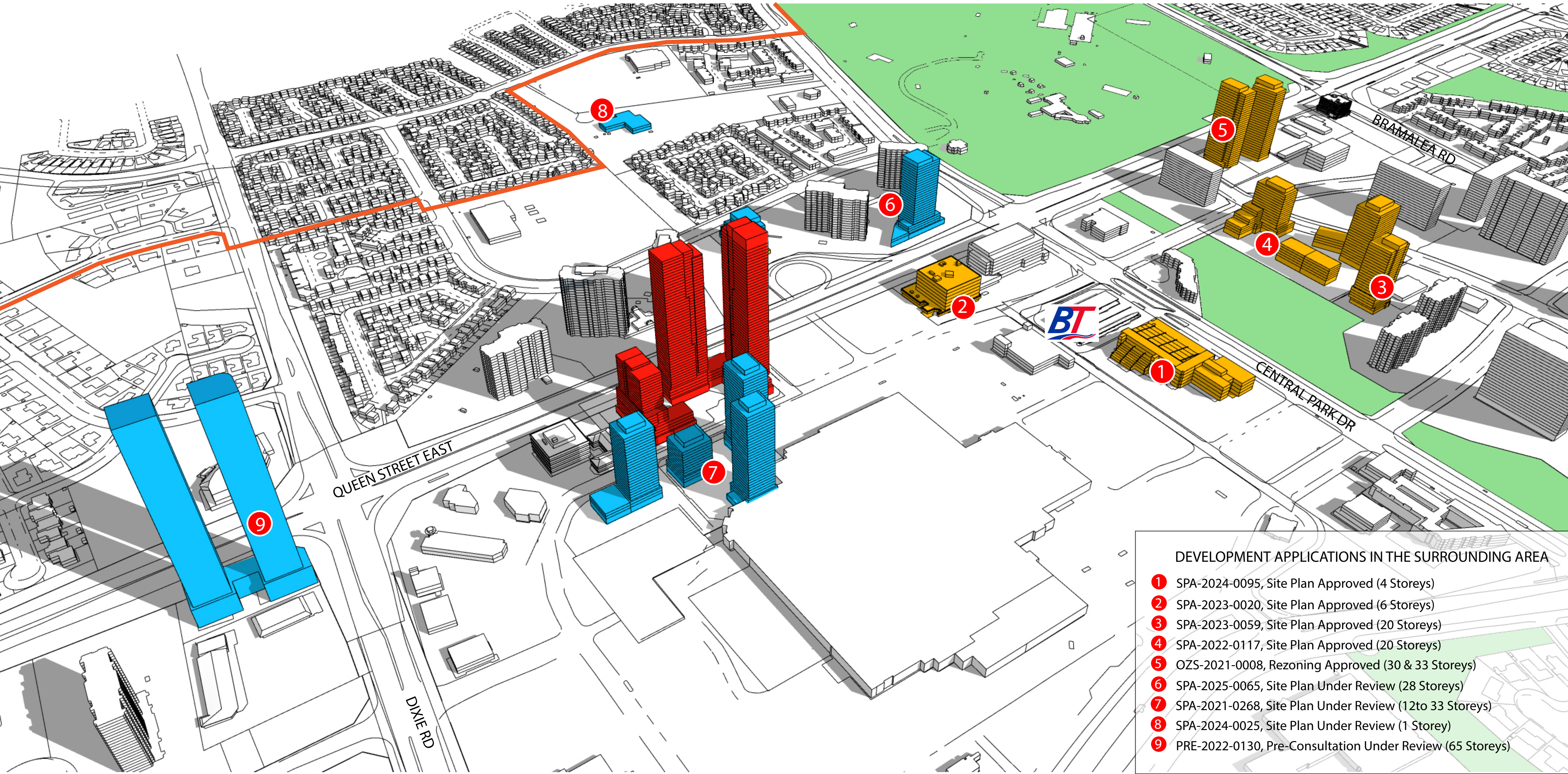


0 25 50 75 100
Metres

 Zoning Boundary  Parcel Fabric  Street



DEVELOPMENT CONTEXT



dA3 03



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-06-06

File: OZS-2024-0057

Subject: **Recommendation Report – Application to Amend the Official Plan and Zoning By-law and a Draft Plan of Subdivision**
(To facilitate the development of seven (7) detached residential dwellings, thirteen (13) residential reserve blocks and the extension of Castlegate Boulevard)
Umbria Developments – Glen Schnarr and Associates
 3827, 3847 & 3863 Castlemore Road
 Ward 8

Contact: Nicole Hanson, Principal Planner/Supervisor, Development Services & Design
 Alex Sepe, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-455

RECOMMENDATIONS:

1. That the report from Nicole Hanson, Principal Planner/Supervisor, Development Services, to the Planning and Development Committee Meeting of July 7, 2025, re: **Recommendation Report – Application to Amend the Official Plan and Zoning By-law and a Draft Plan of Subdivision**, Umbria Developments - Glen Schnarr and Associates Inc., File: OZS-2024-0057, 3827, 3847 & 3863 Castlemore Road, Ward 8, be received;
2. That the application for an Application to Amend the Official Plan and Zoning By-law and a Draft Plan of Subdivision submitted by Glen Schnarr and Associates Inc. on behalf of Umbria Developers be approved on the basis that it is consistent with the Provincial Policy Statement, has regard for the Planning Act and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Official Plan generally in accordance with the Draft Official Plan Amendment (Attachment 14A) to this report be adopted.

4. That the amendment to the Zoning By-law, generally in accordance with the attached Draft Zoning By-law Amendment (Attachment 16A) to this report be adopted.
5. That a condition of draft approval for the plan of subdivision be applied to the satisfaction of the Commissioner of Planning, Building and Growth Management to secure for the external construction works that the landowner has proposed to completed with this development, for the replacement of the existing wood noise attenuation wall on the residential properties to the east of the subject site but west of McVean, which back onto Castlemore Road; with a new concrete noise attenuation wall.
6. That no further notice of public meeting be required for the attached Zoning By-law Amendment as per Section 34 of the Planning Act, R.S.O. c.P.13, as amended.

OVERVIEW:

- **That the report recommends approval of an amendment to the Official Plan and Zoning By-law for a Draft Plan of Subdivision to develop seven (7) detached residential dwellings and thirteen (13) part lots, a buffer block and the extension of a public road (Castlegate Boulevard).**
- **The landowner has offered to complete external works to the proposed development, to replace the existing wood noise attenuation wall for the residential properties located to the east, which back onto Castlemore Road. That noise wall is deteriorating and, would be replaced with a new concrete noise wall at the time the required noise wall for the subject development is constructed. This report recommends that a condition of draft approval be used to secure those works.**
- **The Brampton Official Plan (2006) designates the property 'Residential' and 'Communities'; and the Brampton Plan (2023) designates the property 'Neighbourhoods' and 'Community Areas'. Those designations permit the proposed residential development. Amendments to the referenced documents are not required to facilitate the development.**
- **The Secondary Plan designates the property 'Low Density Residential', Special Policy Area 4B (Large Lot Detached Residential). The 'Low Density Residential' designation permits single-detached homes with a minimum lot frontage of 21m (70ft) and lot depth of 42.5m (140ft). An amendment to the Secondary Plan is required to permit a minimum lot width of 15.24 metres and depth of 35 metres;**
- **The subject lands are zoned Residential Rural Estate Two (RE2) in the Zoning By-law, 270-2004 as amended. An amendment to the Zoning By-Law is proposed to allow the residential development. The draft Zoning**

By-Law Amendment (Attachment 16A) will implement the proposal.

- **A Statutory Public Meeting for this application was held on February 10th, 2025. Details of the Statutory Public Meeting are summarized in Attachment 8 of this report.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods as it will support strategic growth and accelerate new housing supply in the City of Brampton.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), and Brampton Plan (2023).**

BACKGROUND:

The application was reviewed for completeness and was deemed complete on November 6, 2024; in accordance with Section 22 (6.1), Section 34 (10.4), and Section 51 (19.1) of the Planning Act. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on February 22, 2025, satisfying the notice and statutory public meeting requirements in the Planning Act and the Public Meeting policies in Section 5.30 of the City of Brampton Official Plan (2006) and Section 5.4.10 of the Brampton Plan (2023).

Further to the application being deemed complete, staff have been working with the applicant to address and resolve outstanding technical issues. The technical studies, reports and plans submitted for this application have been deemed satisfactory by staff to advance a recommendation on the application, where revised reports will be resubmitted by the applicant, in addition to the applicant satisfying conditions of draft approval.

CURRENT SITUATION:

Proposal (Please refer to Attachment 1)

An application to amend the Official Plan and Zoning By-Law has been submitted alongside a draft plan of subdivision to develop seven (7) detached residential dwellings and thirteen (13) part lots, buffer block and an extension to a public road.

This application proposes the following:

- Five (5) detached dwellings will have a lot-width of 15.24 metres and depth of 35 metres;

- One (1) detached dwelling will have a lot-width of 19.56 metres and depth of 39.07 metres;
- One (1) detached dwelling will have a lot-width of 18.00 metres and depth of 37.28 metres
- Eleven (11) Residential Reserve part lots (identified as blocks 8-18) will have a lot width ranging from 11.00 to 12.91 metres. Two (2) additional reserve blocks (identified as Block 19 and 20) will have a frontages of 17.52 and 18 metres.
- One (1) buffer block will have a depth of 4.5 metres
- Extension and completion of Castlegate Boulevard to Yellowbirch Road.

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

The subject lands have the following characteristics:

- has a total site area of approximately 1.38 hectares (3.4 acres).
- has a frontage of 137 metres onto Castlemore Road.
- is located south of Castlemore Road, east of Goreway Drive and west of McVean Drive.
- currently occupied by three (3) single-detached dwellings.

The surrounding land uses are as follows:

- North: Castlemore Road, beyond which are residential rural estate homes;
- East: Residential single-detached uses;
- West: Residential single-detached uses and Redwillow Road;
- South: Residential single-detached uses and Yellowbirch Road;

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 13, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendment to the Official Plan and Zoning By-Law, generally in accordance with Attachment 14A and 16A, respectively. The proposal and implementing documents represent good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in

Attachment 13 – Detailed Planning Analysis.

Application to Amend the Official Plan: Secondary Plan Amendment

The subject lands are designated “Low Density” subject to Special Policy Area 4B of the Bram East Secondary Plan 41. An amendment to the Secondary Plan is required to permit the seven (7) detached residential lots, thirteen part lots (13), buffer block and road extension. Secondary Plan policy 3.1.20c requires the development of single detached lots to have a minimum frontage of 21 metres and a minimum lot depth of 42.5 metres. The Draft Secondary Plan Amendment proposes a reduction to permit a minimum lot frontage of 15.24m and minimum lot depth of 35m, which can be found in Attachment 14A. A development concept of the draft plan of subdivision can be found in Attachment 15.

Zoning By-Law Amendment

The property is zoned "Residential Rural Estate Two (RE2)" as per Zoning By-law 270-2004, as amended. This zone permits single-detached dwellings, supportive housing with non-residential accessory uses to the permitted uses.

The proposed Zoning By-law Amendment will rezone the subject lands with zoning provisions to regulate the permitted uses, lot width, lot area, lot depth, building height, building setbacks, garage control, driveway width, driveway setbacks, encroachments, accessory buildings, and landscaping and open space.. The schedule depicting the proposed zones can be found in Attachment 12A.

Appropriate development standards have been included in the draft Zoning By-law to ensure residential dwellings can accommodate appropriate garage and driveway dimensions in accordance with the minimum requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law.

The part lots that are proposed by this application for the portion of the lands located south of the proposed road extension will be merged with the existing part lots that were previously created for the southerly abutting lands. The proposed part lots will receive the same zoning designation as the existing part lots, being R1C-1819

Sustainability Score

As of January 1, 2023, development proposals must achieve the “Good” level of building energy and GHG emissions performance of Metric IB-12. Draft Plans of Subdivision of 10 more residential units require a Sustainability Score. The development proposes seven (7) detached residential dwellings and is not subject to the Sustainability Score requirement however, staff will continue to work with the applicant through the Subdivision approval process and seek opportunities to implement sustainable design elements.

PLANNING ANALYSIS SUMMARY

This proposal and submitted development 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, R.S.O 1900, c. P.13 The proposed development has regard for Section 2, Section 22, and Section 51 of the Official Plan.

The proposal contemplates low density residential uses through infill development and gentle intensification within the existing neighbourhood. The development proposal will replace three single-detached dwelling units with seven (7) detached residential lots and thirteen part lots (13), to be redeveloped for future residential uses, which will introduce missing middle typologies and a new supply of housing in a mature neighbourhood. The proposed development is located within the City's urban boundary and efficiently uses existing regional and municipal infrastructure. This includes proximity to transit infrastructure that residents can use and encourages active transportation. The development proposal supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with Section 2 (f)(h)(i) (j) (p) and (r) of the Planning Act.

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

Provincial Policy Statement (PPS) (2024)

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy 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 PPS envisions increasing the supply and mix of housing options, addressing the full range of housing affordability needs where every community will build homes that respond to changing market needs

and local demand. The application is consistent with Section 2.1.4, 2.1.6, 2.2, 2.2.1, 2.3.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, and 3.3 of the PPS which speaks to providing an appropriate range and mix of housing options and densities, 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 Draft Plan of Subdivision includes single detached dwellings, to accommodate a mix of housing types and a variety of built form in the City. The proposal will allow for an appropriate and supportable form of residential intensification that will efficiently use land, resources, infrastructure while supporting public service facilities, existing transportation options and other institutional uses, parks and open space. The proposed development will be in proximity to existing and planned transit corridors along Castlemore Road, McVean Drive and Goreway Drive.

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

Region of Peel Official Plan

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

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The proposed development represents an efficient built form that will optimize the use of an underutilized site and existing infrastructure. The Region is responsible for the supply and distribution of water and the collection and disposal of sanitary sewage, pursuant to policy 6.5.1 which outlines the need to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities. Pursuant to policy 6.5.2, full municipal sewage and water services to accommodate growth in the Urban System, subject to regional financial and physical capabilities is required. As per Section 5.6.17.10 municipalities are encouraged, where appropriate, to identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development. The development will support sustainable urban development, efficient land use, and in creating communities. The Region's policies envision mitigating and adapting to climate change, therefore the Region is striving to integrate sustainability,

resiliency, and reduction of greenhouse gas emissions in housing development as per Section 5.9.26, 5.9.41, The residential subdivision will feature an energy-efficient design and will utilize local materials, which will be detailed in the Site Plan Application stage. The development proposal aligns with the Region of Peel Official Plan. The proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized and vacant land, utilize planned infrastructure, and enhance the public open space system. The development supports the efficient use of land and infrastructure by facilitating residential intensification in a designated growth area, in alignment with Section 5.4 of the Peel Official Plan, which encourages compact urban forms and the optimization of existing services.

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

City of Brampton Official Plan (2006)

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

The subject lands are designated “Residential” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The proposed development will complete a residential community and connect Yellowbirch Road to Castlegate Boulevard through the completion of a public road and sidewalk. The proposed development will meet appropriate development standards to provide for an attractive streetscape and site frontages through urban design guidelines, in order to deliver on high architectural quality of the built form. As per Section 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. The development generally conforms to the following residential objectives and policies:

- (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.
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including

rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.

(v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

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

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.2.1.6 Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area

The development encourages residential built forms that enhance the characteristics of the neighbourhood, protect and enhance promote public safety, encourage intensification and create attractive streetscapes. Through the completion of the subdivision, the development will promote a healthy and active community by enhancing housing choice, promoting inclusivity, and supporting the creation of a vibrant, sustainable community. The subject property is located within an planned urban area in close proximity to transit, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, recreational uses, and adjacent commercial and retail uses. 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. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Official Plan. The proposal will contribute to the City's existing housing stock, propelling the City towards achieving it's 2031 housing commitment.

Staff is satisfied the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision conforms with the policies of the City of Brampton Official.

Brampton Plan (2023)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there

are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject lands are designated “Neighbourhoods”, on Schedule 2 – Designations of the Brampton Plan (2024). Within Neighbourhoods, the range of permitted uses is connected to the planned or existing character of the street. Different streets in Brampton have competing forms and functions that create unique places across the city. As per Section 2.2.75, 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. The development fronts onto Castlemore Road, which is designated as a major arterial road, as per Schedule 3C – Street Network. Major and Minor Arterial (City and Region) permit residential uses, community services and facilities, parks and open space, emergency facilities, places of worship, child care centres, long term care facility, motor vehicle commercial. As per Section 2.2.7.38 development in Neighbourhoods will have regard for the existing physical character of each geographic neighbourhood, including in particular:

- a. Patterns of streets, blocks and lanes, parks, and public building sites;
- b. Prevailing size and configuration of lots;
- c. Prevailing heights, massing, scale, density, and dwelling type of nearby residential properties;
- d. Prevailing building type(s);
- e. Prevailing location, design and elevations of buildings relative to the grade of driveways and garages;
- f. Prevailing setbacks of buildings from the street or streets;
- g. Natural System and natural hazards;

Further Section 2.2.7.39 states that for the Neighbourhoods designation, infill development that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

- a. Heights, massing and scale that are compatible with adjacent residential properties;
- b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;
- c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- d. Front onto existing or newly created public streets wherever possible; and,
- e. Provide safe, accessible pedestrian walkways from public streets
- h. Prevailing patterns of rear and side yard setbacks and landscaped
- i. Continuation of special landscape or architectural styles, where appropriate that contribute to the unique physical character of the geographic neighbourhood; and,

j. Conservation of heritage buildings, structures and landscapes

Within the built-up area, intensification is to be accommodated through a variety of building typologies and densities that are appropriate to and sensitively fit within their local and planned context. The proposed development aligns with the building typologies and lot patterns of the surrounding area of residential dwellings along Castlegate Boulevard and Calderstone Road. The development contributes to Complete Community planning as it adds additional housing stock within the Bram East secondary plan area while providing convenient access to jobs, local services, schools, and recreational and open space uses for residents. The location of the subject lands is adjacent to a BRT corridor that provides convenient access to public transportation. The development will be transit-supportive and provide convenient, safe, comfortable and access to routes and paths that leads to transit stops. The proposed development meets the policy objectives of Section 2.2.7.38 as it represents a well-planned community by satisfying various technical requirements including, traffic impacts, adequate servicing, and compatibility with surrounding land uses. The proposed development will complete a residential community and connect Yellowbirch Road and Castlegate Boulevard by completing a public highway including the pedestrian sidewalk which will complete the original subdivision surrounding the subject property originally constructed, by Argo Developments. Castlegate Boulevard will continue as the name of the proposed road extension. The development supports sustainable urban development, efficient land use, and community building.

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

Staff is satisfied that the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision is consistent with the policies of the Brampton Plan.

Bram East Secondary Plan (Secondary Plan Area 41)

The subject property is designated 'Low Density' subject to 'Special Policy Area 4B' in the Bram East Secondary Plan (Secondary Plan Area 41) as shown in Attachment 10. An amendment to the Secondary plan is required to permit the proposed gentle residential intensification. Special Policy Area 4B ii) states that lots shall have a minimum frontage of 21 metres (70 feet) and a minimum lot depth of 42.5 metres (140 feet). An amendment to the Secondary Plan is required to permit a reduced lot frontage of 15.24metres, and reduced lot depth ranging of 35 metres for the lots that back onto Castlemore Road. The reduced of lot frontages are considered to be generally modest due to the development proposal still generally aligning with the existing lot pattern and character of the abutting residential neighbourhood.. The part lots that are located on the south side of the proposed extension of Castlegate Blvd will

maintain the existing lot widths that have already been created for the existing part lots that had been created with the southerly lands had developed. The proposed part lots and the existing part lots will be merged to create full lots. The development will integrate well with the existing urban fabric while generally maintaining the intent of the Secondary Plan. It is noted that the lot sizes proposed will generally not be seen from the north along Castlemore Road, due to the noise attenuation wall that will be required along that road.

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 Bram East Secondary Plan.

City of Brampton Zoning By-law 270-2004

The property is zoned "Residential Rural Estate Two (RE2)" By-law 270-2004, as amended. This application proposes to rezone the subject lands to a range of site specific residential zones, with provisions to regulate the permitted uses, lot width, lot area, lot depth, building height, building setbacks, density (floor space index), garage control, driveway width, driveway setbacks, encroachments, accessory buildings, and landscaping and open space, as shown in Attachment 10. The By-law is appropriate for the orderly development of the lands considering the following:

Staff is satisfied with the proposed zoning provisions for the development of the lands.

Noise Wall

In addition to proposing the construction of a noise attenuation wall along Castemore Road for the proposed new lots, as is required for the subject development, Umbria Developers have offered to replace the existing wooden noise attenuation wall for the 8 lots located to the east of the site, which back onto Castlemore Road with a new concrete noise wall.. The developer wants the noise wall to look uniform the proposed site. The developer is eager to help improve the surrounding community. See Attachment #17 Noise Wall Letter as a confirmation for the construction of the new noise wall for the 8 noted properties.

This report recommends that a condition of draft approval for the subdivision be applied to denote these external works to the subject lands, and arrangements to the satisfaction of the Commissioner of Planning, Building & Growth Management be made to secure the works. with all associated costs are to be borne by the landowner. This proposed work will require coordination and acceptance from the landowners of the subject external properties.

Community Engagement

The application was circulated to City Departments and external agencies for comments

and notification was provided to property owners within 240 metres of the subject lands, exceeding the Planning Act requirement of 120 metres for such applications, as well as notice was issued in the Brampton Guardian.

Notice signs were also placed on the subject lands to advise members of the public that an application of the proposed applications were filed with the City. The correspondence received from residents and commenting agencies are included as Appendix 12A – Results of Application Circulation (Public) and Appendix 12B – Results of Application Circulation (External).

A Statutory Public Meeting for this application was held on February 10, 2025. Two residents spoke at the public meeting. Two correspondence letters were received by members of the public. Details of the Statutory Public Meeting, including a summary of the issues raised and a response to those issues, are included in Appendix 9 – Results of Public Meeting, of this report:

Concern Raised	Staff Response
<p>The development will allow for daily vehicle traffic cutting through Castlegate Blvd. Vehicles frequently exceeding the speed limit. Residents are concerned that adding an additional access point will only increase through traffic and encourage higher travel speeds. Additional street parking alongside residential properties near the pedestrian walkways into to the plaza.</p> <p>If speed bumps will be incorporated as part of the proposed road extension.</p>	<p>The extension/completion of Castlegate Boulevard is to be constructed to City standards. The extension of Castlegate Boulevard was always planned to be extended when this community was originally designed.. The existing temporary cul-de-sac that currently exists at the westerly terminus of Castlegate Boulevard will need to be removed to accommodate the development of 3885 Castlemore as per the Secondary Plan. The road extension will complete the planned community design and allow for pedestrian connectivity, and development of underdeveloped lands. A continuous sidewalk connection will be required on Castlegate Boulevard from the existing sidewalk east of the plan on Castlegate Boulevard to the existing sidewalk south of the plan on Yellow Birch Road.</p> <p>Parking supply is to be as per the City Zoning requirements</p>

<p>Several criminal incidents have occurred in the plaza adjacent to Castlegate Blvd, where the perpetrators have used Castlegate Blvd as an escape route. Residents are concerned that creating a public road would provide an additional access point, increasing the likelihood of such incidents.</p>	<p>The extension of Castlegate will remove a vacant lot from the neighbourhood, ensuring more “eyes are on the street”, it will also help create a built form that focuses on crime prevention through environmental design. The extension/completion of Castlegate Boulevard is to be constructed to City standards. A continuous sidewalk connection will be required on Castlegate Boulevard from the existing sidewalk east of the plan on Castlegate Boulevard to the existing sidewalk south of the plan on Yellow Birch Road.</p>
<p>Residents are concerned with the proposed plan to add seven low density residential dwellings on reduced lot sizes of 50' lots rather than matching the original 70' premium lots next to them on the north side of Castlegate Blvd.</p> <p>Urban design related concerns regarding the architectural design and building materials.</p>	<p>Although the application proposes a reduction to the size of the proposed lots to be located on the north side of the Castlegate Boulevard extension (from 21m to 15m), the lots will remain as relatively large single-detached lots. The lots will be compatible with the surrounding area and are considered to be “gentle intensification”, as is encouraged by Provincial Policy, and which will help the City achieve the City’s housing goal/commitment for 2031. As it relates to urban design, the proposal will be subject to architectural control through the subdivision review process.</p>

Details of the Statutory Public Meeting are included in Attachment 13 of this report.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications directly associated with this report. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications.

STRATEGIC FOCUS AREA:

The application is consistent with the Strategic Focus Area - Growing Urban Centres and Neighbourhoods, and -Transit and Connectivity. The development proposal aims to contribute and achieve strategic priorities within these focus areas by providing a draft plan of subdivision that provides a variety of housing typologies coupled with access to public transit.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of character, complete neighbourhoods. 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 Secondary Plan Amendment, and Zoning By-law Amendment generally in accordance with Attachments 14A and 16A, respectively, and the Draft Plan of Subdivision (Attachment 15) represents good planning in the public interest. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Bram East Secondary Plan (Area 41).

The report recommends that Council enact the Official Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 14A and 16A, respectively. The Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application is appropriate for the orderly development of the subject lands considering the following:

- The proposal has regard for the Planning Act and is consistent with the Provincial Policy Statement;
- The development proposes residential typologies and densities which generally conform to the policy direction of the City of Brampton Official Plan and Bram East Secondary Plan (Area 41);
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed and,

Staff recommends approval of the Secondary Plan Amendment and Zoning By-law Amendment, as well as endorsement of the Draft Plan of Subdivision.

Authored by:

Reviewed by:

Nicole Hanson, MCIP, RPP
Principal Planner/Supervisor,
Development Services
Planning, Building and Growth
Management

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

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – BOP Official Plan Designation
- Attachment 4 – Secondary Plan Designation
- Attachment 5 – Zoning Designation
- Attachment 6 – Aerial and Existing Land Uses
- Attachment 7 – Heritage Resources
- Attachment 8 -Propane Facilities
- Attachment 9 – Airport Operations Area
- Attachment 10 – BP Official Plan Designation
- Attachment 11 – Results of Public Meeting
- Attachment 12 – Results of Circulation
- Attachment 13 – Detailed Planning Analysis
- Attachment 14A – Draft Official Plan Amendment
- Attachment 14B – Draft Official Plan Amendment Schedule
- Attachment 15 – Draft Plan of Subdivision
- Attachment 16A – Draft Zoning By-Law Amendment
- Attachment 16B – Draft Schedule Zoning By-Law Amendment

- Attachment 17 – Noise Wall Letter



PLANNING, BUILDING AND GROWTH MANAGEMENT

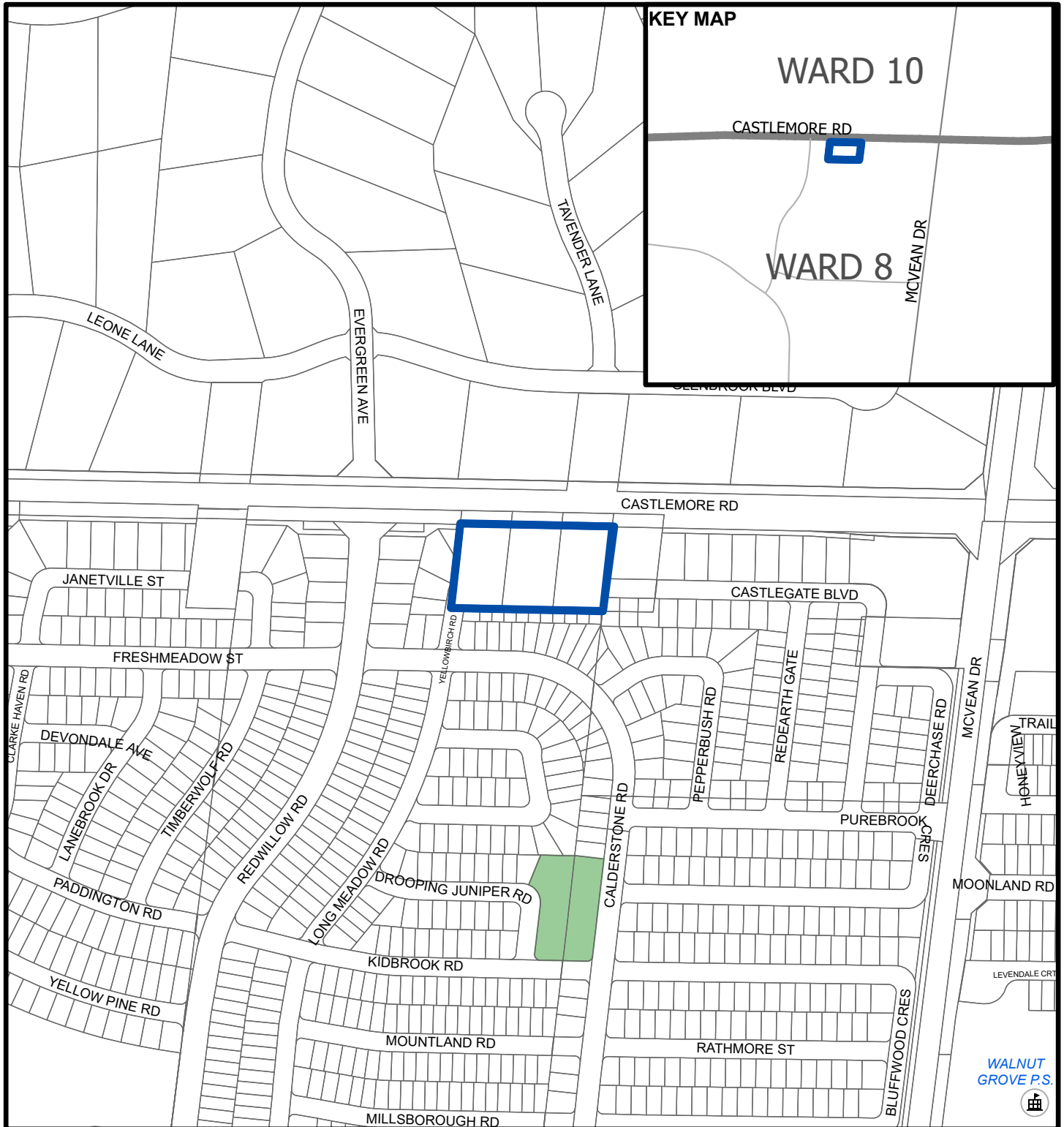
0 20 40
Metres

Author: CAntoine
Date: 2025/06/13

APPENDIX 1 CONCEPT PLAN

Applicant: Syed Sarwar
Owner: Umbria Developers c/o Glen Schnarr

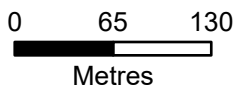
CITY FILE: OZS-2024-0057



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



PLANNING, BUILDING AND GROWTH MANAGEMENT



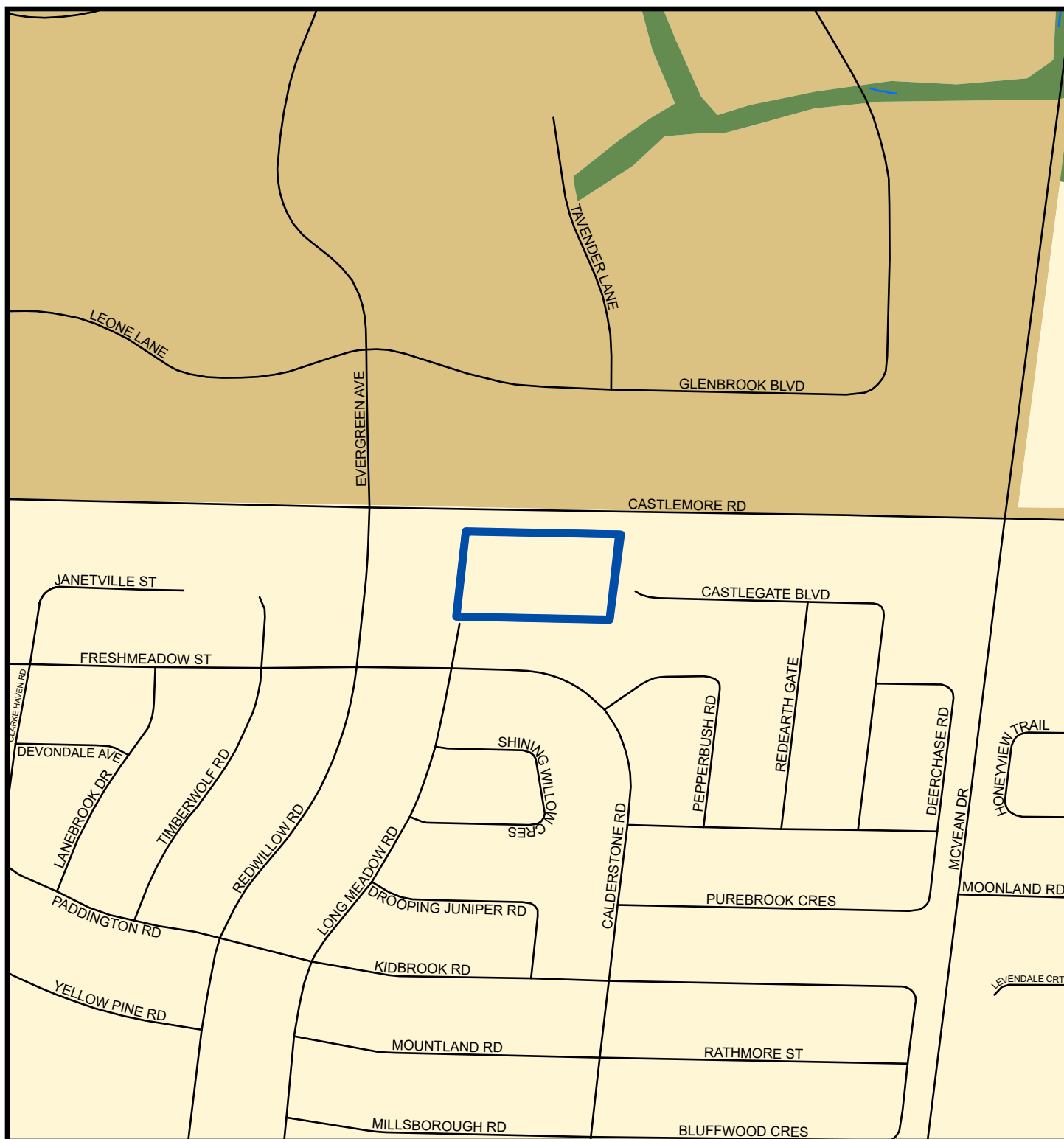
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APPENDIX 2 LOCATION MAP

Applicant: VALDOR ENGINEER

Owner: Syed Sarwar

Page 504 of 731
CIP File: OZS-2024-0057

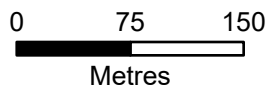


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

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



PLANNING, BUILDING AND GROWTH MANAGEMENT

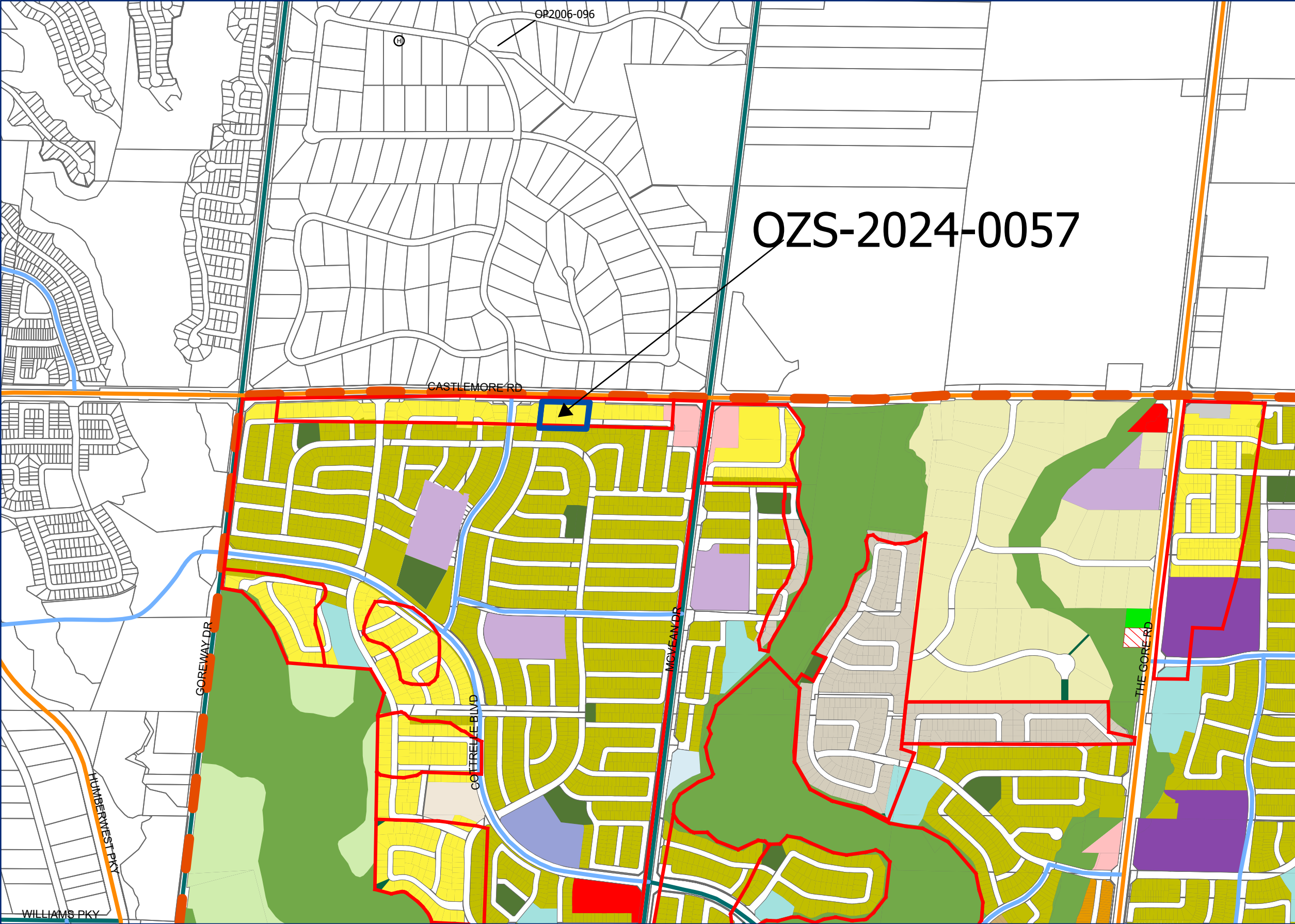


Author: CAntoine
Date: 2024/12/11

APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

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File: 026-2024-0057



LAND USE:
..... SECONDARY PLAN BOUNDARY

RESIDENTIAL LANDS:

- ESTATE RESIDENTIAL
- LOW DENSITY
- LOW / MEDIUM DENSITY
- MEDIUM DENSITY
- MEDIUM / HIGH DENSITY
- CLUSTER / HIGH DENSITY

EMPLOYMENT LANDS:

- OFFICE NODE
- MIXED COMMERCIAL / INDUSTRIAL
- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- COMMERCIAL RETAIL
- HIGHWAY / SERVICE COMMERCIAL

ROAD NETWORK:

- HIGHWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ROAD
- LOCAL ROAD

OPEN SPACE:

- VALLEYLAND
- CONSERVATION LANDS
- PRIVATE COMMERCIAL RECREATION
- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- WOODLOT
- STORM WATER MANAGEMENT FACILITY
- CEMETERY

INSTITUTIONAL:









- ELEMENTARY SCHOOL
- SENIOR PUBLIC SCHOOL
- SECONDARY SCHOOL
- PLACE OF WORSHIP
- FIRE STATION
- HERITAGE RESOURCE
- OPA 201 (Woodlands)
- Subject Lands

BRAMPTON

BRAM EAST SECONDARY PLAN

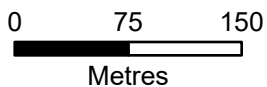
SCHEDULE SP41 (a)



- | | | |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|  AGRICULTURAL |  INDUSTRIAL |  RESIDENTIAL |
|  COMMERCIAL |  INSTITUTIONAL_1; INSTITUTIONAL_2 |  Subject Lands |
|  FLOODPLAIN |  OPEN SPACE | |



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2024/12/11

APPENDIX 5 ZONING MAP

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

Page 107 of 131
Case File: 2024-0057



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



PLANNING, BUILDING AND GROWTH MANAGEMENT

0 75 150
Metres

Author: CAntoine
Date: 2024/12/11

APPENDIX 6 AERIAL & EXISTING LAND USE

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

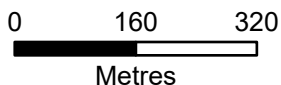
Page 508 of 731
File # 2024-0057



HERITAGE PROPERTIES OUTSIDE 50M
 Subject Lands
 PARCEL FABRIC



PLANNING, BUILDING AND GROWTH MANAGEMENT

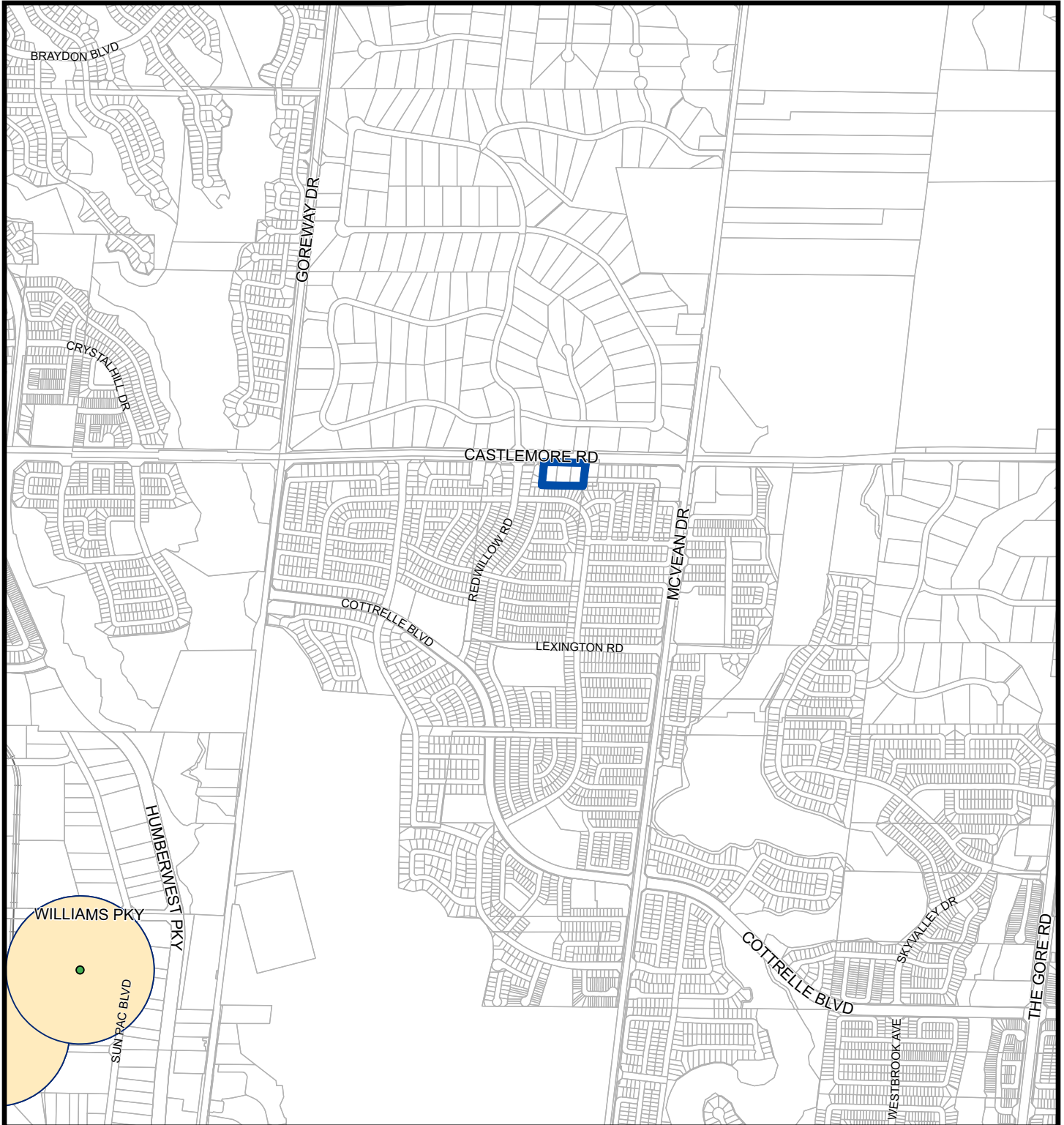


Author: CAntoine
 Date: 2024/12/10

APPENDIX 7 HERITAGE PROPERTIES

Applicant: VALDOR ENGINEER
 Owner: Syed Sarwar

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 File: 026-2024-0057



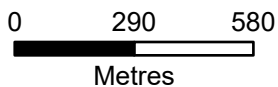
HAZARD_DIST

- 246
- 392
- 513
- 800

- PROPANE REFILL CENTRE
- PROPANE TRANSFER CENTRE 392m
- PROPANE TRANSFER CENTRE 513 m
- PROPANE REFILL CENTRE
- PARCEL FABRIC
- GISPRD, RAILWAYS
- Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT

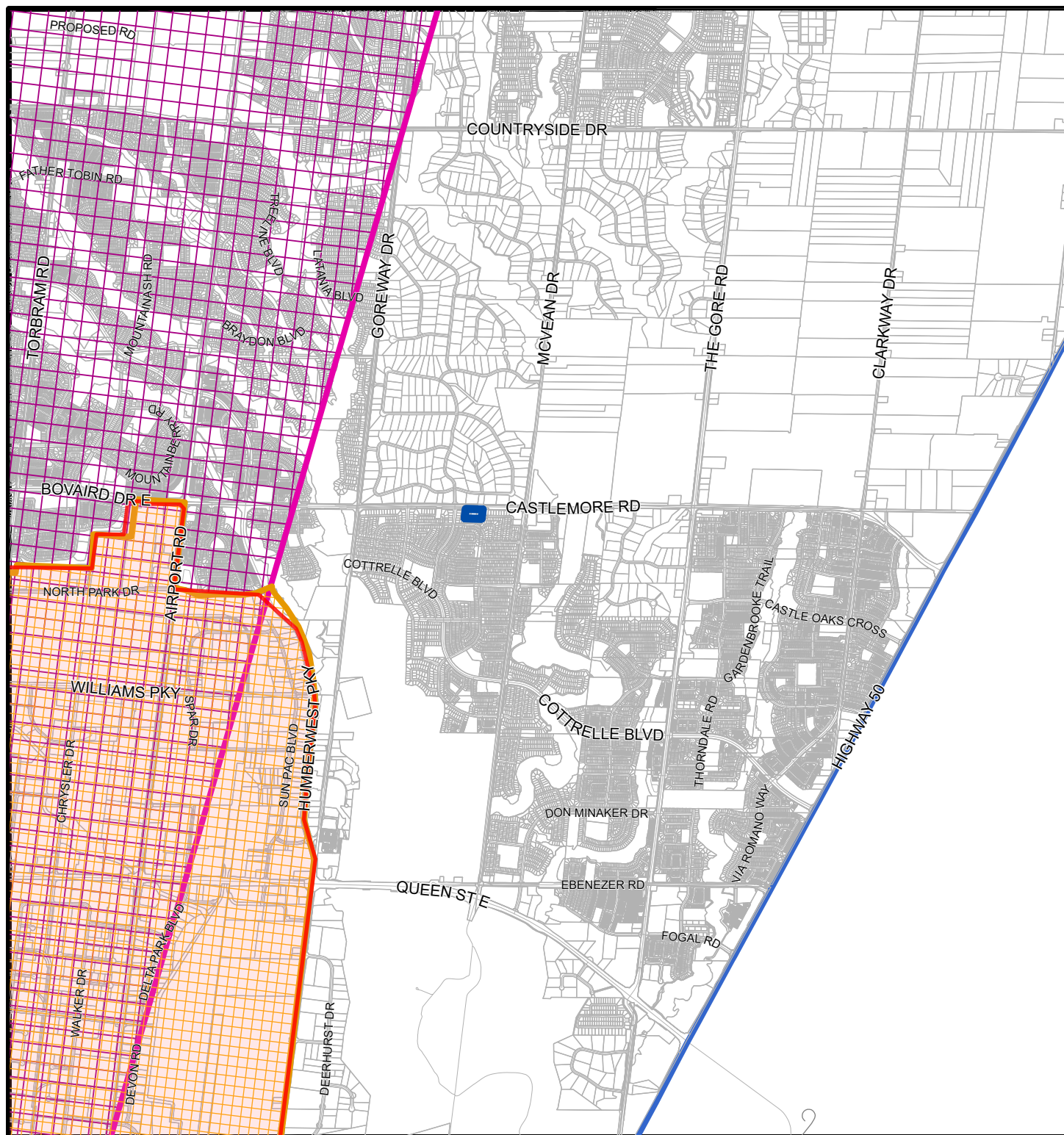


Author: CAntoine
Date: 2024/12/11

APPENDIX 8 PROPANE FACILITIES

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

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CHFILE: 026-2024-0057



- Toronto Pearson International Airport Operating Area
- Brampton AZR Polygon
- Brampton AOA polygon
- Subject Lands



PLANNING, BUILDING AND GROWTH MANAGEMENT

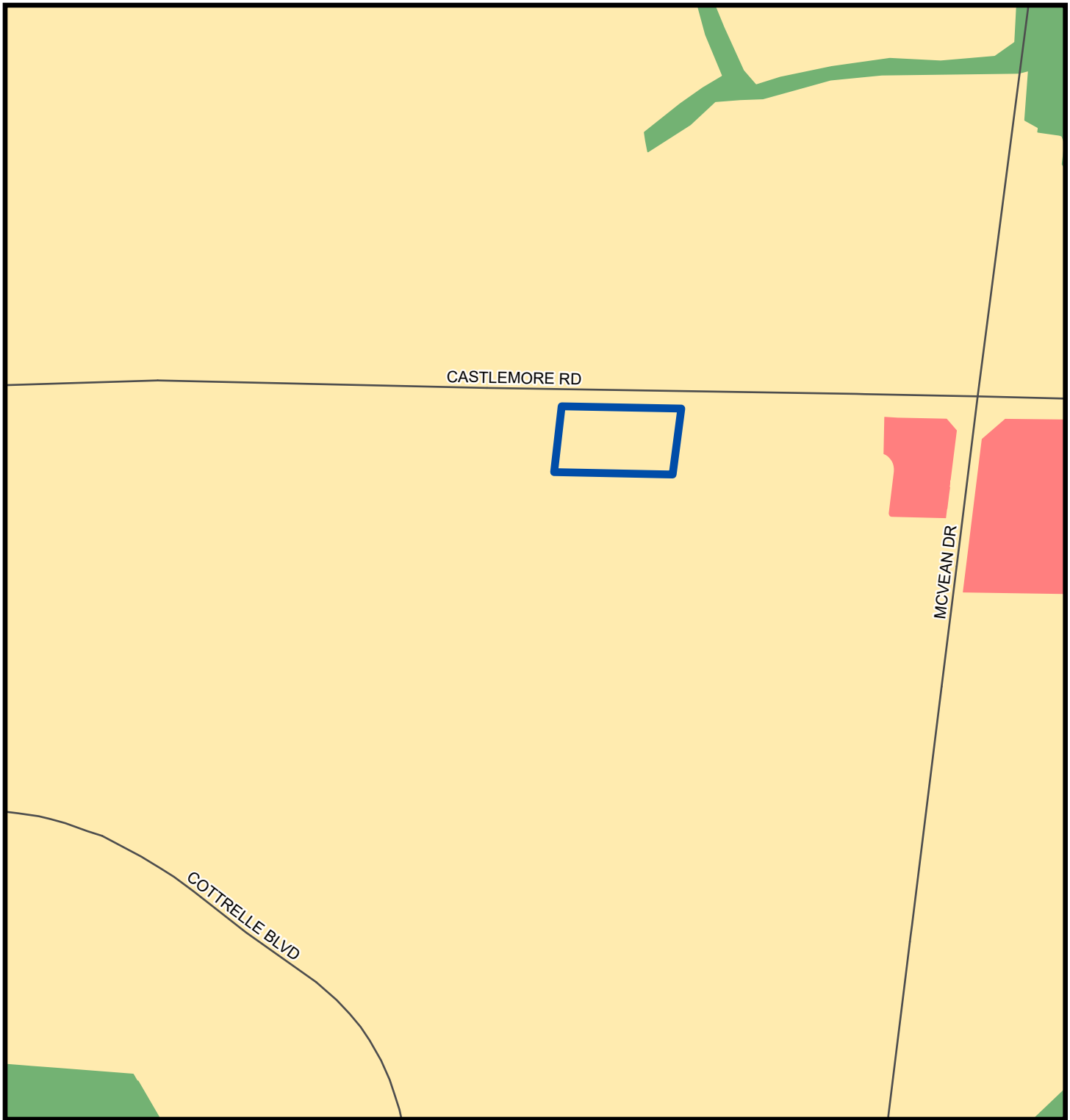
0 500 1,000
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Author: CAntoine
Date: 2024/12/11


APPENDIX 9 AIRPORT ZONING REGULATIONS & AIRPORT OPERATIONS AREA BOUNDARIES

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

Page 11 of 31
CHP/EE1 026-2024-0057



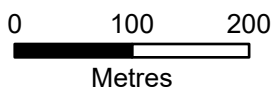
EXTRACT FROM THE BRAMPTON PLAN 2023 SCHEDULE 2 DESIGNATIONS (subject to appeal)

 City Boundary
 Designations
  NHS
  Subject Lands
 Neighbourhoods

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations and overlays on this schedule are approximate and are not intended to be scaled.



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/05/19

APPENDIX 10
BRAMPTON PLAN 2023
SCHEDULE 2 DESIGNATIONS (subject to appeal)

Applicant: VALDOR ENGINEER
Owner: Syed Sarwar

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CHP FILE: OZS-2024-0057

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – February 10, 2025
City File Number – OZS-2024-0057

Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor H. Singh - Wards 9 and 10
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 P. Fortini - Wards 7 and 8
City Councillor R. Power - Wards 7 and 8

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management
Allan Parsons, Director, Development Services
Henrik Zbogar, Director, Integrated City Planning
Angelo Ambrico, Manager, Development Services
David Vanderberg, Manager, Planning Building and Economic Development
Nicole Hanson, Principal Planner/Supervisor, Development Services
Yinzhou Xiao, Principal Planner/Supervisor, Development Services
David DeGroot, Urban Design Manager, Development Services
Nelson Cadete, Manager, Transportation Planning
Hanu Sadanandan Dilip, Urban Designer, Development Services
Rowaidah Chaudhry, Transportation Planner, Integrated City Planning
Ross Campbell, Manager, Zoning and Sign By-law Services
Damanpreet (Preet) Mathouda, Planner, Downtown Revitalization
Genevieve Scharback, City Clerk
Charlotte Gravlev, Deputy City Clerk

Staff Report:

Nicole Hanson, Planner, Development Services, presented an overview of the application that included location overview, area context, site context and photos, development proposal, planning framework summary, official plan designation, Brampton plan designation, secondary plan designation, zoning by-law, zoning by-law amendment, key issues and considerations, and next steps.

Grazia and Robert Aquino, Brampton Residents, referenced correspondence included in the agenda and reiterated the following concerns, suggestions, and questions of clarification with respect to the subject application: lack of transparency in communication to residents, clarification surrounding the mention of "part-lots" and "low-density" in the proposal, proposal is incongruent with the existing characteristics of the neighbourhood, safety concerns and suggestion for further public engagement.

Staff clarified the terms "part lots" and "low-density" with regards to the subject application, and noted that the proposal refers to the development of single detached dwellings. Committee directed staff to reach out to the delegate to further address the questions and concerns raised.

Traffic Concerns

Resident had concerns about the proposal will allowing for daily vehicle traffic cutting through Castlegate Blvd. Concerns stated vehicles frequently exceeding the speed limit. Residents are concerned that adding an additional access point will only increase through traffic and encourage higher travel speeds. Questions regarding If speed bumps will be incorporated as part of the proposed road extension.

Response: The extension/completion of Castlegate Boulevard is to be constructed to City standards. A continuous sidewalk connection shall be required on Castlegate Boulevard from the existing sidewalk east of the plan on Castlegate Boulevard to the existing sidewalk south of the plan on Yellow Birch Road. Parking supply is to be as per the City Zoning requirements Staff have not required speed bumps for the development.

Safety Concerns

Residents had concerns about criminal incidents have occurred in the plaza adjacent to Castlegate Blvd, where the perpetrators have used Castlegate Blvd as an escape route. Residents are concerned that creating a public road would provide an additional access point, increasing the likelihood of such incidents.

Response: The proposed extension and completion of Castlegate Boulevard will be constructed to full City standards, which include appropriate safety measures and urban design principles that support visibility, accessibility, and community safety. The extension will also include a continuous sidewalk connection from the existing sidewalk on Castlegate Boulevard to the existing sidewalk on Yellow Birch Road, improving pedestrian connectivity and promoting active transportation. These improvements are intended to enhance overall safety through increased visibility and natural surveillance, consistent with Crime Prevention Through Environmental Design (CPTED) principles.

Land Use Concerns

Residents had concerns with the proposed plan to add seven low density residential dwellings on reduced lot sizes of 50' lots rather than matching the original 70' premium lots next to them on the north side of Castlegate Blvd. Urban design related concerns regarding the architectural design and building materials. Concerns regarding the future plans for the proposed frontage of the part lots.

Response: While the amendment being sought increases the requirement for an OPA due to the reduction of depth in the northern lots, it balances out with the southern lots, which are now appropriately scaled (larger) to be in conformance with the secondary plan and adjacent subdivision. Resulting in a better development product than what was originally proposed. Additionally Urban design staff have also reviewed the proposal. The four (4) lots located to the west, are owned by Argo Developments. There has been no discussion with Argo on the future development of the lots at this time.

RESULTS OF CIRCULATION

November 22, 2024

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Nicole Hanson

Re: Request for Comments

Glen Schnarr & Associates Inc - Umbria Developers Inc
3827, 3847 & 3863 Castlemore Road
City File Numbers: OZS-2024-0057 & 21T-24007B
Alectra EP File: N3-84

Dear Nicole,

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 [Make a Service Request | Alectra Utilities](#) (under Subdivision Projects).
- The developer's electrical consultant to provide load calculations / requirements for this development.
- The developer shall confirm with Alectra Utilities Subdivisions Department on the availability of adjacent plant capable of servicing this development and to discuss the electrical service installation requirements and schedule.
- The developer shall be responsible for the costs associated with the hydro plant expansion to supply this development.
- The developer's electrical consultant to contact Alectra Utilities Subdivisions Department to discuss placement of switchgear(s) and/or transformer(s) requiring adequate space for safe installation and operation.
- The developer shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s) and driveway(s).
- The developer's electrical consultant to confirm the metering configuration within this development (individual / ganged metering). The developer shall provide the architectural drawings and confirm the location of the hydro meters as approved by Alectra Utilities. Ganged metering will not be allowed in freehold townhouses.

- The developer shall enter into a servicing agreement (offer-to-connect) and will be responsible for the cost-sharing as detailed in the offer-to-connect.
- Any easements required by Alectra Utilities for the provision of electrical service to this development will be determined by Alectra Utilities in its sole discretion at the design stage of the project. For condominium/private developments, Alectra Utilities requires a blanket easement.
- For new developments with townhouses, the installation of electrical distribution system (EDS) shall only commence after the foundation of the townhouses had been erected.

Yours Truly,

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

Hanson, Nicole

From: PrimeCities <WSP.PrimeCities@wspdigitalfactory.com>
Sent: 2024/11/20 3:59 PM
To: Hanson, Nicole
Subject: [EXTERNAL]OPA/ZBLA/Draft Plan of Subdivision (OZS-2024-0057), 3827, 3847, 3863 Castlemore Rd., Brampton

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



11/20/2024

Nicole Natalie Hanson

Brampton

Brampton (City)

Attention: Nicole Natalie Hanson

**Re: OPA/ZBLA/Draft Plan of Subdivision (OZS-2024-0057), 3827, 3847, 3863 Castlemore Rd.,
Brampton; Your File No. OZS-2024-0057**

Our File No. DTS: 39999 / Circ: 45148

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

- 1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary

by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for**

information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for Bell's responses and for any of the content herein.

Should you have any questions, please contact the undersigned.

Yours Truly,



Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca.

November 26, 2024

Nicole Hanson
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Nicole:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
3827, 3847, 3863 Castlemore Road
West of McVean Dr, south of Castlemore Rd
File: 21T-24007B (OZS 2024-0057)
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 7 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	Father Francis McSpirtt	366	596	0
Secondary School	Cardinal Ambrozic	1518	1245	12

DPCDSB requests that the following condition 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)

November 27, 2024

Nicole Hanson
Principal Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Nicole,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment
Syed Sarwar (Umbria Developers)
3827, 3847 & 3863 Castlemore Road
City of Brampton
File No.: 21T-24007B, OZS-2024-0057

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details:
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

The applicant will contact Enbridge Gas Customer Service at 1-877-362-7434 prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

The Owner agrees to provide Enbridge Gas Inc. (Enbridge Gas) the necessary easements at no cost and/or agreements required by Enbridge Gas for the provision of local gas services for this project, in a form satisfactory to Enbridge Gas.

Sincerely,



Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
[enbridge.com](https://www.enbridge.com)
Safety. Integrity. Respect. Inclusion.

Hanson, Nicole

From: Trdoslavic, Shawntelle
Sent: 2024/11/29 5:35 PM
To: Hanson, Nicole
Cc: Planningcomments
Subject: FW: [EXTERNAL]Brampton - 3827, 3847, 3863 CASTLEMORE ROAD - 21T-24007B

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Nicole,

Hope you are doing well 😊 Please find comments below from Hydro One.

Thanks and have a great weekend!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: AMIN Pranav <Pranav.Amin1@HydroOne.com>
Sent: 2024/11/29 3:05 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]Brampton - 3827, 3847, 3863 CASTLEMORE ROAD - 21T-24007B

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

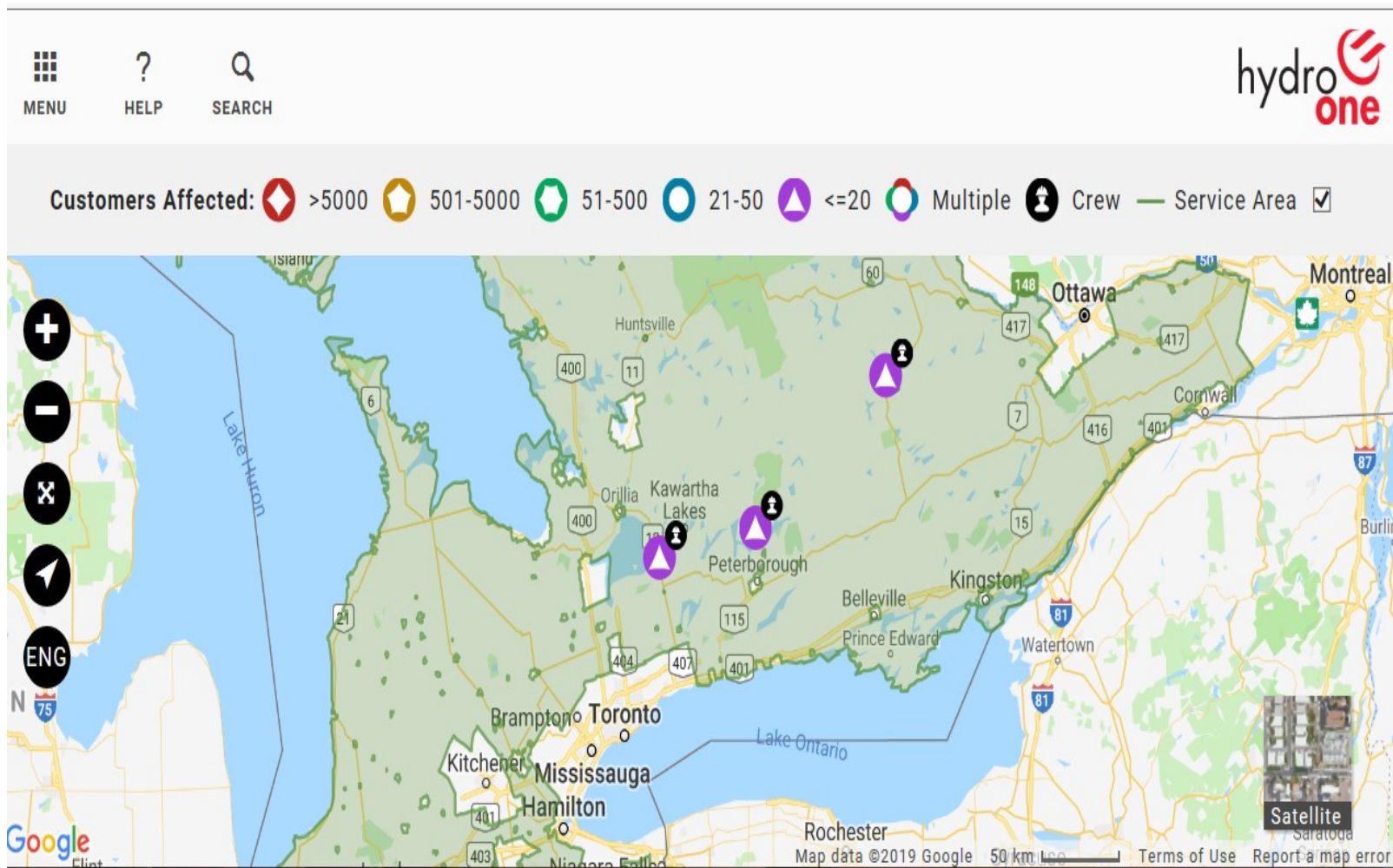
Hello,

We are in receipt of your Application for Subdivision, 21T-24007B dated 2024-11-18. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link: Stormcentre (hydroone.com)

Please select "Search" and locate the address in question by entering the address or by zooming in and out of the map.



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Dennis De Rango

Specialized Services Team Lead,
Real Estate Department
Hydro One Networks Inc.
Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

December 2, 2024

Nicole Hanson
Principal Planner
City of Brampton
1 Wellington Street
Brampton, ON L5B 3C1

Dear Nicole,

RE: **Draft Plan of Subdivision, OPA and Zoning By-law Amendment
Glen Schnarr and Associates Inc.
3863 Castlemore Rd
OZS-2024-0057
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 20 single family home 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 5	Grade 6 to 8	Grade 9 to 12
5	3	3

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
Red Willow P.S.	544	776	0
Calderstone M.S.	460	629	0
Chinguacousy S.S.	1,344	1,020	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)."

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



Nov 24, 2024

Mr./ Ms.

Shawntelle Trdoslavic

Planning Department

City of **Brampton**,

Ontario

**Re: OZS-2024-0057 and 21T-24007B - 3827, 3847 & 3863 Castlemore Road
Rogers Reference #: M24BL42A01**

Dear ***Shawntelle Trdoslavic***,

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of **Brampton**.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Anuradha P

GTAW New Area

Outside Plant Engineering

gtaw.newarea@rci.rogers.com

Rogers Communications Canada Inc.

3573 Wolfedale Rd, Mississauga Ontario

Public Works

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

peelregion.ca

May 21, 2025

Nicole Hanson
Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
sadaf.shahidhussain@brampton.ca

**RE: Proposed Draft Plan of Subdivision and Official Plan Amendment:
Second Submission Comments
3827, 3847 & 3863 Castlemore Road
Umbria Developers Inc.
City File: OZS-2024-0057 and 21T-24007B
Region File: 21T-24007B and OZ-24-057B**

Dear Nicole,

Region of Peel Staff have reviewed the second submission for the above noted draft plan of subdivision, official plan and zoning by-law amendment to facilitate the development of 7 single-detached residential dwellings, 13 part lots, and a 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

- All costs associated with the proposed development will be at the applicant's expense.

Development Services

- There are no Region easements on site.
- Updated PINs may be required at the request of the Region.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 250mm sanitary sewer on Castlegate Boulevard and a 250mm sewer on Yellowbirch Road.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the neighbouring lands, if any, will be required for review and approval, including confirmation of capacity by the Region

as part of Draft Plan submission.

- Internal easements and external construction may be required.

Water Facilities

- The lands located within are in Water Pressure Zone 5.
- Municipal water supply infrastructure consists of a 200mm watermain on Castlegate Boulevard and a 200mm watermain on Yellowbirch Road.
- 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 before the engineering submission.
 - **The FSR must be revised to include a hydrant flow test.**
- Internal easements and construction may be required.

Region Roads

- Regional roads are not adversely affected by the proposed draft plan of subdivision.

Waste Management Requirements

- The applicants Draft Plan of Subdivision is missing the following requirements, which must be **verified and labelled** on the drawings as per the [waste-collection-design-standards-manual.pdf \(peelregion.ca\)](https://www.peelregion.ca/wcdsm/) (WCDSM). These requirements outlined below must be addressed in subsequent submissions prior to Draft Plan of Subdivision approval:
 - **Collection points:** Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 of the WCDSM for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.
 - **Storage space:** A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard, or side yard for storage of carts, with direct access to the collection point location.

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.

PART B: Draft Plan Conditions

A per the Conditions of Draft Approval for the Draft Plan of Subdivision, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

Development Charges

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

Water Meter Fees

3. In respect of the water meter fees:
 - a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and 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.

Drawings – Servicing and “As Constructed”

4. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
5. 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

6. 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.

7. 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. The Functional Servicing Report shall include a hydrant flow test;
8. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
9. 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.
10. Prior to registration of the plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network.

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

11. 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.
12. 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.
13. 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
14. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.

- b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

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

- 15. 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.
- 16. The Owner shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access and restoration requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:

Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

This clause shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

- 17. 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.
- 18. 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.

Concluding Comments

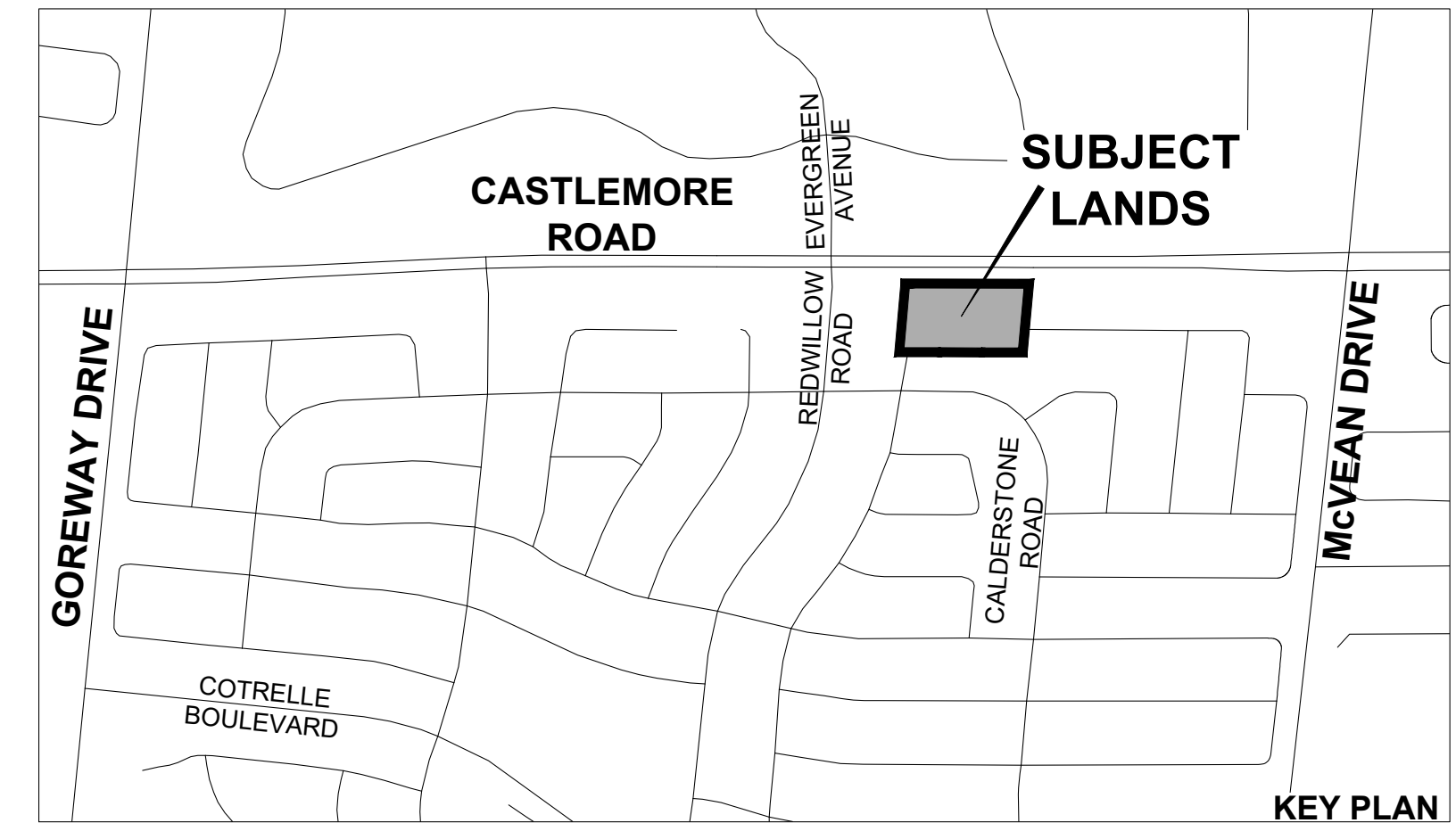
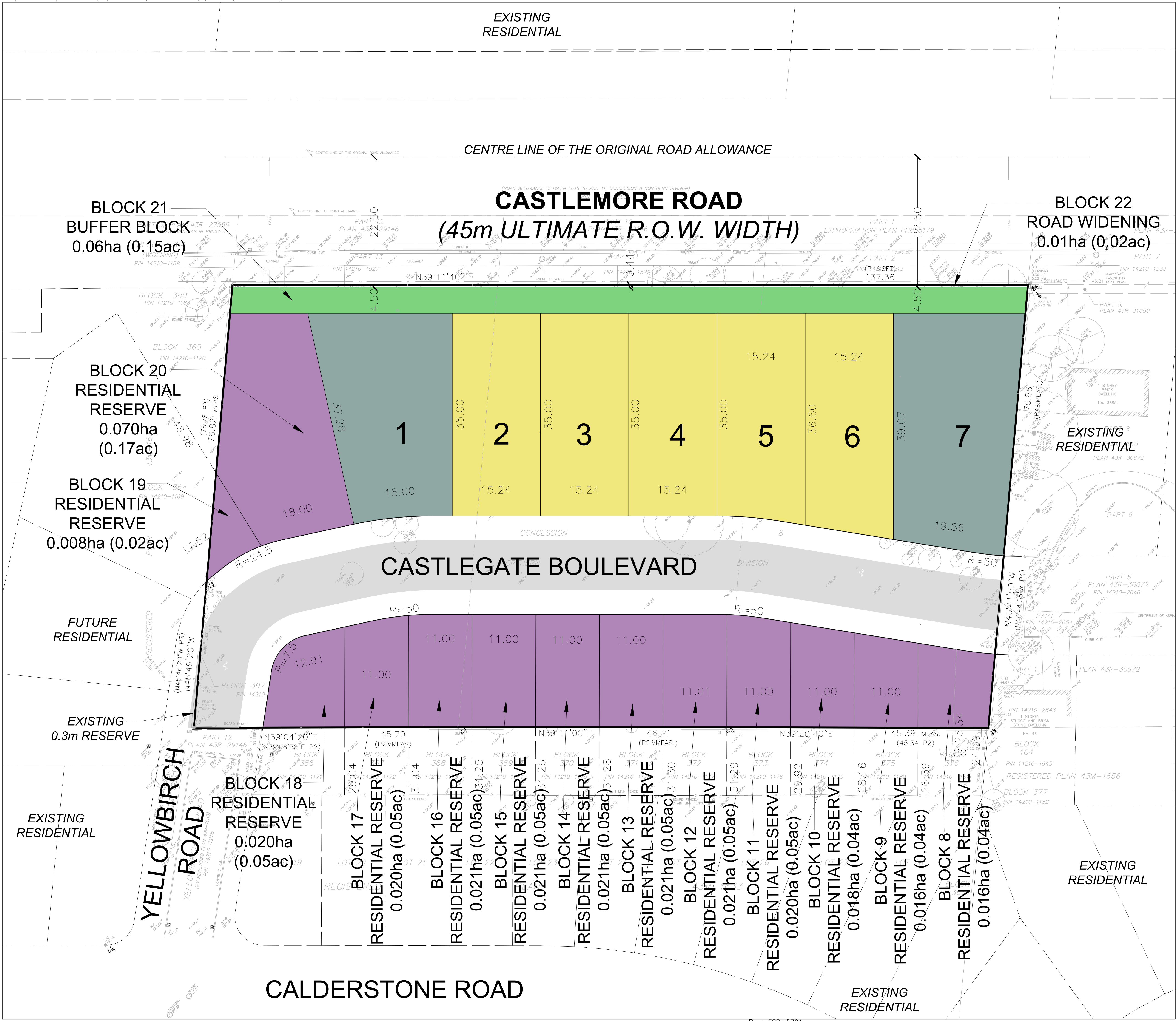
If you have any questions or concerns, please contact the undersigned at (emily.nix@peelregion.ca) at your earliest convenience.

Thank you,

A handwritten signature in black ink that reads "Emily Nix". The signature is written in a cursive, flowing style.

Emily Nix
Junior Planner
Planning and Development Services
Region of Peel

CC Jason Afonso, Partner, Glen Schnarr & Associates Inc.



DRAFT PLAN OF SUBDIVISION
FILE # 21T-24007B
UMBRIA DEVELOPERS INC.

3827, 3847 & 3863 CASTLEMORE ROAD
PART OF LOT 10, CONCESSION 8, N.D.
(GEOGRAPHIC TOWNSHIP OF TORONTO GORE)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED *Syed Kamal Sarwar* DATE FEBRUARY 26, 2025
SYED KAMAL SARWAR, A.S.O.
UMBRIA DEVELOPERS INC.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED SEE ORIGINAL SUBMISSION DATE MARCH 12, 2024
BORYS KUBICKI, O.L.S.
TARASICK McMILLAN KUBICKI LIMITED
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
18.00m (59') DETACHED	1-7	0.16	0.40	2
15.24m (50') DETACHED		0.27	0.67	5
RESIDENTIAL RESERVES	8-20	0.30	0.74	
BUFFER BLOCK	21	0.06	0.15	
ROAD WIDENING	22	0.01	0.02	
17.0m ROW (153m)		0.25	0.62	
TOTAL	22	1.05	2.59	7

- NOTES**
- PAVEMENT & SIDEWALK ILLUSTRATION IS DIAGRAMMATIC.
 - EXISTING STRUCTURES TO BE REMOVED.
 - THE DP COMPLIES WITH SECTION 2.0 OF THE WCDSM REQUIREMENTS.

BRAMPTON – BramPlanOnline

Property Address:	3827, 3847 & 3863 Castlemore Road
Application Type:	OPA, Rezoning and Draft Plan of Subdivision
File No:	OZS-2024-0057 and 21T-24007B
Project Proposal:	Seven detached residential dwellings and thirteen part lots
Due Date:	2 December 2024
Revision 2:	24 June 2025

We have reviewed the proposal for seven detached dwellings 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 or aeronautical facilities.

December 16, 2024

Nicole Hanson
Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
sadaf.shahidhussain@brampton.ca

Public Works

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

peelregion.ca

**RE: Proposed Draft Plan of Subdivision and Official Plan Amendment
3827, 3847 & 3863 Castlemore Road
Umbria Developers Inc.
City File: OZS-2024-0057 and 21T-24007B
Region File: 21T-24007B and OZ-24-057B**

Dear Nicole,

Region of Peel Staff have reviewed the 1st submission (received November 18, 2024) for the above noted draft plan of subdivision, official plan and zoning by-law amendment to facilitate the development of 7 single-detached residential dwellings, 13 part lots, and a 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

- All costs associated with the proposed development will be at the applicant's expense.
- The applicant may be required to dedicate easements/road widenings and other land dedications as required by the Region as per latest Official Plan.
- The below are high level comments. Detailed comments will be provided once Draft Plan submission is submitted for review.

Development Services

- There are no Region easements on site.
- Updated PINs may be required at the request of the Region.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 250mm sanitary sewer on Castlegate Boulevard and a 250mm sewer on Yellowbirch Road.

- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the neighbouring lands, if any, will be required for review and approval, including confirmation of capacity by the Region as part of Draft Plan submission.
- Internal easements and external construction may be required.

Water Facilities

- The lands located within are in Water Pressure Zone 5.
- Municipal water supply infrastructure consists of a 200mm watermain on Castlegate Boulevard and a 200mm watermain on Yellowbirch Road.
- 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 before the engineering submission.
 - The FSR will require revision to include a hydrant flow test.
- Internal easements and construction may be required.

Region Roads

- Regional roads are not adversely affected by the proposed draft plan of subdivision.

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 Region of Peel will provide curbside collection of garbage, recyclable materials, household organics, and yard waste. The developer is required to submit a Waste Management Plan that complies with the specifications detailed in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) prior to Draft Plan Approval.
- The Waste Management Plan must demonstrate and comply with the following WCDSM requirements:
 - **Collection vehicle access route** must be shown on the drawing. See Section 2.0 of the WCDSM for requirements.
 - **Overhead clearance outside of 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. This clear height must be free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. This must be shown and labelled.
 - **Turning Radius:** The turning radius from the centre line along the waste collection vehicle access route must be a minimum of 13 metres on all turns.
 - **Internal roadways** must be constructed of a hard surface material, such as asphalt or concrete, and designed to support a minimum of 35 tonnes, the weight of a fully loaded
 - **Collection points:** Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 of the WCDSM for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be

- directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.
 - **Storage space:** A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard, or side yard 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>

Public Health Recommendations

- Peel Public Health 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. These health objectives are used to inform decision-makers of the health-promoting potential of the development, and communicate opportunities to achieve closer alignment with the objective of healthy, complete communities within Peel.
- While the proposed development is an infill project, there are still opportunities to ensure the proposal is well connected to the surrounding development and promotes a healthy built environment. We are happy to see the sidewalk labelled on the concept plan which meets our minimum requirement of 1.5m in width. Consider incorporating pedestrian scaled lighting up to 4.6 metres in height along the sidewalks.
- Peel Public Health will continue to work closely with the City of Brampton in the assessment of the development proposal as our participation enables us to deliver on our mandate and achieve the goals set out by Ontario's Public Health Standards and our Peel Public Health 2020-2029 Strategic Priorities of *Enabling Active Living and Healthy Eating* and *Reducing Health-Related Impacts of Climate Change*. We are committed to participating in the review of community development in Peel to ensure we promote healthy built environments.

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.

Drawings – Servicing and “As Constructed”

4. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
5. 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

6. 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.
7. 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;
8. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
9. 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.
10. 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.

11. 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.
12. 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.
13. 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
14. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

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

15. 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.
16. The Owner shall include warning clauses in any agreement of purchase and sale advising prospective purchasers of Peel's access and restoration requirements for the maintenance, operation, replacement, and repair of its infrastructure as follows:

Should Peel undertake any maintenance, replacement, or repair of its infrastructure, including water shut off valves, main line valve boxes and hydrant, and water and sanitary sewer pipes, Peel will restore the disturbed area, which includes the public right of way and private-side, with grass in soft landscape areas and asphalt in hard landscape areas. Should the purchaser/homeowner choose to utilize other more costly soft or hard landscaping, the purchaser/homeowner will be responsible for the restoration of the disturbed area to the original condition at the purchaser/homeowner's expense. For further clarity, Peel will not be responsible for any restoration costs of disturbed areas above that of grass and/or asphalt upon completion of infrastructure works.

This clause shall be inserted into any succeeding lease, sublease or sales agreement, and shall be binding not only on the purchaser but also their respective successors and assigns.

17. 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.
18. 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.

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 Jason Afonso, Partner, Glen Schnarr & Associates Inc.

Detailed Planning Analysis
City File Number: OZS-2024-0057

Overview

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

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

Planning Act R.S.O 1990:

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

Section 2:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (h) The orderly development of safe and healthy communities;
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

- (r) The promotion of built form that,
 - i. Is well-designed,
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The proposal contemplates seven detached residential dwellings, 13-part lots and an extension of an existing road. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form on underutilized parcel of land that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential development in accordance with Section r) of the Planning Act. The proposal conforms to the City of Brampton's planning objectives and contributes to the city's long-term urban structure. By extending Castlegate Boulevard and completing the remaining underdeveloped portions of the subdivision, the project ensures a complete community in accordance with Section f) of the Planning Act. This development serves an existing area while expanding housing availability for the City of Brampton, aligning with the public interest. The proposal will include the extension public road designed to accommodate local traffic, which will connect with both existing municipal roadways. The proposed development is suitable as the Zoning By-law will inform the uses permitted within the subject site, and there is sufficient space to accommodate the proposed development. Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands. Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS), 2024:

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

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

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

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

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

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

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

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b. permitting and facilitating:
 - i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3

- c. promoting densities for new housing which efficiently use land, resources, and infrastructure and public service facilities, and support the use of active transportation; and
- d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

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

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

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

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

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

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

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

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

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

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

Section 2.4.1.3 – Planning authorities should:

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

Section 2.4.2 – Major Transit Station Areas

Section 2.4.2.2 – Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- a. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- b. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.4.2.3 – Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a. Planning for land uses and built form that supports the achievement of minimum density targets; and

Section 2.4.2.6 – All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a. connections to local and regional transit services to support transit service integration;
- b. infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;
- c. commuter pick-up/drop-off areas.

Section 2.4.3 – Frequent Transit Corridors

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

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

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

- a. are financially viable over their life cycle, which may be demonstrated through asset management planning;

- b. leverage the capacity of development proponents, where appropriate; and c. are available to meet current and projected needs.

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

Section 3.2 – Transportation System

Section 3.2.1 - Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

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

Section 3.2.3 - As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

Analysis: Provincial Policy Statement (PPS), 2024:

The proposed development includes the development of seven detached residential dwellings, 13-part lots and an extension of an existing road, which aims to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and context. The Provincial Planning Statement focuses growth and development within urban and rural areas and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces additional single detached units housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Bram East Secondary Plan, thus promoting efficient land use densities.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. The proposed re-development of the existing road pattern and utilization of the land is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for residential forms contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses in accordance with Section 2.1.6.

The proposed zoning by-law amendment will effectively intensify the underutilized lands and will add to the city's housing targets. The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, transit, services, and amenities. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure, and the ‘Built-up Area in Schedule E-3 of the Region of Peel Official Plan.

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3.1.1 - To conserve the environmental and resource attributes of the region.

Section 5.3.1.2 - To achieve sustainable development within the Urban System.

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

Section 5.3.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure, and public finances while taking into account the characteristics of existing communities and services.

Section 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 5.3.1.6 - To promote crime prevention and improvement in the quality of life.

Section 5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.

Section 5.3.1.8 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.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

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

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

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

Section 5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

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

Section 5.4.19.9 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

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

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

Section 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, 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 public open space and easy access to retail and services.

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

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

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

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the

transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

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

Section 5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.

Section 5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in Schedule E-1: Regional Structure and 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

The proposed development provides appropriate residential land uses through the inclusion of seven residential units and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of adding seven housing units within existing subdivision, in close proximity to park facilities and other uses in the area in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth

forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

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

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated "Residential" and "Open Space" in Schedule A: General Land Use Designations of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 Managing Growth in Brampton:

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

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

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

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

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- ii) The development contributes to the City's desired housing mix;

- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- v) There is sufficient existing or planned infrastructure to accommodate the development;
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

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

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

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

policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

Section 4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

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

Section 4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

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

Section 4.5.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-ofway. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- ii) Requiring the provision of adequate off-street private parking; and,

- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

Section 4.5.2.26 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

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

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

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

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

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

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

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

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City’s overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

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

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes the development of 7 single detached units, 13 part lots and an extension of an existing road which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the surrounding neighbourhood. The site is served by municipal water and sewer systems and is conveniently located near several public facilities, including schools, parks, recreational trails, and transit stops.

The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. The subject property will be located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City.

The subject site is occupied by three (3) single-detached residential dwelling with accessory structures. The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities.

As such, the proposal is consistent with the 'Residential' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied

that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Brampton Plan (2024)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The subject lands are designated "Neighbourhoods" on Schedule 2 – Designations and "Community Areas" on Schedule 1A – City Structure of the Brampton Plan (2024).

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

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

a. Protecting, maintaining, enhancing and restoring the City's natural and water resource systems for generations to come by ensuring development is sensitively located, integrated and compatible with the natural environment through a sustainable built form.

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

f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

g. Support the diverse needs of Brampton's changing demographics by providing the essential community services, facilities and supports required.

h. Providing transit and other mobility options to navigate the city and broader region safely and equitably, and to connect a city of approximately 1 million people on the move.

i. Increasing access throughout Brampton by taking advantage of the combined travel benefits afforded by improved mobility, shared mobility, and increased proximity to amenities, which is accomplished by designing complete streets where land use and transportation planning are effectively integrated.

2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:

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

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

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

c. Promoting gentle intensification in Neighbourhoods. Neighbourhoods will continue to evolve through infill development on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of additional residential units, as appropriate.

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

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

a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;

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

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

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

j. Conservation of heritage buildings, structures and landscapes.

Analysis: Brampton Plan (2024)

The subject lands are designated “Neighbourhoods” on Schedule 2 – Designations and “Community Areas” on Schedule 1A – City Structure of the Brampton Plan (2024).

The proposed development contributes to Brampton’s urban growth objectives by supporting development within the City’s designated Built-Up Area, promoting more efficient use of underutilized lands in an existing residential setting. The development consists of seven (7) single detached dwellings and thirteen (13) part lots, which aligns with the intent of Community Areas to accommodate a mix of residential, retail, employment and local services that support daily living – all within close proximity.

Although the development consists primarily of single detached units, it promotes gentle intensification, consistent with Policy 2.1.2.20(c) of the Brampton Plan. This is also in line with the City’s goals for accommodating growth in already established areas, as set out in Policy 2.1.2.19.

The proposal is compatible with the surrounding built form and respects the existing physical character of the neighbourhood, in accordance with Policy 2.2.7.38. This includes key considerations such as size of the lot, building height and overall character.

The development will be designed in accordance with *City-wide Urban Design Guidelines* (Policy 2.2.7.2). The intent of Policy 2.2.7.3 is being met through the extension to the public road, which will enhance street connectivity, support active transportation and facilitate access to transit infrastructure along Castlemore Road. This supports the City’s objective in creating the 15-minute community.

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

Bram East Secondary Plan (Area 41)

The proposed development is located within the Bram East Secondary Plan Area 41. The subject property is designated Low Density Residential and is subject to Special Policy Area 4B.

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

3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range

of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.19 In areas designated Low Density Residential on Schedule SP41(a), residential uses within the pertinent Low Density Residential category as defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.20.

3.1.20c In the area designated Low Density Residential Special policy Area 4B (Large Lot Detached Residential) on the south side of Castlemore Road, between Goreway Drive and McVean Drive, the following policies will apply:

- i) Only single detached homes shall be permitted.*
- ii) Lots shall have a minimum frontage of 21 metres (70 feet) and a minimum lot depth of 42.5 metres (140 feet).*
- iii) A high quality of architectural design will be required*

Analysis: Bram East Secondary Plan (Area 41)

The subject lands are designated Low Density Residential and are subject to Special Policy Area 4B of the Bram East Secondary Plan (Area 41).

As per Section 3.1.20c, the policies for Special Policy Area 4B apply to the lands on the south side of Castlemore Road, between Goreway Drive and McVean Drive. The development proposed single detached dwellings, maintaining the low-density residential character laid out in the Secondary Plan. Although the development proposal is generally consistent with the applicable land use policies in the Bram East Secondary Plan, an amendment to the Secondary Plan is required to facilitate the proposed development in terms of minimum lot frontage and lot depth. A reduced minimum lot frontage of 15 metres (from 21 metres) and a reduced minimum lot depth of 41 metres (from 42.5 metres) is being requested.

Staff have reviewed the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision from a technical perspective and have determined that they are suitable with respect to the character for the area and planned land use function.

Zoning By-law

The subject site is zoned Residential Rural Estate Two (RE2) as per Zoning By-law 270-2004, as amended. The RE2 zone permits single detached dwellings, subject to specific requirements and restrictions. To facilitate the proposed residential development, a Zoning By-law Amendment is required. The applicant is proposing to rezone the subject lands from Residential Rural Estate Two (RE2) to Residential Single Detached E (R1E-15.0-AAAA), Residential Single Detached F (R1F-11.0-BBBB) and Residential Single Detached A – Special Section 1804 (R1A-1804).

Each of the proposed zones will include site-specific exceptions and is tailored to specific areas within the proposed development. The Recommendation report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council should the application be approved.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was prepared by Umbria Developers Inc. and submitted to the City of Brampton. The report provides the rationale for the proposed development and highlight its consistencies with applicable provincial and municipal policies. The report and its addendums conclude that the objectives of the Planning Act, the Provincial Planning Statement, the Region of Peel Official Plan, the City of Brampton Official Plan (2006), the Brampton Plan (2024) and the Zoning By-law are satisfied, and that the development represents good planning. Planning staff have reviewed the report and found it to be satisfactory.

Arborist Report

An Arborist Report was prepared and submitted by Strybos Barron King Ltd. The report provides a comprehensive overview of the tree inventory both within the site and in its immediate surroundings, along with recommendations for tree preservation and removal in relation to the proposed development. The report identifies that all trees internal to the site will require removal, while all trees on adjacent properties will be preserved and protected. The City's Open Space department have reviewed the report and found it to be satisfactory.

Environmental Site Assessment

A Phase 1 Environmental Site Assessment was prepared by Orbit Engineering Limited and was carried out in accordance with Ontario Regulation 153/04, as amended. City staff have evaluated the study and identified Potentially Contaminating Activities (PCAs), contributing to Areas of Potential Environmental Concern (APEC) on the development site. Based on the Phase One ESA findings, staff has recommended a Phase Two ESA for all three properties. A Record of Site condition (RSC) must also be filed with the Ministry of Environment, Conservation and Parks, to support the proposed development at the property, prior to the registration of the subdivision. A RSC is also required for all land conveyances (including roads) to the City. Staff has reviewed the report and noted it remains outstanding and should be addressed in a future resubmission from the applicant.

Traffic Brief

A Traffic Brief Study was prepared by Nextrans Consulting Engineers to assess the transportation-related aspects of the proposed development. The study includes a review and assessment of the proposed extension of Yellowbirch Road, impacts on the road network and parking. The Traffic Services department has reviewed the study and noted that it remains outstanding and should be addressed in a future resubmission by the applicant.

Functional Servicing Report

A Functional Servicing Report and Stormwater Management Report, prepared by Valdor Engineering Inc. (dated July 2023), was provided in support of this development. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing.

City Staff have reviewed the document and are satisfied that the proposed development can be adequately serviced with full municipal services in accordance with City and Region of Peel standards.

Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by AMICK Consultants Limited in support of this application. City Heritage staff have reviewed the assessment

and noted that a confirmation letter from the Ministry will be required to complete the review.

Geotechnical Investigation

A Geotechnical Investigation was carried out by Orbit Engineering Limited for the subject development. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff have reviewed the report and have no objections.

Noise Feasibility Study

A Noise Feasibility Study was prepared by HGC Engineering in support of the application to assess the potential impact of road traffic noise from Castlemore Road on the proposed development. City Noise staff have reviewed the study and found it acceptable to support the proposed development.

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To adopt Amendment Number OP2006-
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 by-law.

ENACTED and PASSED, this _____ day of _____, 2025.

Patrick Brown, Mayor

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 permit the development of single detached dwellings with a reduced lot width and depth on lands shown outlined on Schedule 'A'.

2.0 Location

The lands subject to this amendment are located south of Castlemore Road, east of Goreway Drive and west of McVean Drive. The lands have frontages of approximately 137 metres on Castlemore Road, and an area of approximately 1.05 hectares. The lands are legally described as 3827, 3847 & 3863 Castlemore Road Part of lot 10, Concession 8, N.D.

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, is hereby amended:

- a. By adding to the list of amendments pertaining to Secondary Plan Area Number 41: Bram East Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____ .

3.2 The document known as the Bram East Secondary Plan, as amended, is hereby amended:

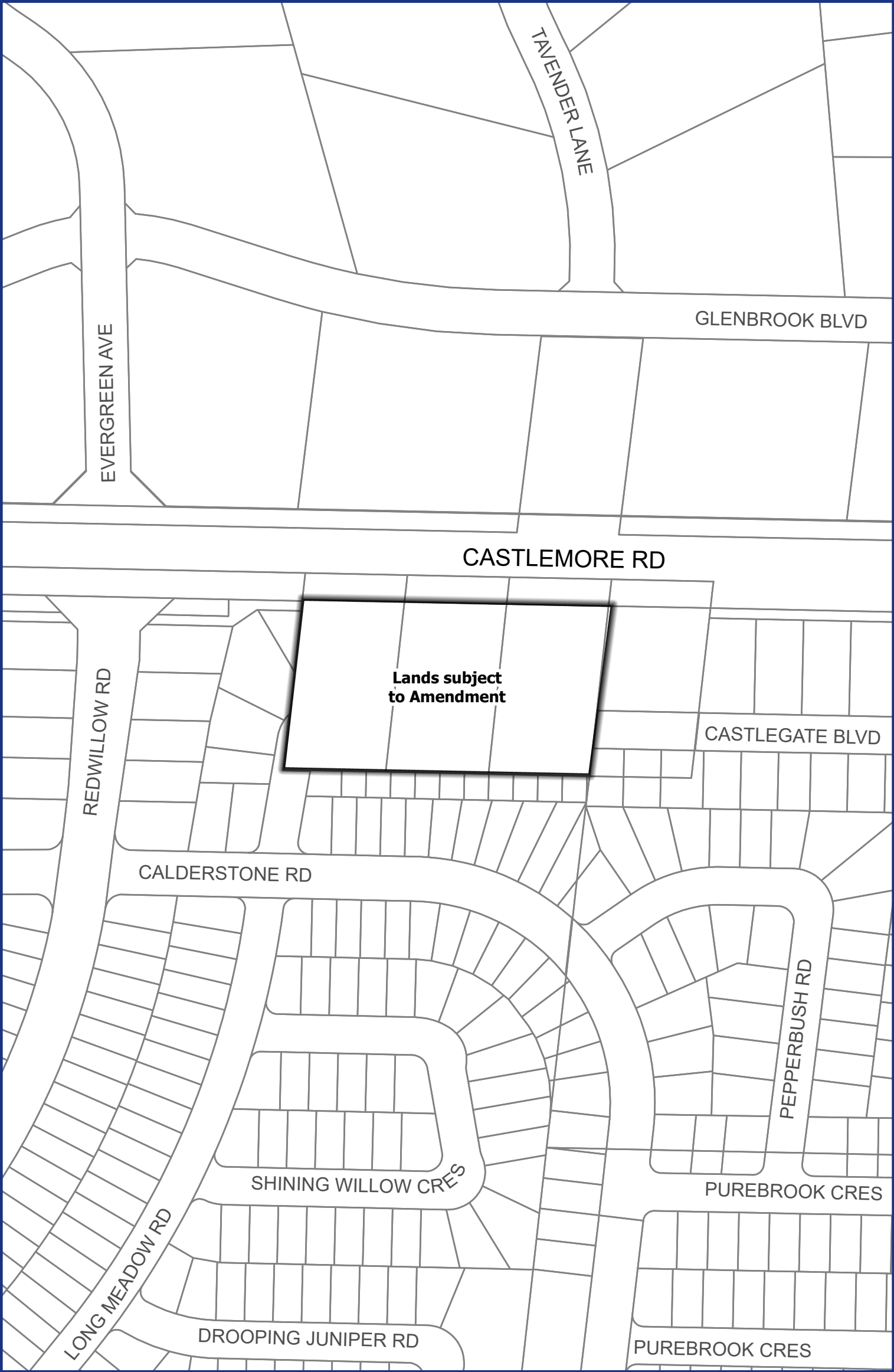
- a. To add the following policy as Section 3.1.20c iv
 - iv. Notwithstanding Section 3.1.20.c.ii., within the lands municipally known as 3827, 3847, and 3863 Castlemore Road, lots may have a minimum lot frontage of 15 metres and a minimum lot depth of 35


metres, provided it can be demonstrated that the lot configuration ensures a compatible transition and appropriate interface with the surrounding lot pattern.

Approved as to Content:

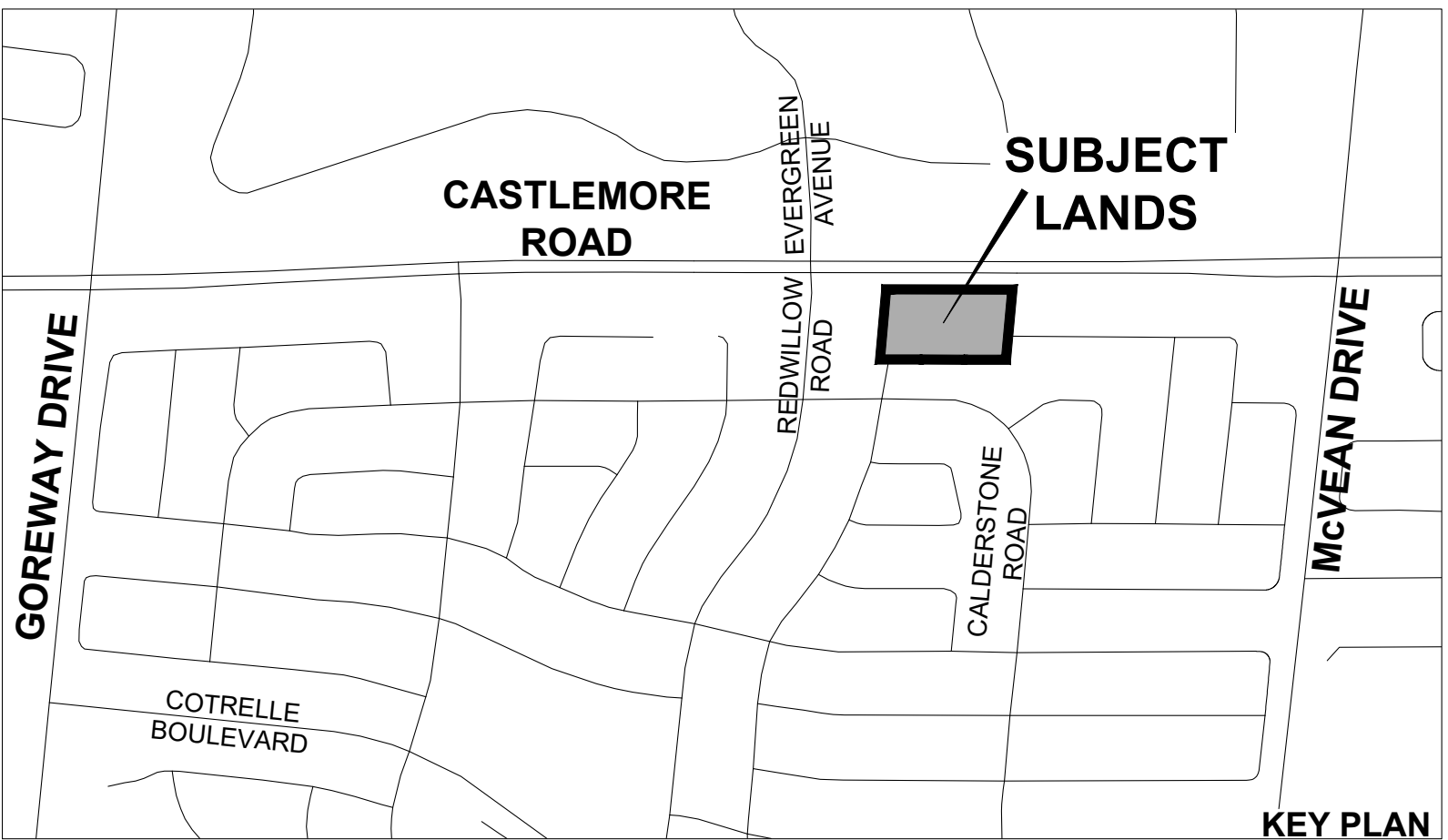
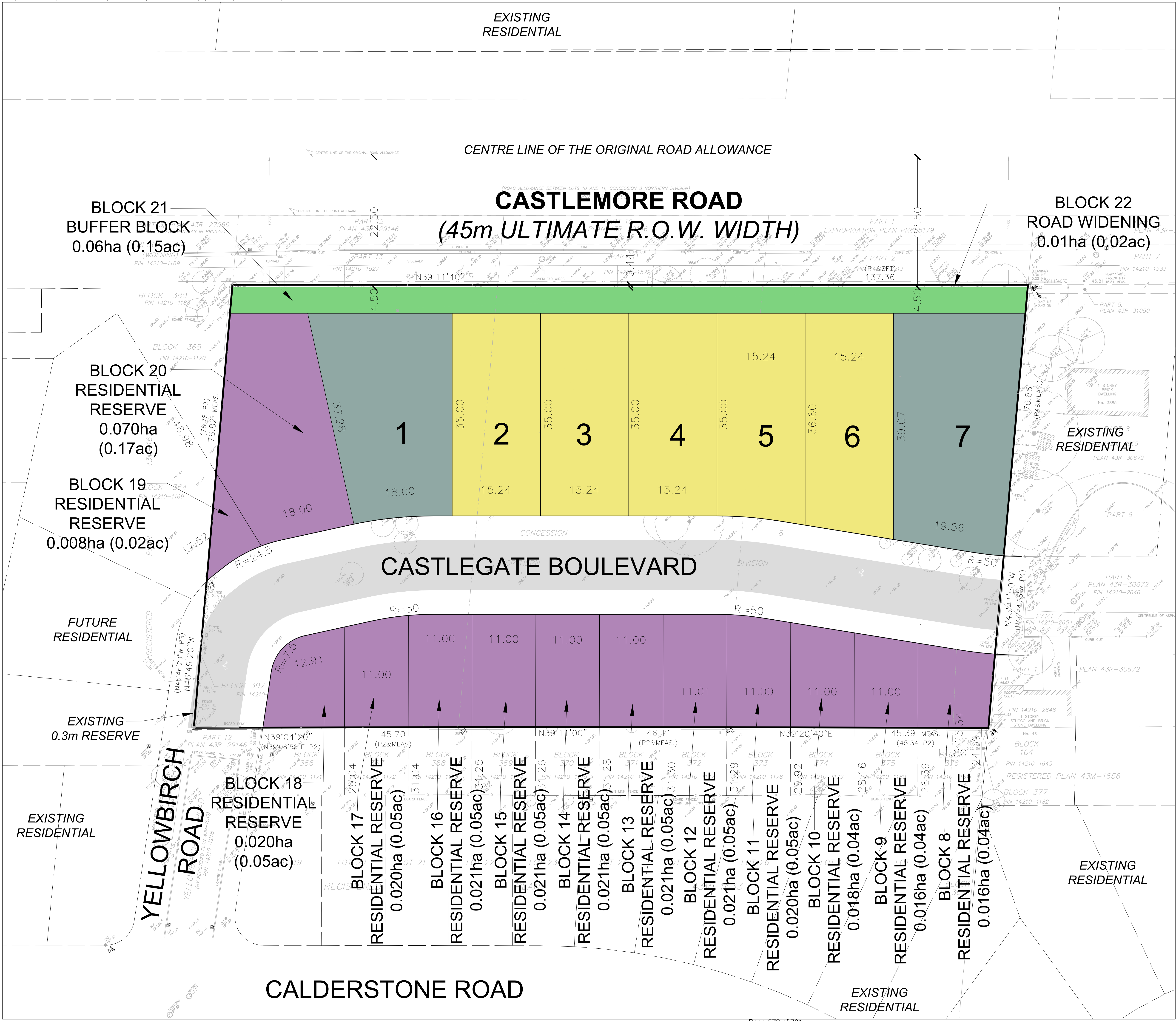
Allan Parsons, MCIP, RPP

Director, Development Services and Design



 Subject Lands





DRAFT PLAN OF SUBDIVISION
FILE # 21T-24007B
UMBRIA DEVELOPERS INC.

3827, 3847 & 3863 CASTLEMORE ROAD
PART OF LOT 10, CONCESSION 8, N.D.
(GEOGRAPHIC TOWNSHIP OF TORONTO GORE)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED *Syed Kamal Sarwar* DATE FEBRUARY 26, 2025
SYED KAMAL SARWAR, A.S.O.
UMBRIA DEVELOPERS INC.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED SEE ORIGINAL SUBMISSION DATE MARCH 12, 2024
BORYS KUBICKI, O.L.S.
TARASICK McMILLAN KUBICKI LIMITED
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
18.00m (59') DETACHED	1-7	0.16	0.40	2
15.24m (50') DETACHED	1-7	0.27	0.67	5
RESIDENTIAL RESERVES	8-20	0.30	0.74	
BUFFER BLOCK	21	0.06	0.15	
ROAD WIDENING	22	0.01	0.02	
17.0m ROW (153m)		0.25	0.62	
TOTAL	22	1.05	2.59	7

- NOTES**
- PAVEMENT & SIDEWALK ILLUSTRATION IS DIAGRAMMATIC.
 - EXISTING STRUCTURES TO BE REMOVED.
 - THE DP COMPLIES WITH SECTION 2.0 OF THE WCDSM REQUIREMENTS.

BY-LAW

Number _____ - 2025

To amend Zoning By-law 270-2004, as amended.

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

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

From:	To:
RESIDENTIAL RURAL ESTATE TWO – RE2	RESIDENTIAL SINGLE DETACHED E – R1E-15.0 RESIDENTIAL SINGLE DETACHED A – R1A-1804 RESIDENTIAL SINGLE DETACHED C – R1C-1819

ENACTED and PASSED this _____ day of _____, 2025.

PATRICK BROWN - MAYOR

GENEVIEVE SCHARBACK - CITY CLERK

Approved as to content:

Allan Parsons, MCIP, RPP
Director of Planning and Development



0 25
Metres

 Zoning Boundary  Parcel Fabric  Street





TO: The Corporation of The City Of Brampton (the "City")

FROM: Espace Real Estate LTD.

DATE: June 4, 2025

RE: Letter Of Undertaking

City File no: OZS-2024-0057

In consideration of being permitted to develop the proposed works outlined in the development application containing the file no. OZS-2024-0057(the "Development Application"), I/WE _____ Espace Real Estate LTD., the Owners of the lands municipally known as 3827, 3847 and 3863 Castlemore Road, agree to complete works that are external to works proposed in the Development Application. Specifically, WE/I hereby undertake and agree to:

1. Demolish the existing wooden noise wall, currently located along the rear lot line of the properties municipally known as 29,31,33, 35,37, 39,41 and 43 Castlegate Boulevard in the City of Brampton, and construct a replacement concrete noise wall, to the satisfaction of and in accordance with the design specifications required by the City.

2. Pay all costs and expenses incurred in connection with or arising out of the above noted undertaking and works.

3. Complete the above noted undertakings and works generally at the same time as the noise wall is to be constructed on the subject lands as per the Development Application.

4. Post and maintain, as a conditions for the approval of plan of subdivision, an acceptable form of financial security, in an amount reasonably required to give effect to the terms and obligations contained in this Letter of Undertaking.

I/WE agree that this Letter of Undertaking and terms and obligations contained herein shall be binding upon our heirs, executors, administrators, successors and assigns.

DATED on this 4th day of June, 2025

Syed Kamal
Per: _____
Name: _____
Title: _____

I/WE have authority to bind the Corporation



Report
Staff Report
 The Corporation of the City of Brampton
 7/7/2025

Date: 2025-06-23

File: OZS-2022-0019

Subject: **Recommendation Report – Application to Amend the Official Plan and Zoning By-law**
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants
 9445 Clarkway Drive
 Ward 10

Contact: Chinoye Sunny, Development Planner, Development Services & Design
 Angelo Ambrico, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-520

RECOMMENDATIONS:

1. That the report from Chinoye Sunny, Development Planner, Development Services & Design, to the Planning and Development Committee Meeting of July 7th, 2025, re: **Recommendation Report – Application to Amend the Official Plan and Zoning By-law**, Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants, 9445 Clarkway Drive, Ward 10, File: OZS-2022-0019, be received;
2. That the Application to Amend the Official Plan and Zoning By-law submitted by G-Force Urban Planners & Consultants on behalf of Brampton and Regional Islamic Centre (BARIC) be approved on the basis that it represents good planning, including that it has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the Brampton Plan and for the reasons set out in this Planning Recommendation Report;
3. That the amendments to the Official Plan, generally in accordance with Attachment 11 attached to this report be adopted;
4. That the amendments to the Zoning By-law, generally in accordance with Attachment 12 attached to this report be adopted; and,

5. That no further notice or public meeting be required for the attached Official Plan Amendment 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 the Zoning By-law to facilitate the development of a Place of Worship known as the BARIC Islamic Centre. The development consists of a 3,369 square metre two-storey Place of Worship building. The building may also include spaces for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. A total of 141 parking spaces, including 50 underground parking spaces is provided in the plan.
- The subject property is designated 'Open Space' and 'Woodlot' in the Official Plan. Development on lands within these designation is required to obtain an amendment to the Official Plan, with technical justification through environmental studies being provided. An Environmental Impact Statement (EIS) is prepared and demonstrates that there will not be negative impacts on significant natural features or their ecological functions.
- The subject property is designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan (SP41a) and is designated as 'Commercial' within the Castlemore Crossing Block Plan (BP41-1). An amendment to the Secondary Plan is required to facilitate the proposal.
- The property is zoned 'Agricultural' as per City of Brampton Zoning Bylaw 270-2004, as amended. The 'Agricultural' zone permits agricultural uses, as well as non-agricultural uses such as a single detached dwelling and a supportive housing residence. An amendment to the Zoning By-law is required in order to facilitate the proposal.
- A Statutory Public Meeting for the application was held on December 12, 2022. At the meeting, there were six hundred and fifty-four (654) registered delegations at the meeting and thirty-five (35) written letters of correspondence. An additional two hundred and thirty-two (232) written pieces of correspondence were received via email after the public meeting. Details of the Statutory Public Meeting, including a summary of the issues raised and a response to those issues are included in the summary chart as well as in Attachment 7 of this report.
- The application received a Sustainability Score of 49 overall and achieves the required Bronze threshold.

- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).**

BACKGROUND:

The lands subject to the Official Plan Amendment and Zoning By-law Amendment is located at 9445 Clarkway Drive. The application was submitted on March 22, 2022 and deemed complete on July 7, 2022, in accordance with Section 22 (6.1) and Section 34 (10.4) of the Planning Act.

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on December 12, 2022. A total of six hundred and fifty-four (654) delegations were made at the meeting and thirty-five (35) written correspondence were received. An additional two hundred and thirty-two (232) written pieces of correspondence were received via email after the public meeting.

Since the time of receipt of the application, the applicant has submitted three (3) submission packages to be able to resolve various technical issues associated with the proposal.

CURRENT SITUATION:

An application to amend the Official Plan and Zoning By-law has been submitted to permit a two-storey Place of Worship (3,369 sq.m), known as the BARIC Islamic Centre, on the subject site. The building may also include spaces for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. A total of 141 parking spaces, including 50 underground parking spaces are included in the plan. A restricted right-in/right out access is proposed on new Clarkway Drive, as well as a full moves access on Old Clarkway Drive. The proposed Place of Worship development will be required to submit a future site plan application prior to seeking building permits.

Original Proposal

At the time of the Statutory Public Meeting held on December 12, 2022, the Place of Worship was contemplated with the following features:

- A 2-storey building with a total area of approximately 3,116 square metres;

- Two vehicular access points on Clarkway Drive; and,
- 94 surface parking spaces.

Details of Revised Proposal (refer to attachment 1)

Following the public meeting and upon the review of comments from members of the public and from internal City departments, the proposal was revised to include additional parking spaces, and details regarding vehicular access and building size were finalized. Details of the proposal are noted below:

- A new protective “Open Space” Official Plan designation and Zoning By-law designation is now proposed for portions of the site to help ensure the long term preservation of 0.422 hectares of “Woodland” on the subject property.
- A 2-storey building with a total area of approximately 3,369 square metres;
- Two (2) vehicular access points on Clarkway Drive:
 - a full moves access on Old Clarkway Drive and,
 - a new restricted right-in / right-out access on new Clarkway Drive, based on the findings of the updated Traffic Analysis completed by GHD Limited;
- A total of 141 vehicular parking spaces are proposed on the site:
 - 91 surface parking spaces; and,
 - Additional 50 parking spaces in an underground garage. These were provided as part of findings of an updated Traffic Impact Study that included a comprehensive parking analysis in accordance with the City’s Terms of Reference for Places of Worship.

Property Description and Surrounding Land Use (refer to Attachment 2)

The subject lands have the following characteristics:

- are municipally known as 9445 Clarkway Drive;
- have a total site area of approximately 10,557.5 square metres (2.6 acres);
- have a frontage of approximately 90.37 metres on Clarkway Drive; and,
- is currently vacant and contains existing woodland areas.

The surrounding land uses are described as follows:

- **North:** An existing woodlot, beyond which is Bellchase Trail and low density housing;
- **South:** vacant lands that are subject to a site plan application (City File: SPA-2024-0071), beyond which are lands used for truck storage and outdoor storage yard which is subject to a development application for mixed-use building (City File: OZS-2024-0039);
- **East:** Highway 50, beyond which is the City of Vaughan and existing warehousing land uses; and
- **West:** Clarkway Drive, beyond which are existing low density residential subdivisions.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 9, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Traffic Impact Study and Parking Study

Two separate Traffic Impact Study's (TIS) prepared by GHD Limited were completed as part of the review of this development application. The original Traffic Study (dated May 19, 2022) was prepared for the first submission. At the public meeting, staff received concerns from members of the public that the Traffic Study was completed during the COVID-19 pandemic, when traffic counts may have been considerably lower due to government restrictions and stay-at-home orders.

City staff requested an updated Traffic Impact Study (TIS), prepared by GHD Limited on August 22, 2023, to assess the transportation related aspects of the proposed development in a post COVID-19 environment. The updated Traffic Study also included a specific Place of Worship Parking Study, in accordance with the City's Terms of Reference, which assessed parking demand through 'proxy sites' for similar Places of Worship in Brampton.

The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. Vehicular accesses to the Place of Worship are now proposed as follows:

- one restricted right-in/right-out driveway from Clarkway Drive, south of the intersection with Bellchase Trail, and
- one full moves driveway located on "Old Clarkway Drive" from the existing cul-de-sac that is accessed from Highway 50.

The proposed Place of Worship is expected to generate its peak number of site trips during the planned Friday prayer service where a maximum total of 135 inbound vehicle trips and 135 outbound vehicle trips are expected before and after the prayer service.

The Traffic Study concluded that the existing road network is capable of supporting the expected traffic flows for the new Place of Worship.

It is also important to note that pedestrian sidewalks are currently planned to be provided on “Old Clarkway Drive” through the Site Plan approval process for the development applications directly south of the subject property (at 9416 Highway 50 and 9379 Clarkway Drive). The subject site is also in proximity to transit systems, specifically:

- Brampton Transit Bus Route 35 (Clarkway),
- Brampton Transit Bus Route 50 (Gore Road), and
- GO Transit Route 38 (Bolton/Malton)

As such, there are many active modes of transportation in proximity to the subject site which will help mitigate any traffic congestion.

Parking Study

A Parking Study was completed in accordance with the City’s Terms of Reference for Places of Worship. The study (prepared by GHD Limited) included an analysis of ‘proxy sites’ for similar places of worship in Brampton. The study concluded that 135 parking spaces were required to support the Place of Worship. A total of 141 parking spaces are provided to accommodate the proposed development, which is supported by Traffic staff.

The parking study was completed to help ensure that sufficient parking would be provided on-site, informed by using the most current real world information. This was completed rather than simply relying on the City Zoning By-law minimum parking requirements, as per the following calculations that the Zoning By-law specifies:

- Option A: 1 parking space for every 4 seats proposed for the main worship area,
- Option B: 1 parking space for each 2 metres of bench space for the main worship area, or
- Option C: 1 parking space for each 5 square metres for the net worship area when there is open floor seating.

The above noted Option C, could be applied and would result in a minimum of 99 parking spaces .

When the application was originally submitted, 94 parking spaces were proposed for the development. The development proposal was then revised to include 47 additional parking spaces based on the findings of the Parking Study. The revised proposal now provides a total of 141 parking spaces, including 91 surface parking spaces and 50 additional underground parking spaces. The Zoning By-law for this application will include minimum parking requirement of 141 parking spaces.

Environmental Impact Study

The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. The City of Brampton Official Plan policy 4.6.6.19 aims to conserve natural heritage features. The policy strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. In some instances, where the removal of the woodland is permitted, the compensation for the feature and/or area that is no longer retained as part of the natural heritage system may be requested and subject to approval, compensation may be provided at another appropriate location to maximize the benefits to the system.

An Environmental Impact Study (EIS) was prepared by Kuntz Forestry Consulting Inc. to assess the potential impact to wildlife habitats and the woodland on site. Based on the report, removal of a portion of the woodland is required to facilitate the development. A total of 0.422 hectares (20% of the wooded area) is proposed to be removed.

A Woodland Management Plan has been incorporated into the EIS report and is intended to restore and increase the ecological integrity of existing woodland areas. The Plan will restore 0.056 hectares of the subject property using native species plantings to increase the ecological integrity of the area by providing increased habitat potential, native plant species abundance and diversity, and decreasing invasive species. The report notes 0.422 hectares of off-site woodland compensation will be provided at another location within Brampton.

At this time, staff are recommending that the following additional measures be implemented through the enactment of the Official Plan and Zoning By-law Amendment:

1. Adding a protective 'Open Space' Official Plan designation for the natural heritage feature (woodland) and associated buffer;
2. Adding a protective 'Open Space' designation in the Zoning By-law for the natural heritage feature (woodland) and associated buffer;
3. Using a Holding (H) Symbol that requires the owner to register an Environmental Easement Agreement on the remnant woodland area to allow the City access and to monitor the natural heritage feature on the subject lands; and
4. Using a Holding (H) Symbol that requires off-site compensation planting on lands within the Humber Watershed in Brampton to create 0.422 hectares of woodland.

With the above measures, in addition to the Woodland Management Plan proposed through the Environmental Impact Study, staff is satisfied that the proposal will achieve a net gain in natural heritage function.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendments to the Official Plan and Zoning By-Law, generally in accordance with Attachments 11 and 12, respectively. The proposed mixed-use development represents

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

Official Plan Amendment

The subject lands are designated 'Open Space' on Schedule A of the Official Plan. Any development proposed on properties designated as 'Open Space' requires an amendment to the Official Plan to facilitate the proposal, with the submission of technical environmental studies to justify the proposal.. The subject property is designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan (SP41a). An amendment to the Secondary Plan is required to facilitate the proposal. The draft Official Plan Amendment can be found in Attachment 11.

Zoning By-law Amendment

The property is zoned 'Agricultural' as per City of Brampton Zoning Bylaw 270- 2004, as amended. The zoning designation does not permit the proposed institutional uses.

The Zoning By-law Amendment proposed will rezone the portion of the lands to be developed for the place of worship as 'Institutional One' with a site-specific section, with a Holding (H) symbol. The Zoning By-law Amendment will contain site-specific provisions to regulate building setbacks, building height, and the parking rate.

The balance of the property will be zoned 'Open Space (OS)' as shown in Attachment 12 to this report, which will not permit not permit development to protect the woodlot.

The Holding (H) provisions will ensure that an environmental easement agreement is registered on the remnant woodland feature (to permit City access to lands for monitoring of natural heritage features) and provision of off-site compensation planting to facilitate creation of 0.422 hectares of woodland.

PLANNING ANALYSIS SUMMARY

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

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 9 "Detailed Planning Analysis" for additional details.

Matters of Provincial Interest

Planning Act, R.S.O, 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposal contemplates a Place of Worship with 141 parking spaces and 0.422 hectares of land preserved for woodland preservation. The proposal conforms to the matters of provincial interests in supporting orderly development and appropriate growth that will rely on the existing and planned transportation, sewage and water facilities, and waste management system in the area, in accordance with Sections 2(f), (h), and (p). The proposed development is designed to be sustainable as it relates to supporting the existing transit network at Highway 50 and Clarkway Drive, and will incorporate new sidewalks to ensure a pedestrian friendly development, in accordance with Sections 2(q) and (r).

As part of the EIS, a Woodland Compensation Plan was submitted for the proposed development. Although a portion of the woodland will be removed, the protective “Open Space” Official Plan designation and Zoning designation will ensure the long-term preservation of 0.422 hectares of “Woodland” on the subject property, in accordance with Section 2(a), (c) and (d).

Based on the above, staff is satisfied the application has regard for matters of Provincial interest under the Planning Act.

Provincial Planning Statement, 2024

The proposed Official Plan Amendment and Zoning By-law Amendment is consistent with Sections 2.3.1.1 and 2.1.6 of the PPS, as the subject lands are located within a Settlement Area and provide institutional uses to meet the long-term needs of the community. The Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces a new Place of Worship within the community that contributes to the spiritual needs of faith groups in the growing population as outlined in the City of Brampton Official Plan.

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of re-development. The proposed development is also promoting efficient development and land use patterns over the long term by providing institutional intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.3.1.3, 3.1.1 and 3.1.2 of the PPS.

The proposed development is situated on a woodlot feature. In accordance with Sections 4.1.1, 4.1.2, 4.1.5 and 4.1.8, natural heritage features shall be protected for the long term. A portion of this woodlot feature would need to be removed for the Place of Worship to be developed. Compensation for the loss of this woodlot feature has been requested and is planned to be located at another appropriate location in the City. Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Planning Statement.

Municipal Planning Documents

Region of Peel Official Plan, 2022

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

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure. The proposed development provides appropriate institutional land use, which will provide a Place of Worship, with the inclusion of an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. The proposal will contribute to complete communities by providing an essential community service in the area in accordance with through the provision of a mixed-use high-density development with rental apartment building units in close proximity to the Brampton GO Station in accordance with Sections 5.4.10, 5.6.17.10, 5.6.18.5, 5.6.20.12, and 5.6.20.14.14f) and g).

The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in ensuring that its residents of different religious backgrounds have a safe place for worship and community gatherings. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. The proposed development will contribute towards making the neighbourhood a complete community, will be transit supportive and pedestrian friendly, and lead to the efficient use of the greenfield area.

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

City of Brampton Official Plan (2006)

The property is designated 'Open Space' on Schedule A of the City of Brampton Official Plan. Although the 'Open Space' designation does not generally contemplate development, Section 4.7.1.4 states that development can be supported for recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities. The proposal not only include a Place of Worship, but it also includes spaces for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms.

The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. In accordance with S.4.6.6.2, S.4.6.6.3, and S.4.6.6.19, the City of Brampton aims to conserve natural heritage features and strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. An Environmental Impact Study (EIS) was submitted for the application which notes that a portion of the woodland must be removed in order to develop the Place of Worship. The EIS indicates that tree compensation will happen on the site and off-site compensation will occur to create a future woodland in the community. Although the proposal contemplates a net loss to the natural heritage feature, S.4.6.6.19 states that compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system. The EIS indicates that tableland tree compensation will happen on the site and 0.422 hectares of off-site compensation will be provided at another location within Brampton.

The proposed Place of Worship will be designed to provide sufficient parking to fulfill the needs of the regular worship attendance and other regular events generally in accordance with the City's Zoning By-law. Through the approval of an Urban Design Brief, it has been demonstrated that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed Place of Worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.4.9.8.1.

An amendment to the Official Plan is required for the proposed development as the property is designated 'Open Space' and a Place of Worship is not permitted. Staff proposes to maintain the current designation to maintain policy references to the important woodland feature, but include a Special Policy Area to permit the Place of Worship use on the westerly portion of the site. By not redesignating the site, the policy will continue to reference the importance of the natural heritage feature and its preservation.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Brampton Plan (2023)

The subject property is designated 'Natural Heritage System' as per Schedule 1A: City Structure, 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan, and 'Woodland' as per Schedule 6B: Natural System Features and Areas. This designation is intended to support the natural heritage features within the City and permit only limited development and site alteration on these features.

The City of Brampton recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. A Place of Worship is an integral aspect of creating a complete community. As per S.2.2.7.56, generally, a Place of Worship will only be permitted on lands designated Mixed Use or Neighbourhoods. As the site is designated 'Natural

Heritage System' and 'Woodland', an amendment to the Official Plan is required to permit the proposed development.

The proposed Place of Worship will be designed in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses. Through the approval of an Urban Design Brief, it has been ensured that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed Place of Worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.2.2.7.58.

Staff proposes to maintain the current designation to maintain policy references to the important woodland feature, but include a Special Policy Area to permit the Place of Worship use on the westerly portion of the site. By not redesignating the site, the policy will continue to reference the importance of the natural heritage feature and its preservation.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Bram East Secondary Plan (Area 41)

The subject lands are designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan. The 'Mixed Commercial/Industrial' designation is intended to permit the Business Industrial policies of Part 1, section 4.2 and other applicable policies of the 2006 Official Plan. The Mixed Commercial/Industrial designation permits a broad mix of industrial and large scale commercial uses; including but not limited to motels, restaurants, retail warehousing, prestige industrial uses. The designation also permits "community services uses" which is consistent with the definition of a Place of Worship or community centre. Section 4.9.8 of the OP describes Places of Worship as a place that provides "social and community related functions and services, and often serve as the focal point of the community". S.4.9.8.1 of the Official Plan notes that Places of Worship shall generally be permitted within Residential, Central Area, Business Corridor, Industrial, Major Institutional as well as the different Retail designations (Regional, District and Convenience).

The Secondary Plan designation and the Official Plan designation conflict. As per Section vi) in the Bram East Secondary Plan, where there is a conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan, the current Official Plan shall prevail. As such, the Official Plan 'Open Space' designation and policies take precedence.

An amendment to the Secondary Plan is required for proposed development. The Secondary Plan amendment will redesignate the lands from Mixed Commercial/Industrial to Place of Worship.

Staff have reviewed the proposed Official Plan and Zoning By-Law Amendment from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Bram East Block Plan (41-1)

The proposed development is located within the Block Plan for Sub-Area 41-1 of the Bram East Secondary Plan. The property is identified as 'Commercial' in the Bram East Block Plan (Area 41-1). An amendment is not required to permit the proposed Place of Worship.

An Urban Design Brief was submitted to City Staff as part of the application and reviewed against the City's Community Design Guidelines. The proposed development was also reviewed against the City's Urban Design Guidelines to ensure the compatibility of the development with the adjacent neighborhood and meets the sustainable development principles established for the block area. The design of the Place of Worship will be further evaluated at the Site Plan Approval stage.

Based on the above, staff is satisfied that the proposed development confirms and is consistent with the policies of the Block Plan.

Zoning By-law

The property is zoned 'Agricultural' as per City of Brampton Zoning Bylaw 270- 2004, as amended. An amendment to the zoning by-law is needed to permit the proposed institutional uses. The proposed zoning by-law amendment will rezone the lands to a split zone of Institutional One with a special section and Open Space, subject to a Holding (H) provision. The Institutional One zone includes site-specific provisions to regulate building setbacks, building height, and the parking rate. A protection zone (Open Space) will be implemented into the Zoning By-law to limit development on that specific portion of the land.

City Staff are recommending that a Holding (H) provision be included within the by-law as well to ensure:

- An Environmental Easement Agreement on the remnant woodland feature is registered to allow City access to the lands and monitor natural heritage features on the site; and
- Provision of off-site compensation planting on lands within the Humber Watershed in Brampton to create 0.422 hectares of woodland.

Staff is satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Community Engagement

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

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on December 12, 2022. There were a total of six hundred and fifty-four (654) delegations at the meeting as well as thirty-five (35) written correspondence. An additional two hundred and thirty-two (232) written pieces of correspondence was received via email after the public meeting. Since the time of receipt of the application, the applicant has submitted three (3) submission packages to resolve various technical issues associated with the proposal. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concerns Raised	Staff Response
Increased Traffic Congestion	<p>Two separate Traffic Impact Study's (TIS) prepared by GHD Limited were completed as part of the review of this development application. The original Traffic Study was prepared for the first submission and dated May 19, 2022. At the public meeting, staff received concerns from members of the public that the Traffic Study was completed during the COVID-19 pandemic, when traffic counts may have been considerably lower due to government restrictions and stay-at-home orders.</p> <p>City staff requested an updated Traffic Impact Study (TIS), prepared by GHD Limited on August 22, 2023, to assess the transportation related aspects of the proposed development in a post COVID-19 environment. The updated Traffic Study also included a specific Place of Worship Parking Study, in accordance with the City's Terms of Reference, which assessed parking demand through 'proxy sites' for similar Places of Worship in Brampton.</p> <p>The report includes a review and assessment of the existing road network,</p>

	<p>traffic volumes, vehicle maneuvering and circulation. Vehicular access to the Place of Worship includes a restricted right-in/right-out driveway located on Clarkway Drive south of the intersection with Bellchase Trail and the second, a full moves driveway located on the Clarkway Drive cul-de-sac that is accessed from Highway 50. The proposed Place of Worship is expected to generate its peak number of site trip during the Friday prayer service where a maximum total of 135 inbound vehicle trips and 135 outbound vehicle trips are expected before and after the Friday prayer service. The Traffic Study concluded that the existing road network is capable of supporting the expected traffic flows for the new Place of Worship. City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.</p>
Safety Concerns	<p>The proposal contemplates a 2 storey Place of Worship with space for worship, an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. Places of worship often bring people together regularly, fostering a strong sense of belonging and social support. Religious leaders and community members often serve as mentors, especially for youth, promoting ethical behavior and discouraging involvement in criminal activities. Staff note that there is no correlation between places of worship and increase in crime.</p>
Insufficient Number of Parking Spaces	<p>The City of Brampton's Zoning By-law permits 1 parking space for each 5 square metres of Place of Worship. Under the City's Zoning By-law, a minimum of 99 parking spaces would be required based on the size of the proposed development. When the application was originally submitted, 94 parking spaces were proposed for the</p>

	development. Based on the findings of the Parking Study, the proposal was revised to include additional parking spaces. The Place of Worship now proposes 141 parking spaces which will be identified as the minimum parking requirement in the implementing Zoning By-law for this site. 91 surface parking spaces and 50 underground parking spaces are proposed. This is an increase of 47 parking spaces from the original proposal.
Noise and Air Pollution	During construction, there may be temporary disruptions to the community. The proposed development will require a Building Permit from the City of Brampton and any site works will be subject to City requirements (i.e. hours of construction, restrictions on construction noise, hoarding, shoring, phasing, street access, and applicable securities etc.).
Loss of Green Space	The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. The City of Brampton aims to conserve natural heritage features and strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. An Environmental Impact Study (EIS) was submitted for the application which notes that a portion of the woodland must be removed in order to develop the Place of Worship. The EIS indicates that tableland tree compensation will happen on the site and 0.422 hectares of off-site compensation will be provided at another location within Brampton.
Unsuitable Lot Size	As per the Bram East Secondary Plan (Area 41), Place of Worship sites are intended to be generally 0.8 to 1.2 hectares (2.0 to 3.0 acres). The total site area is approximately 2.61 acres which deems it an ideal location based on the size of the lot.
Environmental Concerns	An Environmental Impact Study (EIS) was prepared by Kuntz Forestry

	<p>Consulting Inc. to assess the potential impact to wildlife habitats and the woodland on site. Based on the report, the removal of a portion of the woodland is required to facilitate the development. A total of 0.422 hectares (20% of the wooded area) is proposed to be removed.</p> <p>A Woodland Management Plan has been incorporated into the EIS report and is intended to restore and increase the ecological integrity of existing woodland areas to remain. The plan will restore 0.056 hectares of the subject property using native species plantings to increase the ecological integrity of the area by providing increased habitat potential, native plant species abundance and diversity, and decreasing invasive species. The report notes 0.422 hectares of off-site woodland compensation will be provided at another location within Brampton.</p>
Quality of Life for Residents	<p>The development of these lands for a Place of Worship contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses. Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. The City of Brampton recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. A Place of Worship is an integral aspect of creating a complete community. The proposal introduces a new Place of Worship within the community that contributes to the needs of the growing population as outlined in the City of Brampton Official Plan.</p>

CORPORATE IMPLICATIONS:

Financial Implications:

There is 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 provides a Place of Worship that will meet the spiritual needs of residents in the neighbourhood and surrounding area. The proposal is an example of the efficient use of land and resources within the City’s Urban System.

The application aligns with the Strategic Focus Area as it supports the building of complete communities by:

- Creating a space that can play a crucial role in supporting community wellbeing and public health through various means, including social, emotional, and physical dimensions;
- Optimizing the use of the currently underutilized land and provide off-site compensation to add to the City’s natural heritage system;
- Having regard for matters of provincial interest, representing orderly development in an appropriate area and providing an additional Place of Worship in the community; and,
- Providing a space for worship, an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms, thus contributing to a complete community.

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 are generally in accordance with Attachments 11 and 12, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Planning Statement (2024). Furthermore, the proposal conforms to the principles and policy

direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Bram East Secondary Plan (Area 41).

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

- The proposal has regard for matters of provincial interest under the Planning Act;
- The proposal is consistent with the Provincial Planning Statement (2024);
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan; and,
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

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

Authored by:

Reviewed by:

Chinoye Sunny
Development Planner
Planning, Building and Growth
Management

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

Approved by:

Approved by:

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

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1: Concept Plan
- Attachment 1A: Elevations
- Attachment 2: Location Map

- Attachment 3: Official Plan Designation
- Attachment 4: Secondary Plan Designation
- Attachment 4A: Block Plan Designation
- Attachment 5: Zoning Designation
- Attachment 6: Aerial & Existing Land Use
- Attachment 7: Results of Public Meeting
- Attachment 8: Results of External Circulation
- Attachment 9: Detailed Planning Analysis
- Attachment 10: Sustainability Assessment Snapshot
- Attachment 11: Draft Official Plan Amendment
- Attachment 11A: Draft Official Plan Amendment Schedule
- Attachment 12: Draft Zoning By-law Amendment
- Attachment 12A: Draft Zoning By-law Amendment Schedule



G-FORCE URBAN PLANNERS & CONSULTANTS
BRAMPTON AND REGIONAL ISLAMIC CENTRE (BARIC)
CITY FILE: OZS-2022-0019

Drawn By: CS

NO.	REVISIONS	DATE
1	REVISED PER CITY COMMENTS DATED JAN/17/2023	MAR/25/2024

CITY	RE-ISSUED FOR ZONING BYLAW AMENDMENT	MAR/24/2025
CITY	ISSUED FOR ZONING BYLAW AMENDMENT	MAR/15/2022
CITY	ISSUED FOR PRE-APPLICATION CONSULTATION REQUEST	FEB/28/2019
TO	ISSUED	DATE

GENERAL NOTES
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OF
ARCHITECTS
KHALIL U. SYED
LICENSE
3425

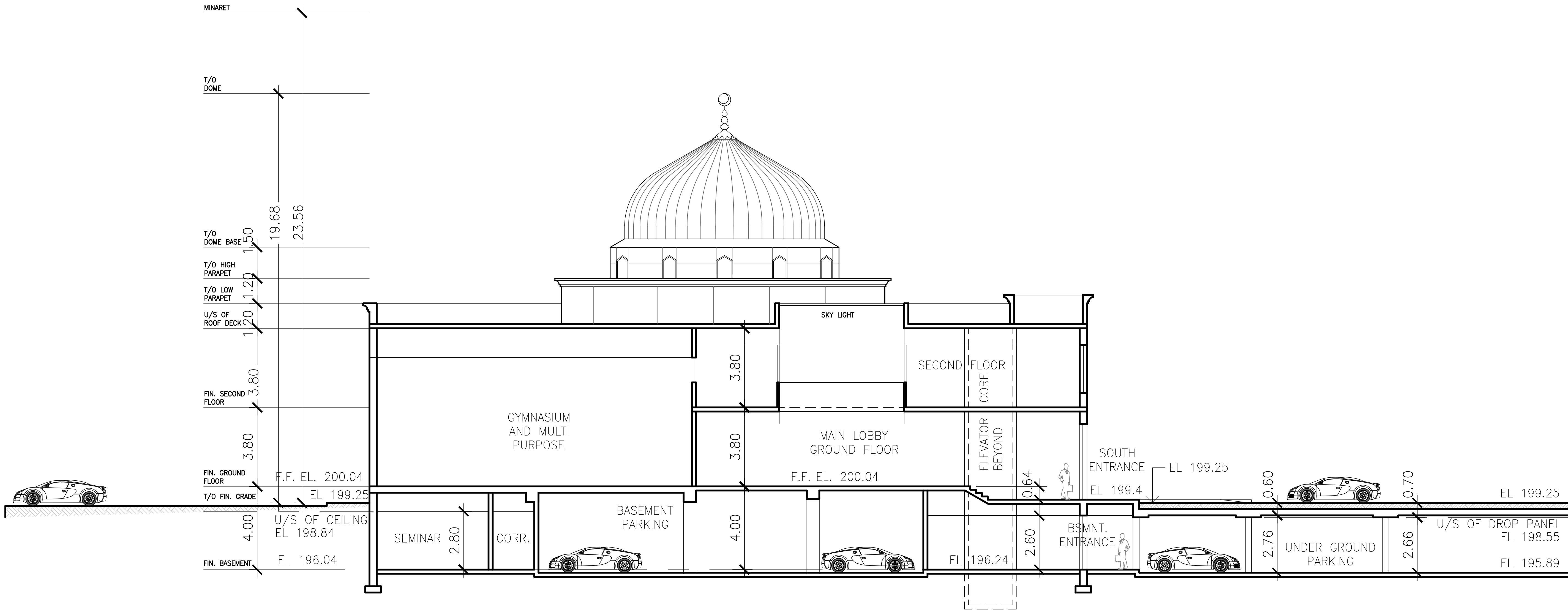
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PROJECT

BRAMPTON AND
REGIONAL ISLAMIC
CENTER

9445 CLARKWAY DR.
BRAMPTON, ONTARIO

DRAWING	PROPOSED BUILDING SECTION THRU. SOUTH ENTRANCE
DRAWN F.A.	PROJECT NO 2018-10
PROJECT STARTED ---	FILE NAME
PLOTTED DATE MAR/24/2025	DRAWING NO
SCALE 1:100	A4.1
CHECKED K.S.	

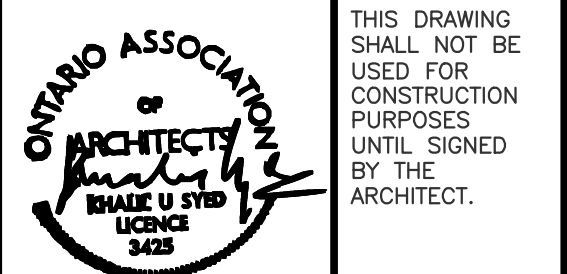


1 SECTION THRU. SOUTH ENTRANCE
A4 SCALE 1:100

NO.	REVISIONS	DATE

CITY	ISSUED FOR ZONING BY-LAW AMENDMENT	MAR/24/2025
CITY	ISSUED FOR PRE-APPLICATION CONSULTATION REQUEST	FEB/28/2019
TO	ISSUED	DATE

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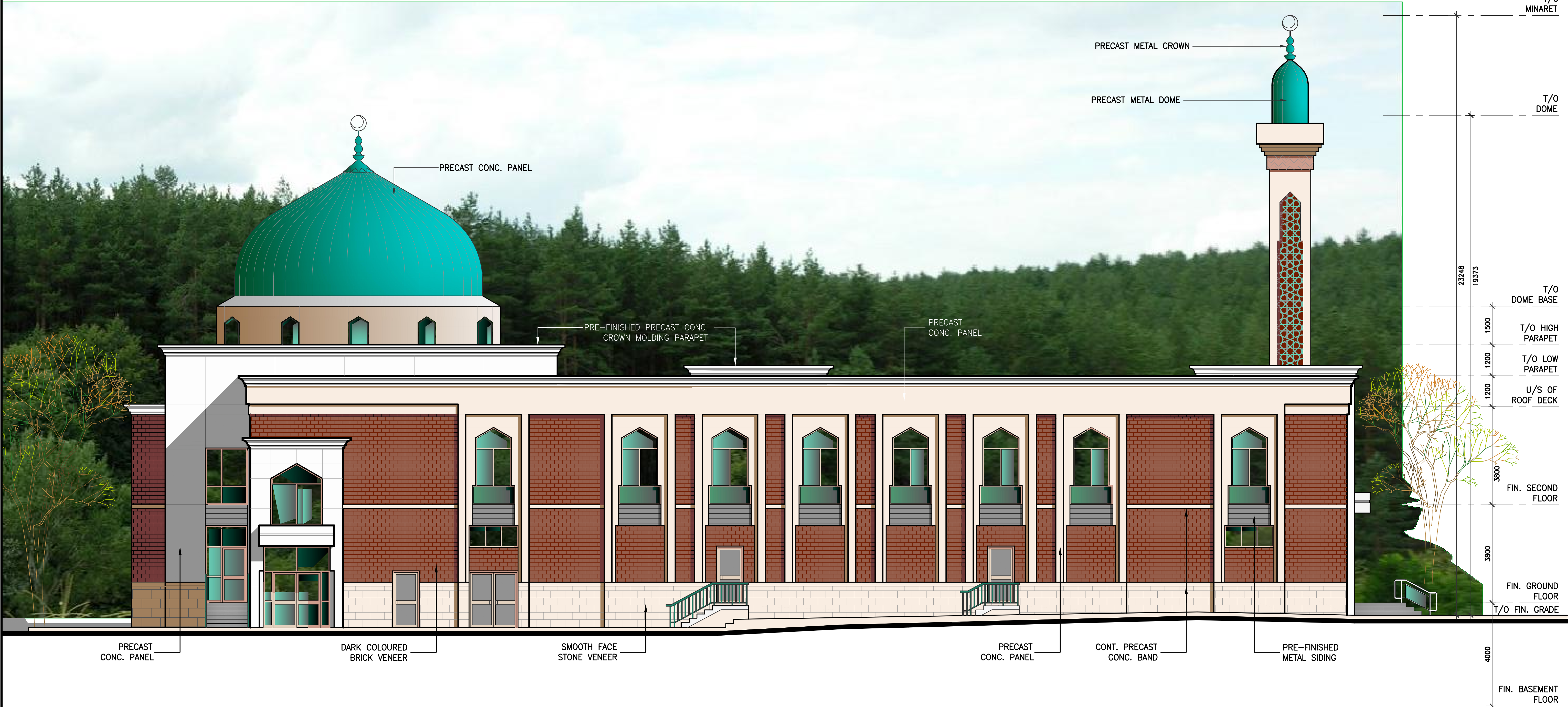


PROJECT

**BRAMPTON AND
REGIONAL ISLAMIC
CENTER**

**9445 CLARKWAY DR.
BRAMPTON, ONTARIO**

DRAWING	
NORTH ELEVATION	
DRAWN F.A.	PROJECT NO 2018-10
PROJECT STARTED ---	FILE NAME
PLOTTED DATE MAR/24/2025	DRAWING NO
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CHECKED K.S.	



NORTH ELEVATION

SCALE: 1 : 75

NO.	REVISIONS	DATE

CITY	ISSUED FOR ZONING BY-LAW AMENDMENT	MAR/24/2025
CITY	ISSUED FOR PRE-APPLICATION CONSULTATION REQUEST	FEB/28/2019
TO	ISSUED	DATE

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BRAMPTON AND
REGIONAL ISLAMIC
CENTER

9445 CLARKWAY DR.
BRAMPTON, ONTARIO

DRAWING

EAST ELEVATION

DRAWN
F.A.

PROJECT NO
2018-10

PROJECT STARTED

FILE NAME

PLOTTED DATE
MAR/24/2025

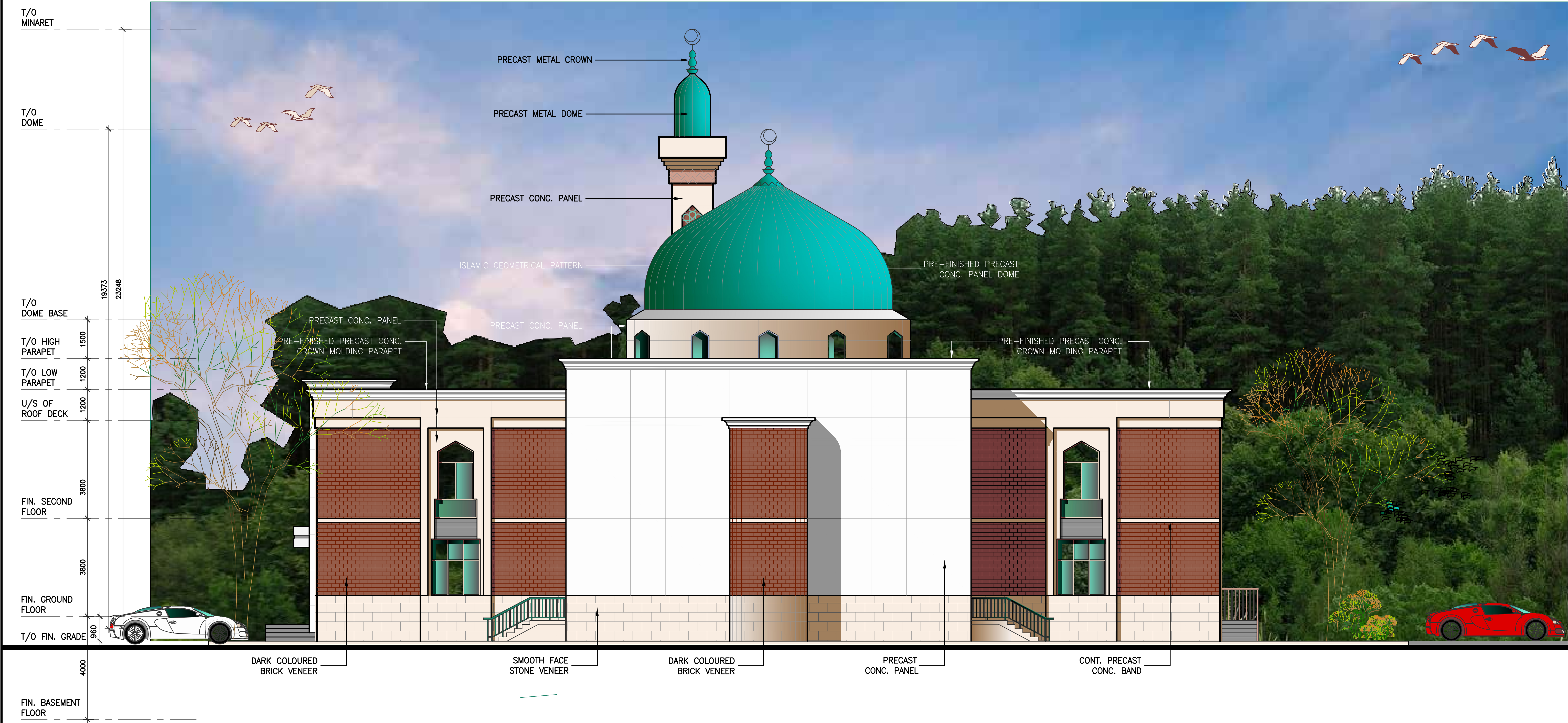
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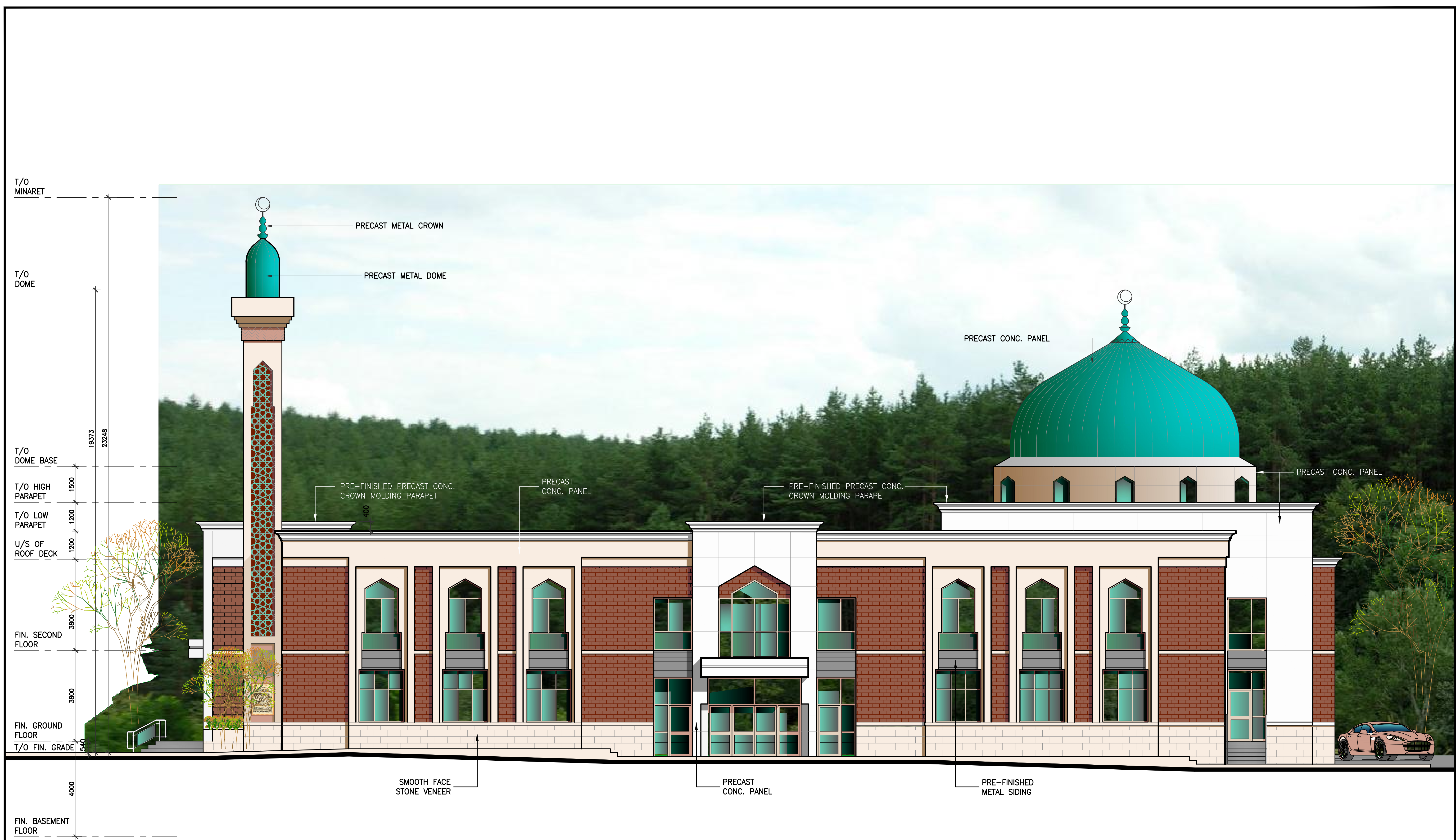
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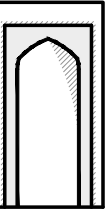


EAST ELEVATION

SCALE: 1 : 75



SOUTH ELEVATION
SCALE: 1 : 75




**KHALIL U. SYED
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4, Automatic Road, Suite 108,
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CELL: (416) 786-4341
E-MAIL: kusyedarch@gmail.com

NO.	REVISIONS	DATE

CITY	ISSUED FOR ZONING BY-LAW AMENDMENT	MAR/24/2025
CITY	ISSUED FOR PRE-APPLICATION CONSULTATION REQUEST	FEB/28/2019
TO	ISSUED	DATE

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WEST ELEVATION

SCALE: 1 : 75

KHALIL U. SYED

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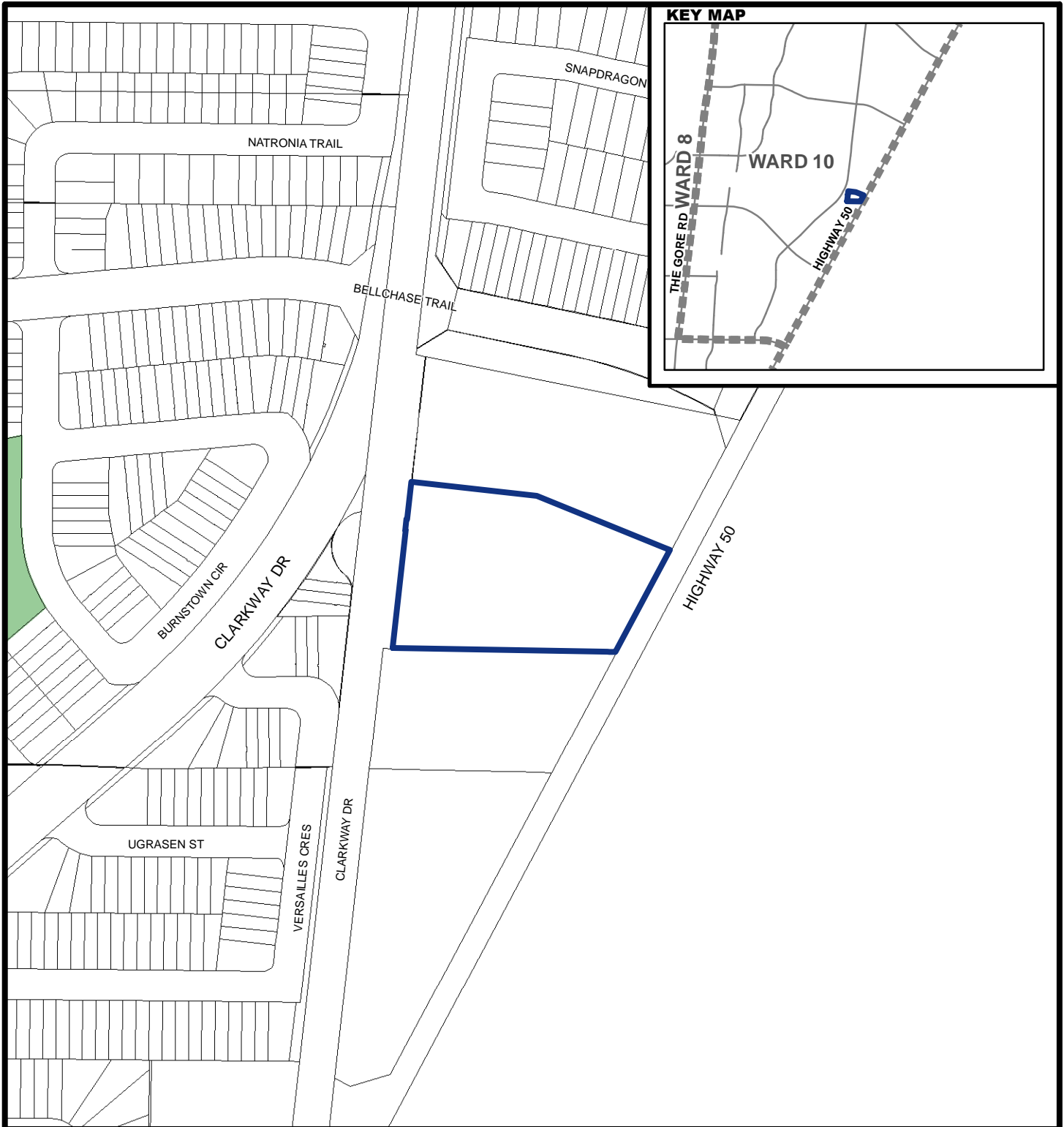
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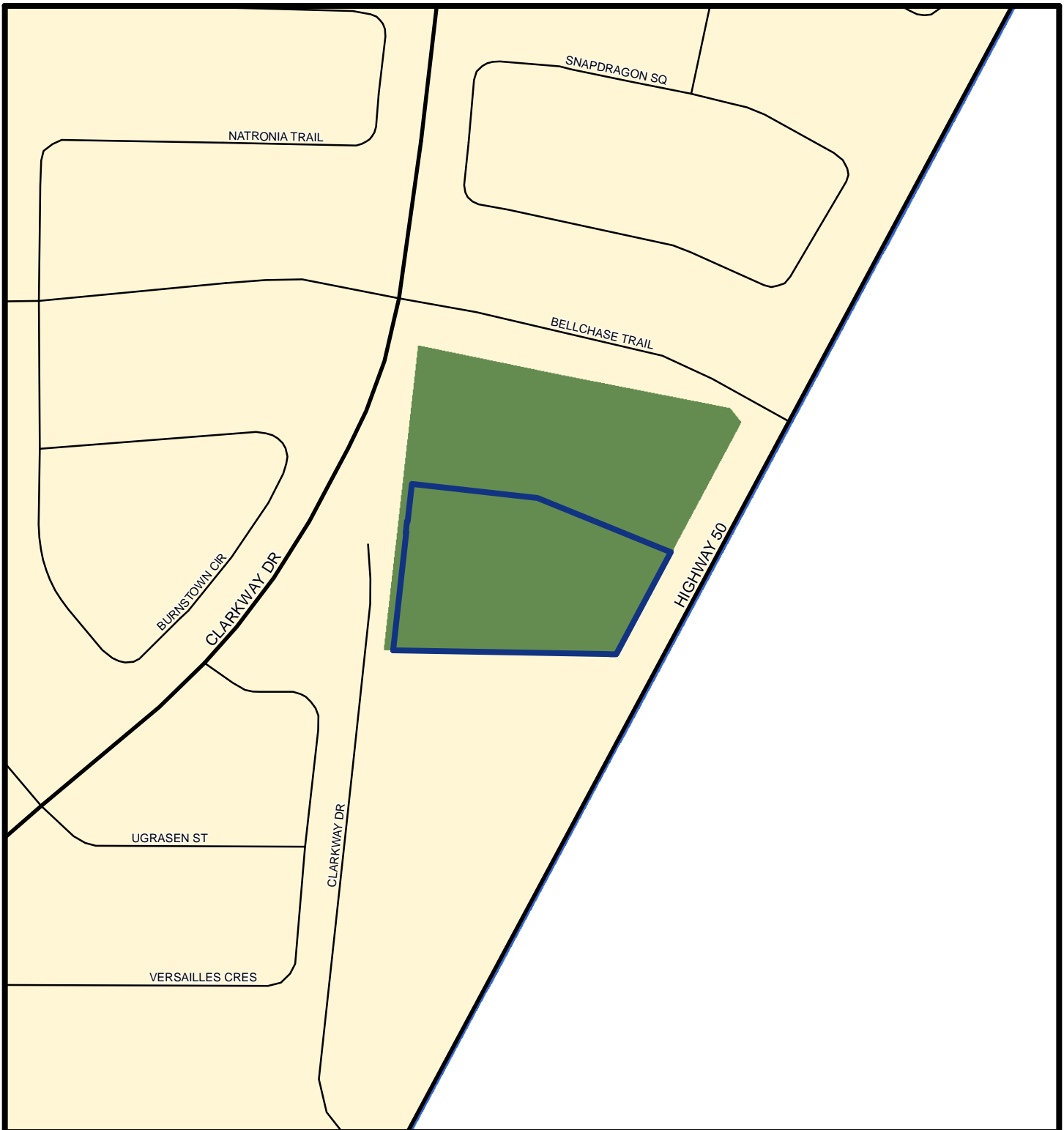
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REGIONAL ISLAMIC
CENTER

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BRAMPTON, ONTARIO

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WEST ELEVATION	
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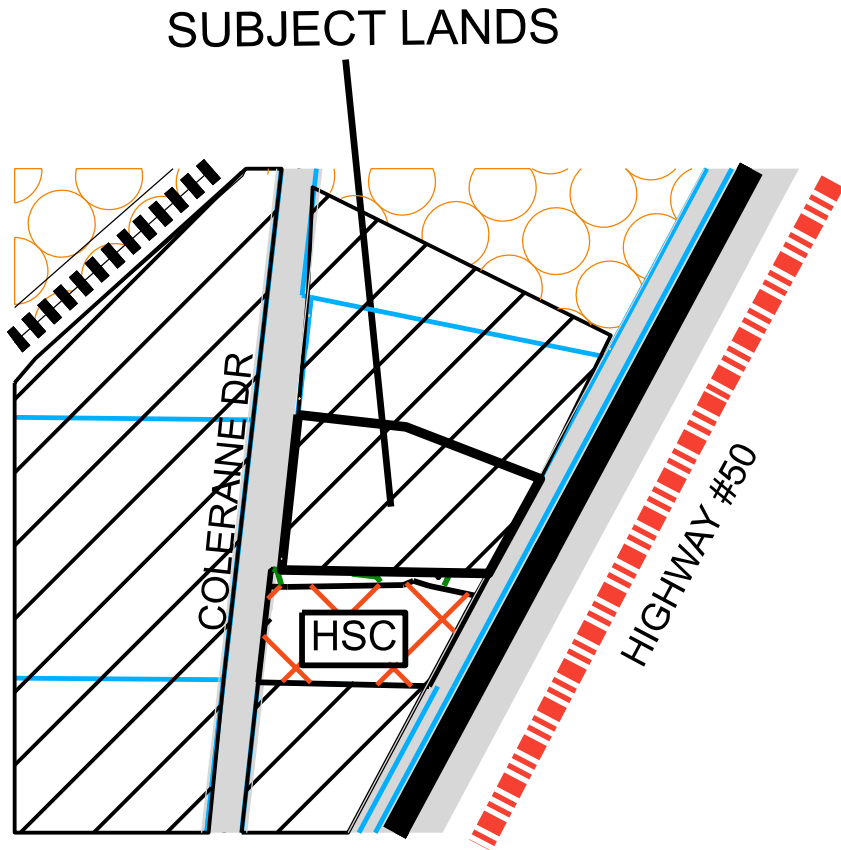
- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE







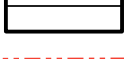


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSAPCE





EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

- | | | | |
|-------------------------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------------------|--------------------------------|
|  | RESIDENTIAL LANDS: |  | ROAD NETWORK : |
| | Medium Density |  | Highway |
|  | EMPLOYMENT LANDS: |  | Collector Road |
| | Mixed Commercial / Industrial | | Local Road |
|  | Highway / Service Commercial |  | Secondary Plan Boundary |

SUBJECT LANDS



EXTRACT FROM THE DOCUMENT KNOWN AS BLOCK PLAN 41-1 (CASTLEMORE CROSSING)

LEGEND

	RESIDENTIAL
	COMMERCIAL
	- MIXED COMMERCIAL INDUSTRIAL - CI
	- HIGHWAY/SERVICE COMMERCIAL - HSC
	SCHOOL
	- ELEMENTARY SCHOOL - ES
	- SECONDARY SCHOOL - SS
	PARK
	VALLEY
	STORM WATER MANAGEMENT
	PLACE OF WORSHIP
	SPECIAL STUDY AREA - COMMUNITY PARK



BRAMPTON
Flower City

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

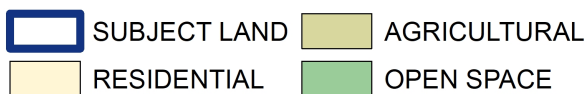
Author: ckovac

Date: 2022/07/13

APPENDIX 4A

BLOCK PLAN DESIGNATIONS
G-FORCE URBAN PLANNERS
BRAMPTON AND REGIONAL
ISLAMIC CENTRE

Page 607 of 731
CITY FILE: OZS 2022-0019





AERIAL PHOTO DATE: FALL 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	CITY LIMIT		COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		



RESULTS OF PUBLIC MEETING

Results of Public Meeting (December 12, 2022) and Correspondence Received

OZS-2022-0019

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:

Steve Ganesh, Commissioner, Planning, Building and Growth Management
Allan Parsons, Director, Planning, Building and Growth Management
Jeffery Humble, Manager, Policy Planning
David Vanderberg, Manager, Planning, Building and Growth Management,
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Clara Vani

Staff Report:

PDC216-2022

Angelo Ambrico, Acting Manager, Development Services & Design, presented an overview of the application that included location overview, area context, site photos, development proposal, tertiary plan, planning framework summary, official plan designation, Brampton plan designation, secondary plan designation, zoning by-law, zoning by-law amendment, key issues and considerations, and next steps.

Manni Chauhan, Principal Planner, G-Force Urban Planners and Consultants, consultant on behalf of the applicant, presented an overview of the application which included, the programs and services, community engagement, reasons, and the benefits.

Grace O'Brien, Legal Counsel on behalf of the local residents spoke regarding four main concerns that included increase in traffic, size of the building, insufficient parking spots, proposed use and loss of the wooded area.

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

1. Shyamal Shah, Brampton Resident, delegated Grace O'Brien, Legal Counsel to speak
2. Aniruddha Patel, Brampton Resident
3. Vishal Raval, Brampton Resident
4. Dipak Patel, Brampton Resident
5. Bhavin Patel, Brampton Resident
6. Jigish Patel, Brampton Resident
7. Kunalkumar Brahmbhatt, Brampton Resident
8. Jayesh Patel, Brampton Resident, did not speak
9. Amato DeRosa, Brampton Resident
10. Ravishkumar Patel, Brampton Resident, did not speak
11. Vijay Lad, Brampton Resident
12. Vandana Rawat, Brampton Resident
13. Arvind Rawat, Brampton Resident
14. Hitesh Pandya, Brampton Resident
15. Ashwin Jadav, Brampton Resident
16. Nilraj Patel, Brampton Resident
17. Rakesh Mistry, Brampton Resident
18. Jignesh Patel, Brampton Resident
19. Amith Gujjula, Brampton Resident
20. Jigar Khambhata, Brampton Resident
21. S. Patel, Brampton Resident, did not speak
22. Krutiben Patel, Brampton Resident
23. Rutvik Upadhyay, Brampton Resident
24. Bela Patel, Brampton Resident
25. Neel Sehgal, Brampton Resident
26. Arun Sharma, Brampton Resident
27. Chitankumar Patel, Brampton Resident
28. Jigarkumar Patel, Brampton Resident
29. Ramesh Chandra Patel, Brampton Resident, did not speak
30. Chirag Patel, Brampton Resident, did not speak
31. Snehal Patel, Brampton Resident, did not speak
32. Birenkumar Ladhawala, Brampton Resident
33. Mayur Shah, Brampton Resident
34. Mahendra Gupta, Brampton Resident
35. Nehal Patel, Brampton Resident

36. Pushpamkumar Patel, Brampton Resident
37. Santosh Patel, Brampton Resident
38. Harish Nagaraj, Brampton Resident
39. Pritesh Panjabi, Brampton Resident
40. Umeshkumar Panchal, Brampton Resident, did not speak
41. Pramila Thakur, Brampton Resident
42. Ranjit Thakur, Brampton Resident
43. Shankarnarayana Sreedhara and Group, Brampton Resident
44. Tripathi Jiteshkumar, Brampton Resident
45. Rinal Patel, Brampton Resident
46. Akash Adhvaryu, Brampton Resident
47. Saurabh Patel, Brampton Resident
48. Marcello Tagliaferri, Brampton Resident
49. Arpan Shah, Brampton Resident
50. Jessica Nguyen, Brampton Resident, did not speak
51. Jenny Tang, Brampton Resident, did not speak
52. Mukeshkumar Patel, Brampton Resident
53. Nimit Shah, Brampton Resident
54. Vijay Pandya, Brampton Resident
55. Nimisha Mehta, Brampton Resident, did not speak
56. Anant Mehta, Brampton Resident
57. Jigarkumar V. Patel, Brampton Resident, did not speak
58. Nishant Patel, Brampton Resident
59. Devanshi Mehta, Brampton Resident
60. Vinaykumar Desai, Brampton Resident
61. Hitesh Patel, Brampton Resident, did not speak
62. Krishan Harry, Brampton Resident, did not speak
63. Manjunath Rudrappa, Brampton Resident
64. Patel Jignish, Brampton Resident, did not speak
65. Duraaid Hanna, Brampton Resident, did not speak
66. Laljibhai, Brampton Resident
67. Gurmukh Pabla, Brampton Resident
68. Chirasinh Thakor, Brampton Resident
69. Samirkumar Patel, Brampton Resident
70. Hetalben Patel, Brampton Resident
71. Archit Patel, Brampton Resident, did not speak
72. Niraj, Shah, Brampton Resident
73. Kapil Vaidya, Brampton Resident, did not speak
74. Jayeshkumar Patel, Brampton, did not speak
75. Ibrahim Ali, Brampton Resident
76. Md Zillur Rahman, Brampton Resident
77. Shahidul Sultan, Brampton Resident
78. Md. Motasim Billah Khan, BARIC Community Member, did not speak

79. Mashal Hakimi, Brampton Resident, did not speak
80. Md Mukbul Hossain Bhuian, Brampton Resident
81. Grace O'Brien, Lawyer, Davies Howe LLP
82. Krunal Kapadia, Brampton Resident
83. Dipal Kapadia, Brampton Resident
84. Mohammad Iqbal, Brampton Resident, did not speak
85. Umer Iqbal, Brampton Resident
86. Samira Abukar, Brampton Resident
87. Ahmad Halimeh, Brampton Resident
88. Diptesh Patel, Brampton Resident
89. Bashir Ahmmed, No Information
90. Kashif Majeed, BARIC Community Member
91. Atif Majeed, Brampton Resident
92. Mahababur Rahman, Brampton Resident, did not speak
93. Kuddus Halder, BARIC Community Member, did not speak
94. Shirin Akhter, BARIC Community Member, did not speak
95. Mahabub Alam, BARIC Community Member, did not speak
96. Naila Halder, BARIC Community Member, did not speak
97. Akhtar Ahmad, Brampton Resident, did not speak
98. Md Tanvir Hossan, BARIC Community Member, did not speak
99. Rahmatullah Habib, BARIC Community Member, delegated Manni Chohan to speak
100. Jesmin Habib, BARIC Community Member
101. Md Abdullah-Al-Baki, BARIC Community Member, did not speak
102. Asraff Khadaroo, Brampton Resident
103. Nasreen Khadaroo, Brampton Resident, did not speak
104. Hosna Ara Moonmoon, Brampton Resident, did not speak
105. Nuzhat Asghar, Brampton Resident, did not speak
106. Ahmed Quazi, BARIC Community Member
107. Muhammad Rizwan, BARIC Community Member, did not speak
108. Anwara Begum, BARIC Community Member
109. Nasrul Waheed, Brampton Resident
110. Khaalid Muhammad Khadaroo, Brampton Resident, did not speak
111. Parvin Akhtar, Brampton Resident
112. Sara Ruhani, BARIC Community Member, did not speak
113. Shahid Ahmed, Brampton Resident, did not speak
114. Ahmad Shahid Ahmad, Brampton Resident, did not speak
115. Nusrat Quazi, Brampton Resident
116. Golam Faruqui, Brampton Resident, did not speak
117. Nazia Quazi, Brampton Resident
118. Raima Ahmed and Jawad Malik, BARIC Community Member
119. Shamrez Iftikhar, Brampton Resident, withdrew their name
120. Iftikhar Gondal, Brampton Resident, withdrew their name

121. Saqib Gondal, Brampton Resident, withdrew their name
122. Haaris Gondal, Brampton Resident, withdrew their name
123. Jamshed Iftikhar, Brampton Resident
124. Radad Mahbub, Brampton Resident, did not speak
125. Hossain Khan, BARIC Community Member
126. Wahiduzzaman Mia, BARIC Community Member, did not speak
127. Faizul Haque, BARIC Community Member
128. Fatehjang Singh, Brampton Resident, did not speak
129. Md Kamal Uddin, Brampton Resident, did not speak
130. Sadia Afroz Mitu, Brampton Resident, did not speak
131. Nahid Halder, BARIC Community Member, did not speak
132. Muhammed Asghar, Brampton Resident
133. Kudus Halder, BARIC Community Member
134. Mohammad Asad, BARIC Community Member , did not speak
135. Azeem Sheikh, Brampton Resident
136. Rehana Sheikh, Brampton Resident
137. Masud Zubery, BARIC Community Member
138. Omair Ali, BARIC Community Member
139. Syed Ahsan Abbas, BARIC Community Member, did not speak
140. Saadi Farooq, BARIC Community Member, did not speak
141. Mohammed A. Khan, Brampton Resident, did not speak
142. Noonujohn Abubakkar, Brampton Resident, did not speak
143. Khalid Gulzar, BARIC Community Member, did not speak
144. Ali Farooq, BARIC Community Member, did not speak
145. Rabia Farooq, BARIC Community Member, did not speak
146. Fuad A. Khan, Brampton Resident, did not speak
147. Sharish Farooq, BARIC Community Member, did not speak
148. Shaista Khurram, BARIC Community Member, did not speak
149. Muneer Ali, BARIC Community Member, did not speak
150. Khurram Jawed, BARIC Community Member, did not speak
151. Syed Ali, BARIC Community Member, did not speak
152. Fareeha Farooq, BARIC Community Member, did not speak
153. Asaf Mohammad Shad, BARIC Community Member, did not speak
154. Amina Baig, BARIC Community Member, did not speak
155. Yusuf Shad, BARIC Community Member, did not speak
156. Zainab Shad, BARIC Community Member, did not speak
157. Benish Farooq, BARIC Community Member, did not speak
158. Md Atiqul Islam, Brampton Resident, did not speak
159. Mohammad Safiqul Islam, Brampton Resident, did not speak
160. Ahmed Abdulkarim, Brampton Resident, did not speak
161. Nasima Khatun, Brampton Resident, did not speak
162. Mohammad M. Matin, Brampton Resident
163. Arif Mahmud, Brampton Resident, did not speak

164. Ikhlās Haniff, BARIC Community Member
165. Mohammad Zaman, Brampton Resident
166. Mahboob Samra, BARIC Community Member, did not speak
167. Sultana Morium Shirin, BARIC Community Member, did not speak
168. Rafi Ahmed, Brampton Resident
169. Zoyeba Mahbub, Brampton Resident, did not speak
170. Oasima Shah, Brampton Resident
171. Abu Bakar Siddique, Brampton Resident
172. Abdullah Ejaaz Haniff, Brampton Resident, did not speak
173. Nyron Haniff, Brampton Resident, did not speak
174. Mohammad Rahman, Brampton Resident
175. Sarfaraz Hassan, BARIC Community Member
176. Abdul Gafur, Brampton Resident, did not speak
177. Shahidul Waheed, Brampton Resident, did not speak
178. Nafiza Aziz, Brampton Resident, did not speak
179. Misbah Malik, Brampton Resident, did not speak
180. Sameer Aziz, Brampton Resident, did not speak
181. Abdullah Naseef Haniff, Brampton Resident, did not speak
182. Sanaulhaq Zarawar, Brampton Resident, did not speak
183. Farida Aziz, Brampton Resident, did not speak
184. Ahmad Kareem, Brampton Resident, did not speak
185. Jawaid Aziz, Brampton Resident, did not speak
186. Abdul Gafur, Brampton Resident
187. Abdul Habib, Brampton Resident, did not speak
188. Rahmatullah Rahimi, BARIC Community Member, did not speak
189. Sarfaraz Ali, Brampton Resident, did not speak
190. Mohammad Ali, BARIC Community Member, did not speak
191. Mohammed Abdul Gafur, Brampton Resident, did not speak
192. Kashif Saleem, Brampton Resident, did not speak
193. Mohammad Rashid, Brampton Resident, did not speak
194. Johora Mahmood, Brampton Resident
195. Sameer Ansary, BARIC Community Member, did not speak
196. Enam Chowdhury, BARIC Community Member
197. Nusaibah Ansary, BARIC Community Member, did not speak
198. Masood Anwar Chaudry, Brampton Resident
199. Abul Kalam M. Ansary, Brampton Resident, did not speak
200. Soheli Afroze, Brampton Resident, did not speak
201. Azadul Islam, Brampton Resident, did not speak
202. Mamun Siddiqui, Brampton Resident, did not speak
203. Atif Saleem, Brampton Resident, did not speak
204. Bariah Khan, Brampton Resident
205. Mohd Naim Khan, Brampton Resident
206. Iqbal M. Ali, Brampton Resident, did not speak

207. Manni Chauhan, Planner and Rahmatullah Habib (BARIC Spokesperson)
(Brought forward to line 99)
208. Azad Goyat, Possible Delegation, no delegation form received
209. Anwar Chatha
210. Shabaz Altaif, did not speak
211. Haniff Lollmohamud
212. Piyush Gaglani
213. Chetankumar Patel, did not speak
214. Mayur Shah, did not speak
215. Amit Raval, did not speak
216. Hemang Joshi
217. Palak Patel, did not speak
218. Mohan Kumar Rajagopal, did not speak
219. Komal Shah, did not speak
220. Elizabeth Awotwe, did not speak
221. Hassan Qudrat-Ullah
222. Abdul Aziz Khan
223. Nahid Halder
224. Rokeya Haque
225. Sultana Amena Shirin
226. Nasir Shahnawazi
227. Abul Kamaluddin, did not speak
228. Abbullahi Osman
229. Devendra Jani
230. Surender Ghotra, did not speak
231. Madia Sidiky, did not speak
232. Mandeep Ghotra
233. Fariha Sidiky
234. Muskan Sidiky
235. Jignasha Patel
236. Asha Patel, did not speak
237. Kirti Patel, did not speak
238. Gargi Patel, did not speak
239. Dipak Patel, did not speak
240. Chhotabhai Patel, did not speak
241. Mahesh Dadhania, did not speak
242. Bhavin Patel, did not speak
243. Siddharath Pandey, did not speak
244. Darp Patel, did not speak
245. Dipika Patel, did not speak
246. Kinnari Patel, did not speak
247. Neemisha Patel, did not speak
248. Bhupesh Patel, did not speak

249. Sirinkumar Patel
250. Shashin Tripathi, did not speak
251. Kantilal Pate, did not speak
252. Milesesh Patel, did not speak
253. Mehul Shah, did not speak
254. Rikul Patel
255. Shah Pramit
256. Hardik Patel
257. Kinjal Patel, did not speak
258. Nikhil Modh, did not speak
259. Dharmendra Parmar, did not speak
260. Umesh Solanki, did not speak
261. Hasmita Mobh, did not speak
262. Pranav Chauhan, did not speak
263. Prerna Rao, did not speak
264. Purvi Parmar, did not speak
265. Pratik Mehta, did not speak
266. Krishna Mehta, did not speak
267. Deepak Mehra, did not speak
268. Amit Patel, did not speak
269. Chukwuka Okoh, did not speak
270. Foram Patel, did not speak
271. Ishan Bhatt, did not speak
272. Vasantt Bhatt, did not speak
273. Keshavlal Maganlal Patel, did not speak
274. Hemant Shah, did not speak
275. Riteshkumar Shah, did not speak
276. Tarang Shah, did not speak
277. Kwame Yarnkey, did not speak
278. Rajesh D. Parmar, did not speak
279. Jignabahen Nilraj Patel, did not speak
280. Dineshbhai R. Patel, did not speak
281. Dipak Vyas, did not speak
282. Purvi Shah, did not speak
283. Asit K. Shah, did not speak
284. Khyati A. Rawat, did not speak
285. Ekansh Jain, did not speak
286. Hiten Trivedi, did not speak
287. Jigarkumar Patel, did not speak
288. Shaileshkumar Patel, did not speak
289. Ahmad Shahzad
290. Nischal Desai, did not speak
291. Rahool Jain

292. Himanshu Kansara
293. Abdullah Khawaja
294. Iftikhar Shamrez, did not speak
295. Hitesh Patel
296. Bindesh Vasoya
297. Girishkumar Ahir, did not speak
298. Ankit Patel, did not speak
299. Sachin J. Trivedi, did not speak
300. Shaileshkumar Gandhi, did not speak
301. Shilpa Gandhi
302. Bimalkumar Patel, did not speak
303. Mohammed Rahaman, did not speak
304. Obaidullah Shah, did not speak
305. Syed Adbul Wali Qadri
306. Ehsan U. Zarawar
307. Mohamed Gajraj
308. Shoaib Mohammed, did not speak
309. Murtaza Waheed, did not speak
310. Muhammad Sharif
311. Touqeer Ahmad, did not speak
312. Faraz Kureshi
313. Mohammad Daud Asif
314. Dhruti Joshi
315. Bharat Trivedi, did not speak
316. Keyuriben Patel
317. Harshyam Oza, did not speak
318. Syeda Asma Ahmed, did not speak
319. Fahd Masud, did not speak
320. Farooq Muhammad, did not speak
321. Riaz Riaz, did not speak
322. Tariq Sheikh, did not speak
323. Manzoor Ahmed, did not speak
324. Samir Patel, did not speak
325. Bimal Pandya
326. Manish Patel, did not speak
327. Nirav Shah, did not speak
328. Jay Desai, did not speak
329. Het Patel
330. Ruchir Patel, did not speak
331. Jigar Patel, did not speak
332. Mukund Sheth, did not speak
333. Niraliben Sheth
334. Kirit Chaudhari, did not speak

335. Venus Pathak, did not speak
336. Kuntal Pathak
337. Koki Chaudhari, did not speak
338. Mahendra Kumar Patel
339. Zubair Mian, did not speak
340. Shatrushailysinh Jethva, did not speak
341. Ibrahim Asif, did not speak
342. Manali Patel, did not speak
343. Pragnesh Patel, did not speak
344. Ravinder Bhardwaj, did not speak
345. Khalid Haleem, did not speak
346. Kiteshkumar Patel, did not speak
347. Syed Shah, did not speak
348. Nitya Patel, did not speak
349. Vijaykumar Jain
350. Nikul Patel, did not speak
351. Rajkumar Singhla, did not speak
352. Paresh Kumar, did not speak
353. Vikram Singla, did not speak
354. Amitkumar Soni, did not speak
355. Kushal Patel, did not speak
356. Jatinkumar Patel, did not speak
357. Pradeepkumar Arvindbhai Patel, did not speak
358. Himansubhai Soni
359. Yogi G. Patel, did not speak
360. Hiren Mehta, did not speak
361. Kay Patel
362. Shubham Jadhav, did not speak
363. Atul Kumar Patel, did not speak
364. Riteshkumar R. Patel, did not speak
365. Mohammed Bilal Akhtar, did not speak
366. Venkatesh Ballani, did not speak
367. Ikhtiar Uddin, did not speak
368. Mohammed Malik, did not speak
369. Hasib Bin Iqbal, did not speak
370. Abu Baker M. Arif, did not speak
371. Waqas Mahood, did not speak
372. Mohammad Usama Zain, did not speak
373. Shoaib Malik, did not speak
374. Rizwan Malik, did not speak
375. Kamran Malik, did not speak
376. Saleem Malik, did not speak
377. Rupenkumar Mistry, did not speak

- 378. Jaydev Vaidya, did not speak
- 379. Krutikaben Gandhi
- 380. Purvi Mehul Mehta, did not speak
- 381. Nutanben Panchal
- 382. Nayankumar Gandhi
- 383. Nimisha Shah
- 384. Manpreet Sethi, did not speak
- 385. Devang Pandya, did not speak
- 386. Sheetalben K. Patel, did not speak
- 387. Joseph Khalil, did not speak
- 388. N. Kholoud Ammari, did not speak
- 389. Samwail Khalil
- 390. Pavankumar I. Patel, did not speak
- 391. Razia Sultana, did not speak
- 392. Rehana Ali
- 393. Hamid Samadi, did not speak
- 394. Rizwana Haque
- 395. Nayeem Hamidi, did not speak
- 396. Maywand Baregzay
- 397. Farooq Ishaq, did not speak
- 398. Adnan Zakir, did not speak
- 399. Rezail Karim, did not speak
- 400. Mohammad K. Alam
- 401. Zameer Uddin, did not speak
- 402. Shahid Asmat, did not speak
- 403. Muhammad Arshad, did not speak
- 404. Sajid Butt, did not speak
- 405. Muhammad Khan, did not speak
- 406. Afzaal Arshad, did not speak
- 407. Moazam Kumar, did not speak
- 408. MD Uzzal, did not speak
- 409. Kamran Saeed, did not speak
- 410. Arvind Rawat
- 411. Sharon Persaud, did not speak
- 412. Vandana Rawat, did not speak
- 413. Rajkumal Bains, did not speak
- 414. Syed Shah, did not speak
- 415. Mouzzam Usman, did not speak
- 416. Ashveen Kumar, did not speak
- 417. Furrukh Ismail, did not speak
- 418. Misbah Majeed, did not speak
- 419. Dilip Vasudev Murthy, did not speak
- 420. Karthik Govindu

421. Thomesh Mahadevappa
422. Tariq M. Khan, did not speak
423. Sandeep Patil, did not speak
424. Masood Reham
425. Asif Mahmood, did not speak
426. Safaa Azziz
427. Muhammad Tahir Chaudry, did not speak
428. Arif Elahi Mahmud, did not speak
429. SK Kamrul Hassan, did not speak
430. Masud Zaman, did not speak
431. Muhammad A. Chaudhary, did not speak
432. Irfan Sayeed, did not speak
433. Irfan Merchant, did not speak
434. Javed Asghar, did not speak
435. Naeem H. Qureshi, did not speak
436. Kamran Mustafa, did not speak
437. Nabeel A. Bhatti, did not speak
438. Athar Awan, did not speak
439. Sarfraz Hussain, did not speak
440. Muhammed Aslam Javaid, did not speak
441. Obaid Rahman, did not speak
442. Syed Zackryia Hussainy, did not speak
443. Rana Afzal, did not speak
444. Khaleeq-Ur-Rahman, did not speak
445. Farhan Hussain Qureshi
446. Ahmed Iqbal, did not speak
447. Tayyib Tahir, did not speak
448. Ali Qamar, did not speak
449. Imran Bajwa
450. Sabir Manzoor, did not speak
451. Himanshukamar Shah, did not speak
452. Ritesh Patel, did not speak
453. Habib Rehman, did not speak
454. Nimesh Shah, did not speak
455. Raheel Ahmed Khan
456. Faisal Wahid Chaudhry, did not speak
457. Khatera Sidiky, did not speak
458. Fauzia Noori, did not speak
459. Shahbaz Naseem
460. Amir Sidiky
461. Naser Mohammed Noori, did not speak
462. Fariedajan Noori
463. Arizo Shahnavaazy, did not speak

464. Hameed Noori, did not speak
465. Ahsan Jafri, did not speak
466. Abdul Rahim Rahimi, did not speak
467. Tasnim Ahmed, did not speak
468. Imran Raufi, did not speak
469. Obaidullah, did not speak
470. Navin Shekhar, did not speak
471. Tahir Mehmood Khan
472. Mazhar Mahmood Butt, did not speak
473. Jehangir Khan, did not speak
474. Mohammad Ashraf, did not speak
475. Shahzad Ahmad Cheema, did not speak
476. Nazir Arshad, did not speak
477. Zaheer Uddin Syed Ahmed
478. Muhammad Hanif Awan, did not speak
479. Ayub Mubasher, did not speak
480. Mohammad N. Sheikh, did not speak
481. Jayed Mahbub, did not speak
482. Abdul Chaudhry
483. Muzahidul M. Mustafa, did not speak
484. Iqbal Abdulla Shaikh, did not speak
485. Lubna I. Shaikh, did not speak
486. Shafiq Rahman, did not speak
487. Esoof Atcha, did not speak
488. Mohammad Ali, did not speak
489. Shakeel Ahmad
490. Khalid Mehmood Malki, did not speak
491. Nasir Ahmed, did not speak
492. Sakib Ibrahim Merchant, did not speak
493. Muhammad Mahbub Hussain
494. MD Khoir Ahmed, did not speak
495. Amaan Shameem, did not speak
496. Shahid Sheikh
497. Fadumo A. Gabaire
498. Rezwan Atcha
499. Mohamed H. Cisman, did not speak
500. Muhammad Nadeem, did not speak
501. Hafiz Ahmed Hasmi
502. Ahmed P. Syed
503. Raafe Hasmi, did not speak
504. Jalil Malik, did not speak
505. Usman Hasan Khan
506. Mohammad Porag, did not speak

507. Mianuhammad Ahmad
508. Joseph M. Sakoir, did not speak
509. Yusuf A. Gabaire, did not speak
510. Muhammad Mustansar Javid, did not speak
511. Abdul R. Sharif, did not speak
512. Saqibullah Mufti
513. Syed S. Qadri
514. Abdirizak Aden Gabaire, did not speak
515. Abdulmajid M. Cisman, did not speak
516. Mohammed Abdirizak Gabaire
517. Shafqat Ali, did not speak
518. Muhammad K. Sadiq, did not speak
519. Adam Aden, did not speak
520. Salman Cismon, did not speak
521. Syed I. Hussaini
522. Shaqir Hussains Gujjar, did not speak
523. Abdul Jabbar, did not speak
524. Ather Uddin Syed, did not speak
525. Jamshed Younis, did not speak
526. Shahwar H. Waqar, did not speak
527. Muhammad A. Saleemi, did not speak
528. Nadia Amer, did not speak
529. Anjum Aneela, did not speak
530. Asma Shahwar, did not speak
531. Soumia Allalou, did not speak
532. Hamna Riaz, did not speak
533. Rohaan Ahmed, did not speak
534. Nabeeha Kazi, did not speak
535. Nuaim Kazi, did not speak
536. Nasreen D. Kazi, did not speak
537. Jahanara Parker, did not speak
538. Arshad Parker, did not speak
539. Afsal Ibrahim, did not speak
540. Aisha Mohamud, did not speak
541. Ubah Ali, did not speak
542. Hassan Mohamud
543. Shahbaz Riaz, did not speak
544. Muad Mohaamud, did not speak
545. Salman Miah, did not speak
546. Yawar Anwar, did not speak
547. Saaed Parkar, did not speak
548. Sonia Gairola, did not speak
549. Wajiha Jailani, did not speak

550. Hanifa Parkar, did not speak
551. Hajra Sharif, did not speak
552. Naveed Jailani, did not speak
553. Aashif Ashiq, did not speak
554. Assefa Sarang, did not speak
555. Mohamed A. Shaikh, did not speak
556. Aziz Subedar, did not speak
557. Muhammad Hassaan, did not speak
558. Anas Abdulrehman
559. Muhammad Fahad Taufiq, did not speak
560. Ravindranath Shukla, did not speak
561. Jigneshkumar Jani, did not speak
562. Muhammad Ekram, did not speak
563. Shazia Haque, did not speak
564. Iman Siddiqi
565. Shahzeb Hassan, did not speak
566. Allyssa A. Fazal, did not speak
567. Abdul Basit Faysal
568. Javed R. Butt, did not speak
569. Muhammad Faysal
570. Nadia Butt
571. Ibrahim Butt
572. Mattie-Ul Rehman, did not speak
573. Faisal Khan
574. Raihan Uddin M.T. Ahasan, did not speak
575. Warda Saboohi
576. Syed Gaiser
577. Aafreen Syed, did not speak
578. Wajih Syed
579. Amjad Nasir
580. Afroze Mohammed
581. Mahboob Mohammed, did not speak
582. Muhammad Yousuf, did not speak
583. Rubana Motala, did not speak
584. Khadra Dirie, did not speak
585. Fahmida Bobi, did not speak
586. Md Taskir Miah, did not speak
587. Shah Yousuf, did not speak
588. Sheikh Hassan, did not speak
589. Riaz Ahmed, did not speak
590. Abu Mayeenuddin, did not speak
591. Irfan Malik, did not speak
592. Talat M. Chaudhry, did not speak

593. Ahmed Ahmed, did not speak
594. Mohammad H. Khan, did not speak
595. Muhammad Malik, did not speak
596. Sikandar Choudhry
597. Faisal Siddiqui, did not speak
598. Hassaan Khan, did not speak
599. Huassain T. Gillani, did not speak
600. Ishrath Abdulkhader, did not speak
601. Adel Hassani
602. Younus Khan
603. Abdul Kareem, did not speak
604. Mohammed Mohammed
605. Omar Omar, did not speak
606. Ruqaiya Khan, did not speak
607. Amir Hamza Khan, did not speak
608. Mezhgan Hamdi, did not speak
609. Hamida Afzali, did not speak
610. Fauiza Raufi, did not speak
611. Faizale Saifullah, did not speak
612. Yusuf Habib Khan, did not speak
613. Hamidali Chandiwalla
614. Shafeeq Ahmed Soherwardi, did not speak
615. Abdur Razzaque, did not speak
616. Gulsan H. Kamal, did not speak
617. Rahaman Meena, did not speak
618. Fardin Bakhtari
619. Syed N. Kamal, did not speak
620. Iqbal Ahmad Malik, did not speak
621. Abdul Razzaq, did not speak
622. Taha Shafique, did not speak
623. Waseed Hassan, did not speak
624. Hina Afaqui, did not speak
625. Asad Aziz, did not speak
626. Umer Shahid, did not speak
627. Qamar Saeed Qureshi, did not speak
628. Farishta Noori
629. Faham Ahmad, did not speak
630. Kausar Qamar, did not speak
631. Hasham Ahmad, did not speak
632. Khizar Hayat, did not speak
633. Khayam Ahmad
634. Mohammed Ahmed
635. Amjid Iqbal, did not speak

- 636. Irzwan Raja
- 637. Iftikhar Tarar, did not speak
- 638. Khalid Alvi, did not speak
- 639. Tariq Syed, did not speak
- 640. Wahaj Ahmed, did not speak
- 641. Muhammad Farooqi, did not speak
- 642. Omar Siddiqui, did not speak
- 643. Faiyaz Syed
- 644. Abdullah Patel, did not speak
- 645. Maham Khan, did not speak
- 646. Muhammad Ali
- 647. Mohammad Rashid, did not speak
- 648. Waleed Qadir, did not speak
- 649. Sofian Abukar, did not speak
- 650. Nazar Gondal, did not speak
- 651. Humayun Tamizuddin, did not speak
- 652. Abdullah Moustafa Elqabbany, did not speak
- 653. Muhammad Ahmad, did not speak
- 654. Moshin Sidiky, did not speak

City Clerks received thirty-five (35) resident correspondence emails from the community. The following section summarizes issues raised by members of the public at the statutory public meeting. A response to each of the concerns is provided below:

Increased Traffic Congestion

Comments were received from the public with regard to the potential increased traffic congestion within the community due to the proposed development.

Response:

Two separate Traffic Impact Study's (TIS) prepared by GHD Limited were completed as part of the review of this development application. The original Traffic Study was prepared for the first submission and dated May 19, 2022. At the public meeting, staff received concerns from members of the public that the Traffic Study was completed during the COVID-19 pandemic, when traffic counts may have been considerably lower due to government restrictions and stay-at-home orders.

City staff requested an updated Traffic Impact Study (TIS), prepared by GHD Limited on August 22, 2023, to assess the transportation related aspects of the proposed development in a post COVID-19 environment. The updated Traffic Study also included a specific Place of Worship Parking Study, in accordance with the City's Terms of Reference, which assessed parking demand through 'proxy sites' for similar Places of Worship in Brampton.

The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. Vehicular access to the Place of Worship includes a restricted right-in/right-out driveway located on Clarkway Drive south of the intersection with Bellchase Trail and the second, a full moves driveway located on the Clarkway Drive cul-de-sac that is accessed from Highway 50. The proposed Place of Worship is expected to generate its peak number of site trip during the Friday prayer service where a maximum total of 135 inbound vehicle trips and 135 outbound vehicle trips are expected before and after the Friday prayer service. The Traffic Study concluded that the existing road network is capable of supporting the expected traffic flows for the new Place of Worship. City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.

Safety Concerns

Comments were received from the public with regard to the potential safety concerns with the proposed development.

Response

The proposal contemplates a 2 storey Place of Worship with space for worship, an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. Places of worship often bring people together regularly, fostering a strong sense of belonging and social support. Religious leaders and community members often serve as mentors, especially for youth, promoting ethical behavior and discouraging involvement in criminal activities. Staff note that there is no correlation between places of worship and increase in crime.

Insufficient Number of Parking Spaces

Comments were received from the public with regard to the insufficient number of parking spaces proposed.

Response

The City of Brampton's Zoning By-law permits 1 parking space for each 5 square metres of Place of Worship. Under the City's Zoning By-law, a minimum of 99 parking spaces would be required based on the size of the proposed development. When the application was originally submitted, 94 parking spaces were proposed for the development. Based on the findings of the Parking Study, the proposal was revised to include additional parking spaces. The Place of Worship proposes 141 parking spaces which will be a minimum parking requirement in the Zoning By-law. 91 surface parking spaces and 50 underground parking spaces are proposed. This is an increase of 47 parking spaces from the original proposal.

Concerns with Noise and Air Pollution

Comments were received from the public with regard to the potential noise and air pollution associated with the proposed development.

Response

During construction, there may be temporary disruptions to the community. The proposed development will require a Building Permit from the City of Brampton and any site works will be subject to City requirements (i.e. hours of construction, restrictions on construction noise, hoarding, shoring, phasing, street access, and applicable securities etc.).

Loss of Green Space

Comments were received from the public with regard to the loss of green space due to the construction of the proposed development.

Response

The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. The City of Brampton aims to conserve natural heritage features and strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. An Environmental Impact Study (EIS) was submitted for the application which notes that a portion of the woodland must be removed in order to develop the Place of Worship. The EIS indicates that tableland tree compensation will happen on the site and 0.422 hectares of off-site compensation will be provided at another location within Brampton.

Unsuitable Lot Size

Comments were received from the public with regard to the unsuitable lot size of the proposed development.

Response

As per the Bram East Secondary Plan (Area 41), Place of Worship sites are intended to be generally 0.8 to 1.2 hectares (2.0 to 3.0 acres). The total site area is approximately 2.61 acres which deems it an ideal location based on the size of the lot.

Environmental Concerns

Comments were received from the public with regard to potential environmental concerns with the proposed development.

Response

An Environmental Impact Study (EIS) was prepared by Kuntz Forestry Consulting Inc. to assess the potential impact to wildlife habitats and the woodland on site. Based on the report, the removal of a portion of the woodland is required to facilitate the development. A total of 0.422 hectares (20% of the wooded area) is proposed to be removed.

A Woodland Management Plan has been incorporated into the EIS report and is intended to restore and increase the ecological integrity of existing woodland areas to remain. The plan will restore 0.056 hectares of the subject property using native species plantings to increase the ecological integrity of the area by providing increased habitat potential, native plant species abundance and diversity, and decreasing invasive species. The report notes 0.422 hectares of off-site woodland compensation will be provided at another location within Brampton.

Quality of Life for Residents

Comments were received from the public with regard to a decrease in their quality of life due to the proposed development.

Response

The development of these lands for a Place of Worship contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses. Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. The City of Brampton recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. A Place of Worship is an integral aspect of creating a complete community. The proposal introduces a new Place of Worship within the community that contributes to the needs of the growing population as outlined in the City of Brampton Official Plan.

July 28, 2022

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

Re: Application for Zoning by-Law Amendment – 9445 Clarkway Dr

COB File: OZS-2022-0019

Dear Alex,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- 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 26 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>.

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

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 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 25, 2022


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

Dear Alex,

Re: Official Plan Amendment, Zoning By-Law Amendment
Brampton and Regional Islamic Centre (BARIC)
9445 Clarkway Drive
City of Brampton
File No.: OZS-2022-0019

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Jasleen Kaur'.

Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

August 15, 2022

Public Works

10 Peel Centre Dr.
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Brampton, ON
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peelregion.ca

Alex Sepe
Planner III, Development Services
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Alex.Sepe@brampton.ca

**RE: Region of Peel Comments
 Official Plan Amendment & Zoning By-law Amendment
 9445 Clarkway Drive, City of Brampton
 OZS-2022-0019
 Regional File: OZ-22-019B**

Dear Mr. Sepe,

Regional staff has reviewed the above noted Official Plan Amendment and Zoning By-Law Amendment application to redesignate the lands from “Open Space” to “Mixed Use Commercial Institutional” and the Zoning designation from “Agricultural” to “Institutional One Zone” to accommodate a place of worship including religious and cultural uses. The Region has reviewed the submitted material and offer the following comments to assist future submission.

Servicing

There is an ongoing Miscellaneous Project B17.301 in the vicinity, please reach out to the adjacent owner to discuss a possible connection to it, RJ Burnside is the consultant.

Water Servicing

- There is an existing 300 mm diameter water main is located on (New) Clarkway Dr.
- This proposal requires connection to a minimum municipal watermain size of 300mm. (Watermain Design Criteria 2.1)
- 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.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.

Sewer Servicing

- There is an existing 750mm diameter and 1200mm diameter sanitary sewer located on Hwy 50.
- Proposed connection to the 750mm will have to be investigated and confirmed as it is a major sanitary sewer trunk and connection may not be permitted. There is also a flow monitor on the MH.
- 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.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.

Regional Roads and Storm Water Requirements

- The Region of Peel has an Environmental Compliance Approval in draft (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no additional flows are permitted and no new connections are made to Regional Roads.
- Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. Alternatively, flows can be mitigated using Low Impact Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report.
- 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.
- A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval.
- We have received the SWMR dated 2022-03-11 and prepared by Ram Engineering/Ram Dharamdial, M.E., M. Eng., P. Eng. The Report will be reviewed and preliminary comments will be provided.
- The Region will require a satisfactory Stormwater Management Report prior to Site Plan Approval.
- Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections.
- Please refer to the Region's Storm Water Management Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line.
- The non-refundable Stormwater Management Report Fee of \$515 is required as per the current Fees By-law prior to Official Plan Amendment and Zoning By-Law Amendment approval.

Functional Servicing Report

- 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.

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- The consultant is required to complete and submit the Single-Use Demand table for the Region to fulfil our modelling requirements and determine the proposal's impact to the existing system. The table shall be accompanied by the Supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. This table will be required prior to RZ/OZ Approval
- For the design flow calculations, please use your site specific estimated population or the most current Ontario Building Code Occupant Load determination.
- A FSR dated 2022-03-11 and prepared by Ram Engineering/Ram Dharamdial, M.E., M. Eng., P. Eng was received. The Report is incomplete and outstanding information/revisions will be provided to the consultant.

Site Servicing Requirements

- A satisfactory site servicing submission and the 1st (\$410) submission fee as per the latest fee by-law are required prior to site plan approval (C603144).
- All Servicing and Grading drawings shall reflect the Region's and Local Municipality's road widening requirements.
- Please indicate if Developer will be pursuing LEED certification.
- 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.
- Regional site servicing connection approvals will not be issued until preliminary acceptance is granted by the Region of Peel for any external project required to facilitate the proposal.
- Infrastructure information
- The applicant shall verify the location of the existing service connections to the subject site and the contractor is shall locate all existing utilities in the field. Requests for underground locates can be made at <https://www.ontarioonecall.ca/portal/>.
- The Region of Peel has recently released a web application used for locating water, wastewater, transportation and other regional asset across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called EPAL - External Peel Asset Locator and is now available for external contractors and consultants. If you do not have an existing account, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Iwona Frandsen at iwona.frandsen@peelregion.ca , to request access.
- If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca
- Please be advised that due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will

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accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees.

Traffic Development and Permits

- The Region of Peel will require the gratuitous dedication of lands to meet the Official Plan requirement of $45 + 5.5 = 50.5$ metre, 25.25 metre from the centreline of the right-of-way of Highway 50.
- The Region of Peel will require the gratuitous dedication of a 0.3 metre reserve along the frontage of the property along Highway 50.
- The applicant is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. The applicant must provide the Region with the necessary transfer documents and deposited reference plan(s) to confirm the Region's ownership. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Waste Management

- Not within a vicinity of a landfill.
- Front-end collection of garbage and/or Semi-automated collection of recyclable materials will be provided by the Region of Peel subject to the following conditions being met and labelled on the Site Plan on the site plan:
- Front-end waste collection within the development and must adhere to WCDSM Section 2.0, 6.0 and 6.3.
- Eligible Places of Worship must comply with the following requirements for waste collection services by the Region:
 - Places of Worship designed to accommodate less than 450 persons must set-out Front-End Bins for Garbage and one Recycling Carts for Recyclable Materials for every 75 persons.
 - Please refer to WCDSM Appendix 8 for cart Dimensions – BIA Garbage and BIA Recycling Carts.
 - Places of Worship designed to accommodate more than 450 persons must Set-out Front-end Bins for both Garbage and Recyclable Materials. WCDSM Table 13 and Table 14 can be used to calculate the number of Front-end Bins for Garbage and Recyclable Materials at Places of Worship.
 - In the garbage room and garbage staging area, the type of receptacles (garbage or recycling) must be clearly labelled and shown on the drawings.
 - Access route must be met if the proposed collection is within the site and all roads must be min. 6m in width and all turns must be min. 13m from the centreline.
 - A minimum 18 metre straight head-on approach to the concealed collection point is required. This approach is to be level and solid (+/- 2%) and the same width as the collection point. This must be shown and labelled on subsequent revised drawings.
 - 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.

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- For more information, please consult the Region of Peel Waste Collection Design Standards Manual (WCDSM) available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

Public Health

- Through ROPA 27, the Region of Peel has implemented the Healthy Development Framework, 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. In Brampton, the Sustainability Assessment integrates healthy design standards, while also incorporating other components of sustainability within a single, streamlined tool.
- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, the Region and the City of Brampton are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted, communicated to local Council.
- In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize impact on the environment.
- Should the Official Plan Amendment and Zoning By-law Amendment be approved, the following are our recommendations:
 - Recommend visitor bicycle parking spaces near building entrance.
 - Consider providing a pedestrian walkway connection to road.
 - If feasible, explore potential for a pedestrian walkway within the site and/or outdoor amenity area which provides opportunities for exercise and social interaction.
 - Recommend incorporating permeable or light-coloured paving instead of black asphalt paving to minimize negative aesthetic and environmental impacts.
 - Walkways should incorporate landscaping with shading and pedestrian scaled lighting.

Sustainable Transportation

- Sustainable Transportation Strategy recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that the Region of Peel – STSI (Sustainable Transportation and Strategic Initiatives) aims to achieve by integrating TDM/AT and development to provide more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle.
 - It is recommended that sidewalks are of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas and provide marked pedestrian crosswalks at intersection sidewalks.
 - Sidewalks to be standard width of 1.5 m.
 - Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs (cut curbs) throughout property.
 - Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible.

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- Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails.
- Provide wayfinding signage for site access (where required) to help provide directions to reach transit stops/stations, trails, or other common destinations.
- Provide bicycle parking in a highly visible and lighted area, near main entrance of building. Bicycle parking should be sheltered from weather whenever possible.
- Provide bicycle parking spaces equivalent to the expected number of commuter and visitor cyclists, plus an additional buffer of 25% to encourage other cyclists and ensure adequate capacity in peak cycling season.
- Provide shower and change facilities for the use of active commuters.
- Provide a permanent bike repair station with commonly used tools and an air pump adjacent to the main bicycle parking area (or secured bicycle parking area, if provided)
- Provide carshare parking spaces of up to two vehicles and work with a local carshare company.
- Suggestion providing EV charging stations for residents to accommodate various EV vehicle types (E-bike, E-Car, E-Scooters)

Notes

Traffic

- Below link also contains additional links.
 - Traffic impact study - Region of Peel (peelregion.ca) - <https://www.peelregion.ca/pw/transportation/business/traffic-impact-study.asp>
 - Controlled Access By-law - <https://www.peelregion.ca/council/bylaws/2010s/2013/by62-2013.htm>
 - Road Characterization - <https://www.peelregion.ca/pw/transportation/business/peel-road-characters.asp>
- Please reach out to the below staff for other relevant data:
 - Damian Jamroz (damian.jamroz@peelregion.ca) – Traffic Operations for TMC information
 - Rebecca Caughey (Rebecca.caughey@peelregion.ca) – Traffic Signals and Systems for signal timing information
- The Region of Peel will require one (1) copy to be in electronic format and one (1) hard copy complete with the appropriate supporting documentation. This shall be submitted to the Traffic and Transportation Engineering section of Public Works Department for our review, comment and approval.

Servicing

- 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 the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.

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- Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.
- If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at siteplanservicing@peelregion.ca (reference file # C603144)
- 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.

Legal Requirements

- 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.
- The applicant is required to provide to the Region with copies of the most current PINS prior to Site Plan Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk.

Helpful Links

- Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf>
- For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email siteplanservicing@peelregion.ca
- For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca
- For Underground Locate Requests please go to the following link:
<https://www.peelregion.ca/pw/locaterequest/>
- Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/drawings/>
- For Information on site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973.
- Please refer to the Latest Fees Bylaw found on-line at
<http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf>
- Please refer to the Region's Functional Servicing Report Criteria found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf>
- Please review the Region's Water Design Criteria for more information found at the following link: <http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf>

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If you have any questions or concerns, please contact me (Herman.Wessels@peelregion.ca 905.791.7800 X4209) at your earliest convenience.

Yours truly,

A handwritten signature in black ink, appearing to read 'H. Wessels'.

Herman Wessels
Intermediate Planner, Development Services
Region of Peel

Public Works

10 Peel Centre Dr.
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May 7, 2024

Chinoye Sunny
Planner
Development Services
City of Brampton
2 Wellington Street West, L6Y 4R2
chinoye.sunny@brampton.ca

**RE: Application for Official Plan Amendment & Zoning By-law Amendment
Brampton and Religious Islamic Centre (BARIC)
9445 Clarkway Drive
City of Brampton
City File: OZS-2022-0019
Regional File: OZ-22-019B**

Dear Chinoye,

Region of Peel Development Staff have reviewed the above noted Official Plan Amendment Application and zoning bylaw amendment application to facilitate the development of a place of worship including religious and cultural uses on the subject lands and offer the following:

Regional Requirements prior to Official Plan and Zoning By-law Amendment Approval

Development Planning Requirements

- Peel Region By-law 1-2000 states that local Official Plan amendments are exempt from Regional Approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment.
- It is acknowledged that the required application review fee has been received by Development Services.

Site Servicing Requirements

- The Miscellaneous project B17.301 is back on track, revised FSR should be submitted taking that into consideration, applicant shall reach out to the developer of 9416 Hwy 50 to obtain detailed drawings, sanitary sewer connection can be made to future MH1A.
- Submitted FSR, last revised March 2024 shall be revised to reflect the above and details that have been provided to engineering consultant for changed servicing scenario.

- FSR fee has not been received and has increased to \$1025 as per Bylaw 30-2023.
- Further details have been provided to engineering consultant by Servicing Connections to be used in the revisions of the FSR.

Traffic Engineering Requirements

Access/Study Requirements

- The Region is in receipt of the Traffic Impact Study (TIS) and would like to offer the following comments:
 - It should be noted that The Region of Peel will support a single internal access located off Clarkway Drive.

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.

Waste Management Requirements

- There is no landfill site within the vicinity of the subject property.
- For this non-residential development, private waste collection is required.

Stormwater Management Requirements

- Please use the Region of Peel's Public Works Stormwater Design Criteria and Procedural Manual for the intensity of rainfall calculations. See section 6 – Design Flows – Hydrologic & Hydraulic Models of the document linked here: <https://www.peelregion.ca/public-works/design-standards/pdf/stormwater-design-criteria-201906.pdf>
- Refer to the above noted document for orifice controls. For orifice greater than 100mm, an orifice tube should be implemented.
- Please explain how the site constraints use of a treatment train approach for quality control where flows from the OGS are further treated downstream. Refer to Region's stormwater management guidelines.
- For erosion control, 5mm retention at full build out is required and runoff is to be detained from a 25mm storm event over 24 to 48 hours.
- Water balance criteria is not met. Please consider the implementation of Low Impact Development technologies to meet this criterion. Refer to the Region's stormwater management guidelines.
- Please comment on the hydrogeological findings in the report in relation with the Water Balance criteria and the uplift pressure on SWM tank.

Concluding Comments:

Please note that following the approval of the above noted amendment applications, additional comments will be provided upon the submission of a formal site plan application. If you have any questions or concerns, please contact me (emily.nix@peelregion.ca 905.791.7800 x2620) at your earliest convenience.

Public Works

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Yours truly,

A handwritten signature in black ink that reads "Emily Nix". The script is cursive and fluid.

Emily Nix
Planning and Development Services
Region of Peel

Cc Manni Chauhan, MCIP, RPP, G-Force Urban Planners

Public Works

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May 5, 2025

Chinoye Sunny
Planner
Development Services
City of Brampton
2 Wellington Street West, L6Y 4R2
chinoye.sunny@brampton.ca

**RE: Application for Official Plan Amendment & Zoning By-law Amendment
Brampton and Religious Islamic Centre (BARIC)
9445 Clarkway Drive
City of Brampton
City File: OZS-2022-0019
Regional File: OZ-22-019B**

Dear Chinoye,

Region of Peel Development Staff have reviewed the above noted Official Plan Amendment Application and zoning bylaw amendment application to facilitate the development of a place of worship including religious and cultural uses on the subject lands

The Region has no objections to the proposed official plan and zoning bylaw amendment and offer clearance for the advancement of the application. The following comments on this basis to support the future site plan application.

Regional Requirements prior to Site Plan Approval

Development Planning Requirements

- It is acknowledged that the required OZ application review fee has been received by Development Services.
- Please note that a request will be made for the payment of the Site Plan review fee during the site plan application review process. Payment will be required prior to Site Plan approval.

Site Servicing Requirements

- Servicing connections confirms the receipt of payment for the require FSR fee.
- Satisfactory revisions have been made to the site servicing drawing and FSR with respect to the proposed connections to the new Clarkway watermain and the Highway 50 sanitary sewer.
- The submitted FSR last revised Feb 20,2025 by Ram Engineering /Ram Dharamdial, M.E., M. Eng., P. Eng. Is satisfactory (water and sani portion).

Traffic Engineering Requirements

Access/Study Requirements

- The Region is in receipt of the Traffic Impact Study (TIS) and would like to offer the following comments:
 - It should be noted that The Region of Peel will support a single internal access located off Clarkway Drive.
 - To reiterate, an access from Highway 50 will not be supported.

Land Dedication Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 50 (Highway 50) 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 50 (Highway 50) behind the property line, except at any approved access point;
- The applicant is required to gratuitously dedicate the 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;
- Reference plan(s) and transfer document(s) must be completed prior to granting execution of the site plan agreement and/or final site plan approval.

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.

Stormwater Management Requirements

- Please label the orifice tube with correct size in Dwg No. SSG-2 as per FSR&SWM report.
- Provide missing planview label for Stormceptor (STC EFO 4) in Dwg No. SSG-2.
- Provide a servicing cross section from the pond to the Hwy 50 ditch tie-in elevation.
- End treatment (including rip-rap) of outlet pipe from the pond should be within private property limits. Please revise.
- Provide a maintenance plan and letter for the site, signed by the property owner to commit to regular maintenance and inspection of the quantity and quality control measures on site.

Concluding Comments:

Please note that following the approval of the above noted amendment applications, additional comments will be provided upon the submission of a formal site plan application. If you have any questions or concerns, please contact me (emily.nix@peelregion.ca) at your earliest convenience.

Public Works

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Yours truly,

A handwritten signature in black ink that reads "Emily Nix". The script is cursive and fluid.

Emily Nix
Planning and Development Services
Region of Peel

Cc Manni Chauhan, MCIP, RPP, G-Force Urban Planners

**Detailed Planning Analysis
City File Number: OZS-2022-0019**

Overview

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

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

Planning Act R.S.O 1990

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

Section 2:

- (a) The protection of ecological systems, including natural areas, features and functions;*
- c) The conservation and management of natural resources and the mineral resource base;*
- d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (h) The orderly development of safe and healthy communities;*
- (h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;*
- i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- l) The protection of the financial and economic well-being of the Province and its municipalities;*

(o) The protection of public health and safety;

(p) The appropriate location of growth and development

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,*
- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposal contemplates a Place of Worship with 141 parking spaces and 0.422 hectares of land preserved for woodland preservation. The proposal conforms to the matters of provincial interests in supporting orderly development and appropriate growth that will rely on the existing and planned transportation, sewage and water facilities, and waste management system in the area, in accordance with Sections 2(f), (h), and (p). The proposed development is designed to be sustainable in the sense that it will support the existing transit network on Highway 50 and Clarkway Drive, and will incorporate new sidewalks to ensure a pedestrian friendly development, in accordance with Sections 2(q) and (r).

As part of the EIS, a Woodland Compensation Plan was submitted for the proposed development. Although a portion of the woodland will be removed, a new protective “Open Space” Official Plan designation and Zoning designation which will ensure the long term preservation of 0.422 hectares of “Woodland” on the subject property, in accordance with Section 2(a), (c) and (d).

Based on the above, staff is satisfied the application has regard for matters of Provincial interest under the Planning Act.

Provincial Planning Statement, 2024

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

environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

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

Section 2.1 – Planning for People and Homes:

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

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

2.3. – Settlement Areas and Settlement Area Boundary Expansions:

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

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

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

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

2.3.1.6 - 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:

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

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

2.4.1.3 - Planning authorities should:

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

3.1 General Policies for Infrastructure and Public Service Facilities

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

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

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

3.1.2 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.*

3.1.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.

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

4.1 Natural Heritage

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

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

4.1.5 Development and site alteration shall not be permitted in:

- d) Significant wildlife habitat;*
- e) Significant areas of natural and scientific interest*

4.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Analysis: Provincial Planning Statement, 2024

The proposed Official Plan Amendment and Zoning By-law Amendment application is consistent with Sections 2.3.1.1 and 2.1.6 of the PPS, as the subject lands are located within a Settlement Area and further will contribute to the existing community and provide institutional uses to meet the long-term needs of the community. The Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces a new Place of Worship within the community that contributes to the growing population and demography as outlined in the City of Brampton Official Plan.

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

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of re-development. The proposed development is also promoting efficient development and land use patterns over the long term by providing institutional intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.3.1.3, 3.1.1 and 3.1.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of institutional intensification that is in close proximity to surrounding transit and active transportation, which allows for accessible pedestrian connections to the proposed Place of Worship. As such, the subject site will support the use of public transit and

provide opportunities for cycling and walking in accordance with Sections 2.1.6 b), and 2.4.1.2 of the PPS.

The proposed development is situated on a woodland feature. In accordance with Sections 4.1.1, 4.1.2, 4.1.5 and 4.1.8, natural heritage features shall be protected for the long term. A portion of this woodland feature would need to be removed for the Place of Worship to be developed. To accommodate the removal of part of the woodland, off site compensation is planned to restore the woodland. The off-site compensation is planned to include a replanting of 0.422 hectares, which will help create a future woodland in a different area within the community.

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System' in Schedule E-1: Regional Structure.

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

Section 5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Section 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

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

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.4.18.4 To intensify development on underutilized lands.

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

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

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

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

Section 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

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

Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet

the needs of those living and working in the Urban System.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) Support the Urban System objectives and policies in this Plan;*
- b) Support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

Section 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.

Section 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

Section 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth

Section 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.17.6 To encourage transit-supportive development in existing and new Designated Greenfield Areas.

Section 5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

Section 5.6.17.9 Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that:

- a) defines the character;*
- b) establishes transit-supportive density targets;*
- c) considers housing needs in accordance with Policy 5.9.7;*
- e) considers land use compatibility, in accordance with the requirements of provincial standards, guidelines and procedures;*
- f) considers the identification and conservation of cultural heritage resources;*

- g) considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management.*

Section 5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.18.5 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:

- a) provide opportunities for compact built forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in local municipal official plans, and*

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

Section 5.6.20.14.14 Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Urban Area, as shown on Schedule E-1, based on criteria, including, but not limited to, the following:

- a) provide a logical progression of growth and be integrated as extensions of existing communities based on identifiable boundaries having regard for physical and natural features and barriers;*
- c) include the protection and enhancement of a natural heritage system and water resource system informed by subwatershed study recommendations and the integration of water and stormwater management objectives and requirements;*
- f) identify community/ neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;*
- g) identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure. The proposed development provides appropriate institutional land use, which will provide a Place of Worship, with the inclusion of an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. The proposal will contribute to complete communities by providing an essential community service in the area in accordance with through the provision of a mixed-use high-density development with rental apartment building units in close proximity to the Brampton GO Station in accordance with Sections 5.4.10, 5.6.17.10, 5.6.18.5, 5.6.20.12, and 5.6.20.14.14f) and g).

The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in ensuring that its residents of different religious backgrounds have a safe place for worship and community gatherings. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. The proposed development will contribute towards making the neighbourhood a complete community, will be transit supportive and pedestrian friendly, and lead to the efficient use of the greenfield area.

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

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated 'Open Space' on Schedule A – General Land Use Designations of the Official Plan, as well as 'Open Space', and 'Designated Greenfield Area' on Schedule 1 – City Concept. Schedule D of the Official Plan identifies the property as 'Woodland'. Schedule E of the Official Plan designates the property as 'Valleyland/Watercourse corridor'. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.6.6 Natural Heritage System

4.6.6.1 The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.

4.6.6.2 The City will develop environmental strategies, programs and models in conjunction with the conservation agencies with regard to current environmental

planning, conservation and management approaches to support the protection, restoration, and linkage or where possible enhancement of the natural heritage system and ecosystem functions.

4.6.6.3 The extent of the City's natural heritage system will be evaluated and identified through a watershed plan, subwatershed studies (see Section 4.6.1) Environmental Implementation Reports /Studies (see Section 4.6.2) and natural heritage system studies prepared through the City's development approval process and in consultation with the relevant agencies. A review of the adjacent land should also be undertaken as part of these studies. Natural hazards must be adequately addressed in accordance with Provincial natural hazards standards and Regulatory requirements. The results of these studies may refine the extent of natural heritage features designated on Schedule "D". If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan), refinement of boundaries of natural features and concerns for the adjacent lands may be determined on a site by site basis through an Environmental Impact Study subject to the approval of the City in consultation with the relevant Conservation Authority. Any such refinements to the boundaries of features or their buffers will not require an amendment to Schedule D.

4.6.6.4 Further to policy 4.6.6.3, the required comprehensive environmental study will assess the potential impacts of a development proposal within and/or adjacent to the natural heritage system, to define requirements to eliminate, minimize and mitigate impacts and to assess opportunities for restoration and linkages or where possible, enhancement.

4.6.6.5 For development application, including redevelopment and intensification, within the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.

4.6.6.7 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources, Ministry of Environment, or municipality and agency as necessary to identify, inventory, monitor and manage the local natural heritage system.

4.6.6.8 Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.

4.6.6.9 For the purposes of this policy, adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands shall be determined in consultation with the Conservation Authorities having regard for the Province's Natural Heritage Reference Manual.

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

4.6.6.13 On lands subject to a development application where any natural feature or area designated on Schedule “D” is damaged, destroyed or removed, there will be no adjustment to the boundary or redesignation of these features or areas in the Official Plan. The applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.

4.6.6.19 The City shall strive to achieve no net loss and if possible, a net gain, in natural heritage features and areas. In some instances where studies demonstrate that development and site alteration will have no net loss on a natural heritage feature and/or area, and removal is permitted by this Plan, the compensation for the feature and/or area that is no longer retained as part of the natural heritage system may be requested and subject to approval, compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system.

4.6.6.23 The City will promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity, community aesthetics and community objectives.

4.6.6.28 The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features:

v) The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;

4.6.6.30 Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule “D”.

4.6.7.4 Through the development approval process, valleylands and watercourse corridors including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

Recreation Open Space

4.7.1.2 The Open Space designation on Schedule “A” indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial

significance, as described in Section 4.6 Natural Heritage and Environmental Management.

4.7.1.4 Development is generally prohibited within recreational open space areas identified on Schedule “E” with the exception of recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities.

4.7.1.13 In instances where recreational open space (as designated on Schedule “E”) abuts natural heritage features (as designated on Schedule “D”), the exact boundaries of each designation will be determined based on watershed, subwatershed or environmental studies, if available, on a site specific basis, based on site visits and input from the City and the appropriate Conservation Authority.

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

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

4.9.8 Places of Worship

Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. In addition, many Places of Worship provide social and community related functions and services, and often serve as the focal point of the community.

Accessory uses which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or daycare facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, recreation facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. Accessory uses shall be permitted, unless specifically prohibited by the Lester B. Pearson International Airport Area policies of this Plan, or result in land use compatibility concerns.

4.9.8.1 Places of Worship shall be generally permitted within the Residential, Central Area, Regional Retail, District Retail, Convenience Retail, Business Corridor, Industrial and Major Institutional designations of this Plan subject to the criteria specified in the land use designation, except where it is expressly prohibited in the applicable Secondary Plan.

In order to protect the designated employment lands within the City, Places of Worship shall be permitted in areas designated for employment purposes only in accordance with the criteria outlined in this Plan. The relevant Official Plan land use designation and implementing Zoning By-law will set out provisions and performance standards with respect to location and size.

4.9.8.1 Places of Worship shall be subject to the following general functional and land use compatibility criteria, as well as the specific criteria of the land use designation in which they are located:

- (i) on-site parking shall be provided to accommodate regular worship attendance and other regular events in accordance with the City's Zoning By-Law standards, which are based on the worship area/person capacity of the Place of Worship. Sufficient parking shall be provided to meet typical peak demand, unless reduced standards or alternative arrangements, including shared parking or on-street parking are approved by the City.*
- (ii) Places of Worship shall be properly integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building shall be compatible with the character of the adjacent uses.*
- (iii) Places of Worship that include a sensitive land use, as defined by Provincial Policy Statement (such as residences and day care centres), shall not be permitted in areas where they are likely to experience an adverse effect from contaminant discharges generated by a major facility, or within the Lester B. Pearson International Airport (LBPIA) Operating Area.*
- (iv) Places of Worship shall generally be located on arterial and collector roads, and not on local residential roads.*
- (v) Applications for a Place of Worship submitted under the Planning Act shall be subject to a planning review that takes into consideration the criteria set out in Section 4.9.8 and other relevant policies of the Official Plan, and shall demonstrate the ability to physically integrate the Place of Worship with the host neighbourhood in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria shall only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding neighbourhood can support the use.*

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Open Space' designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

Although the 'Open Space' designation generally prohibits development, S.4.7.1.4 states that exceptions can be made for recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities. The proposal not only include a Place of Worship, but it also includes an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. The proposed development will act as a Place of Worship and a cultural community centre for the Islamic community within the City.

The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. In accordance with S.4.6.6.2, S.4.6.6.3, and S.4.6.6.19, the City of Brampton aims to conserve natural heritage features and strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. An Environmental Impact Study (EIS) was submitted for the application which notes that a portion of the woodland must be removed in order to develop the Place of Worship. The EIS indicates that tree compensation will happen on the site and off-site compensation will occur to create a future woodland in the community. Although the proposal contemplates a net loss to the natural heritage feature, S.4.6.6.19 states that compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system. The EIS indicates that tableland tree compensation will happen on the site and 0.422 hectares of off-site compensation will be provided at another location within Brampton.

The proposed Place of Worship will be designed to provide sufficient parking to fulfill the needs of the regular worship attendance and other regular events generally in accordance with the City's Zoning By-law. Through the approval of an Urban Design Brief, it has been ensured that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed place of worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.4.9.8.1.

An amendment to the Official Plan is required for the proposed development as the property is designated 'Open Space' and a Place of Worship is not permitted. In order to conserve the longevity of the woodland feature on the site, the proposed Official Plan Amendment will not redesignate the lands, but it will instead include a Special Policy Area to permit the Place of Worship use. By not redesignating the site, the City will ensure that minimal site alteration will occur on the site and the natural heritage feature is preserved.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, 2023

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

The subject property is designated 'Natural Heritage System' as per Schedule 1A: City Structure, 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan, and 'Woodland' as per Schedule 6B: Natural System Features and Areas.

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

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

- d) Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
- e) Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable citybuilding and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.*
- f) Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.*

2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:

- c) Major Transit Station Areas, as shown on Schedules 1A and 1B, are planned to transition over time into vibrant high density walkable places that include open spaces, services and amenities, employment uses, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and jobs that will be able to enjoy the features of a 15-minute neighbourhood.*
- d) Corridors represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities.*
- e) Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

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

2.1.2.41 The City will work with public agencies and residents to support the protection, enhancement, and restoration of linkages within the Natural Heritage System by:

- a) Restoring, creating, and protecting a variety of Natural System features, areas, and linkages;*

- b) *Improving public access and enjoyment of lands under public ownership, where suitable for passive recreational purposes; and,*
- c) *Establishing co-operative partnerships in stewardship.*

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

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

2.2.4.5 The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Natural System, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.

2.2.4.10 The Zoning By-Law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, as appropriate, having regard for:

- a) *Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan;*
- b) *Appropriate interfaces with the Public Realm, including features that occupy both public and private land such as trees;*
- c) *Active frontages and ground related non-residential uses to encourage walkability and street life; and*
- d) *The intended density to be accommodated within the permitted building envelope.*

Place of Worship

Brampton Plan recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. In addition, many Places of Worship provide social and community related functions and services, and often serve as the focal point of the community.

Accessory uses which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or child care facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, recreation facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. Accessory uses will be permitted, unless specifically prohibited by the Lester B. Pearson International Airport Area policies of this Plan or result in land use compatibility concerns.

Places of Worship may be located in a range of designations to meet the diverse needs of the various faith groups, subject to the specific policies of the designation of the Brampton Plan in which they are proposed. Land use compatibility, traffic impacts, community integration and performance standards, which will be implemented in the Zoning By-law must be taken into consideration to ensure the site is able to accommodate the functional demands of Places of Worship.

2.2.7.56 Places of Worship will only be permitted on lands designated Mixed-Use and Neighbourhoods on Schedule 2, except in lands shown as “Established Rural Estate Residential” on Schedule 12 and set out in Chapter 4, and where it is expressly prohibited in the applicable Secondary Plan or Precinct Plan.

2.2.7.57 Places of Worship will be compatible with the adjacent land uses. The scale, access and parking areas associated with a Place of Worship will be designed to be compatible with adjacent and nearby existing and planned land uses.

2.2.7.58 Places of Worship will be subject to the following general functional and land use compatibility criteria, as well as the specific criteria of the land use designation in which they are located:

- a) Places of Worship will be properly integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses.*
- c) Places of Worship that include a sensitive land use, such as residences, schools and child care centres, will not be permitted in areas where they are likely to experience an adverse effect from contaminant discharges generated by a major facility, or within the Lester B. Pearson International Airport (LBPIA) Operating Area or Provincially Significant Employment Zones.*
- d) Applications for a Place of Worship submitted under the Planning Act will be subject to a planning review that takes into consideration the criteria set out in this section and other relevant policies of Brampton Plan and will demonstrate the ability to physically integrate the Place of Worship with the host neighbourhood in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria will only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding neighbourhood can support the use.*

2.2.9.114 Proposals for development and site alteration within the Natural System will require establishment of a minimum buffer which:

- a) Is of sufficient width to protect the natural feature or hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function;*
- b) Is established to achieve and be maintained as natural self-sustaining vegetation;*

- c) *Considers the need for additional setbacks in conjunction with buffers to support grading, infrastructure, trails, and water balance mitigation measures, as necessary; and,*
- d) *Meets or exceeds the minimum buffer requirements of the Greenbelt Plan, as applicable.*

2.2.9.115 Minimum buffers will be in accordance with Table 7.

Natural Feature or Hydrologic Feature	Minimum Buffer	Measured From
Valleylands	10 metres	The greater of the long-term stable top of slope/bank, stable toe of slope, Regulatory flood plain, meander belt, and any contiguous natural features or areas.
Woodlands	10 metres	The drip line contiguous with woody vegetation (i.e., trees and shrubs).
Provincially Significant Wetlands	30 metres	Any part of the feature.
Wetlands	15 metres	Any part of the feature.
Areas of Natural and Scientific Interest	10 metres	Any part of the feature.
Environmentally Significant Area	10 metres	Any part of the feature.
Significant Wildlife Habitat	As determined through an Environmental Implementation Report	Any part of the feature.
Permanent or Intermittent Stream	10 metres	From the meander belt.
Lakes	10 metres	Any part of the feature.
Regulatory Flood Plain	10 metres	From the Regional Storm Flood plain Elevation. Determined in consultation with the applicable Conservation Authority.

2.2.9.118 Development and site alteration on lands identified and delineated as a buffer will be prohibited, with the exception of trails where the trail location and design has been evaluated through technical study and determined to have no negative impacts on adjacent natural features and areas or their ecological function and the identified buffer has been increased from the minimum to accommodate.

2.2.9.121 Extensive fill or grading within the buffers will not be supported. Grading impacts in the environmental buffer should ensure no net loss to the function or area of the Natural System.

2.2.9.122 Lands within the buffer will be gratuitously conveyed to the City through the development approvals process at no cost to the City.

2.2.9.126 Restoration and enhancement opportunities will be identified as conditions of development and site plan approval and through the conservation, restoration, and land securement programs of public agencies and through private land stewardship.

2.2.9.127 Restoration and enhancement opportunities will be identified for valleylands, wetlands, woodlands, grassland and meadow habitats.

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

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

3.1.1.43 Parking should be coordinated with surrounding sites to accommodate opportunities for shared parking facilities and to minimize the amount of surface parking.

3.1.1.44 Main building entrances, where possible will be located on the prominent building facades so that they front onto a public street, park or open spaces, and will be clearly visible and directly accessible from a public street.

Analysis: Brampton Plan, 2023

The subject property is designated 'Natural Heritage System' as per Schedule 1A: City Structure, 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan, and 'Woodland' as per Schedule 6B: Natural System Features and Areas. This designation is intended to support the natural heritage features within the City and permit only limited development and site alteration on these features.

The City of Brampton recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. A Place of worship is an integral aspect of creating a complete community. As per S.2.2.7.56 a Place of Worship is permitted on lands designated Mixed Use or Neighbourhoods, as such, a Place of Worship is not permitted on the subject lands.

The proposed Place of Worship will be designed in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses. Through the approval of an Urban Design Brief, it has been ensured that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed place of worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.2.2.7.58.

An amendment to the Official Plan is required for the proposed development as the property is designated 'Natural Heritage System' and a Place of Worship is not permitted. In order to conserve the longevity of the woodland feature on the site, the

proposed Official Plan Amendment will not redesignate the lands, but it will instead include a Special Policy Area to permit the Place of Worship use. By not redesignating the site, the City will ensure that minimal site alteration will occur on the site and the natural heritage feature is preserved.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Bram East Secondary Plan (Area 41):

The subject property is designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan. An amendment to the Bram East Secondary Plan is required to facilitate the proposed development.

The following policies are relevant to the proposed development:

- iv) Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan, the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.*

3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan. Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m² (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.

3.4.10 Place of Worship reserve sites will generally possess arterial road exposure but gain access to the collector or local road network. Developers may be required to illustrate at the draft plan of subdivision stage how reserve worship sites can be redeveloped for suitable alternate uses should any particular Place of Worship reserve site not be acquired for such purposes.

Analysis: Bram East Secondary Plan (Area 41)

The subject lands are designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan. The 'Mixed Commercial/Industrial' designation is intended to permit the Business Industrial policies of Part 1, section 4.2 and other applicable policies of the 2006 Official Plan. The Mixed Commercial/Industrial designation permits a broad mix of industrial and large scale commercial uses; including but not limited to motels, restaurants, retail warehousing, prestige industrial uses. The designation also permits "community services uses" which is consistent with the definition of a Place of Worship or community centre. Section 4.9.8 of the OP describes Places of Worship as a place that provides "social and community related functions and services, and often serve as the focal point of the community". S.4.9.8.1 of the Official Plan notes that Places of Worship shall generally be permitted within Residential, Central Area, Business

Corridor, Industrial, Major Institutional as well as the different Retail designations (Regional, District and Convenience).

The Secondary Plan designation and the Official Plan designation conflict. As per Section vi) in the Bram East Secondary Plan, where there is a conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan, the current Official Plan shall prevail. As such, the Official Plan 'Open Space' designation and policies take precedence.

An amendment to the Secondary Plan is required for proposed development. The Secondary Plan amendment will redesignate the lands from Mixed Commercial/Industrial to Place of Worship.

Staff have reviewed the proposed Official Plan and Zoning By-Law Amendment from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Bram East Block Plan (41-1)

The proposed development is located within the Block Plan for Sub-Area 41-1 of the Bram East Secondary Plan. The property is identified as 'Commercial' in the Bram East Block Plan (Area 41-1). The Block Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

7.2.1 Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;

7.2.2 Streets and buildings will be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit use and safety;

7.2.3 The layout of the streets, configuration of lots and siting of buildings shall ensure that:

- i. there are a variety of frontage arrangements adjacent to primary public streets;*
- ii. unobstructed road frontage adjacent to public open spaces will be encouraged;*
- iii. streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;*
- iv. service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;*
- v. pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,*
- vi. the safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, and parking areas to provide visibility and opportunities for formal surveillance.*

7.2.4 Development will reinforce the importance of public and institutional buildings in the community and enhance the role of these buildings through design, location and orientation; and,

7.2.5 Development will be compatible with adjacent and neighbouring development.

Analysis: Bram East Block Plan (41-1)

An Urban Design Brief was submitted to City Staff as part of the application and reviewed against the City's Community Design Guidelines. The proposed development was also reviewed against the City's Urban Design Guidelines to ensure the compatibility of the development with the adjacent neighborhood and meets the sustainable development principles established for the block area. The design of the Place of Worship will be further evaluated at the Site Plan Approval stage. Based on the above, staff is satisfied that the proposed development confirms and is consistent with the policies of the Block Plan.

Zoning By-law

The property is zoned 'Agricultural' as per City of Brampton Zoning Bylaw 270-2004, as amended. The 'Agricultural' zone permits agricultural uses, as well as non-agricultural uses such as a single detached dwelling and a supportive housing residence. An amendment to the Zoning By-law is required in order to facilitate the proposal.

Analysis: Zoning By-law

The proposed development will rezone the lands to a split zone of Institutional One with a special section and Open Space. The zoning will also be subject to a Holding (H) provision. The zoning designation does not permit the proposed institutional uses. The Institutional One zone includes site-specific provisions to regulate building setbacks, building height, and the parking rate. A protection zone (Open Space) will be implemented into the Zoning By-law to limit development on that specific portion of the land.

City Staff are recommending that a Holding (H) provision be included within the by-law as well to ensure:

- An Environmental Easement Agreement on the remnant woodland feature is registered to allow City access to the lands and monitor natural heritage features on the site; and
- Provision of off-site compensation planting on lands within the Humber Watershed in Brampton to create 0.422 hectares of woodland.

Staff is satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Technical Requirements:

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

Planning Justification Report

The planning justification report prepared by G-Force Urban Planners & Consultants was submitted to provide the policy context and planning rationale to support the proposed development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Bram East Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Urban Design Brief

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

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

- Active building facades
- Pedestrian friendly streetscapes
- Active transportation and pedestrian circulation

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

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Ram Engineering Inc. in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. The report details that there is adequate stormwater management to meet the City and Region of Peel standards and guidelines, discharging to an existing ditch outlet at Highway 50 at controlled levels. The ditch conveys flows to a 900mm culvert across Hwy 50 to the east side and wastewater management (sanitary) will discharge to an existing 750mm sanitary sewer on Highway 50. City staff and the Region of Peel have reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Heritage Impact Assessment & Cultural Heritage Evaluation Report

A Stage 1 and Stage 2 Archeological Assessment was prepared by Archeological Services Inc. The report indicates that no further field investigation is needed. The report recommends that the site be cleared of any further archaeological concerns, with the Ministry Letter confirming the report has been entered into the Ontario Public Register of Archaeological Reports. City Heritage Staff have reviewed the Archeological Assessments and found it satisfactory.

Traffic Impact Study

Two separate Traffic Impact Study's (TIS) prepared by GHD Limited were completed as part of the review of this development application. The original Traffic Study, was prepared for the first submission and dated May 19, 2022 . At the public meeting, staff received concerns from members of the public that the Traffic Study was completed during COVID, when traffic counts may have been considerably lower given pandemic related restrictions.

City staff requested an updated Traffic Impact Study (TIS), prepared by GHD Limited on August 22, 2023 to assess the transportation related aspects of the proposed development in a post COVID traffic scenario. The updated Traffic Study also included a specific Place of Worship Parking Study, in accordance with the City's Terms of Reference, which assessed parking demand through 'proxy sites' for similar Places of Worship in Brampton.

The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. Vehicular access to the Place of Worship includes a restricted right-in/right-out driveway located on Clarkway Drive south of the intersection with Bellchase Trail and the second, a full moves driveway located on the Clarkway Drive cul-de-sac that is accessed from Highway 50. The proposed place of worship is expected to generate its peak number of site trip during the Friday prayer service where a maximum total of 135 inbound vehicle trips and 135 outbound vehicle trips are expected before and after the Friday prayer service. The Traffic Study concluded that the existing road network is capable of supporting the expected traffic flows for the new Place of Worship.

It is also important to note that pedestrian sidewalks are currently planned to be provided on "Old Clarkway Drive" through the Site Plan approval process for the development applications directly south of the subject property (9416 Highway 50 and 9379 Clarkway Drive). The subject site is also in close proximity to transit systems. Brampton Transit Bus Route 35 (Clarkway), Brampton Transit Bus Route 50 (Gore Road), and GO Transit Route 38 (Bolton/Malton) are all in close proximity to the subject site. As such, there are many active modes of transportation in proximity to the subject site which will help mitigate the traffic congestion.

Parking Study

A Parking Study was completed in accordance with the City's Terms of Reference for Places of Worship. The parking study prepared by GHD Limited included an analysis of 'proxy sites' for similar Places of Worship in Brampton. The Study concluded that 135 parking spaces were required to support the Place of Worship. A total of 141 parking

spaces are provided to accommodate the proposed development, which is supported by Traffic staff.

The City of Brampton Zoning By-law requires 1 parking space for every 4 seats or for each 2 metres of bench space in the Place of Worship – main worship area, or 1 parking space for each 5 square metres of Place of Worship – net worship area when there is open floor seating. Under the City's Zoning By-law, using the 1 parking space for each 5 square metres calculation, a minimum of 99 parking spaces would be required based on the size of the proposed development. When the application was originally submitted, 94 parking spaces were proposed for the development. The development proposal was then revised to include 47 additional parking spaces based on the findings of the Parking Study. The revised proposal now provides a total of 141 parking spaces, including 91 surface parking spaces and 50 additional underground parking spaces. The Zoning By-law for this application will include minimum parking requirement of 141 parking spaces.

Environmental Impact Study

An Environmental Impact Study (EIS) was prepared by Kuntz Forestry Consulting Inc. to assess the potential impact to wildlife habitats and the woodland on site. Based on the report, the removal of a portion of the woodland is required to facilitate the development. A total of 0.422 hectares (20% of the wooded area) is proposed to be removed.

A Woodland Management Plan has been incorporated into the EIS report, and is intended to restore and increase the ecological integrity of existing woodland areas to remain. The Plan will restore 0.056 hectares of the subject property using native species plantings to increase the ecological integrity of the area by providing increased habitat potential, native plant species abundance and diversity, and decreasing invasive species. The report notes 0.422 hectares of off-site woodland compensation will be provided at another location within Brampton.

Tree Inventory and Preservation Plan Report

A Tree Inventory and Preservation Plan Report was prepared by Kuntz Forestry Consulting Inc. in support of the development application. The report documents that a total of fifty-four (54) trees and two (2) tree polygons outside of the proposed limit of disturbance with the potential to be impacted by the proposed development, and one hundred and three (103) trees growing within the proposed limit of disturbance. The removal of thirty-one (31) trees outside of the limit of disturbance, along with all one hundred and three (103) trees growing within the limit of disturbance, will be required to accommodate the proposed development. Mitigation measures are recommended in the report to minimize impacts to trees identified for preservation. Details of the new plantings and the tree removal compensation will be addressed during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 10)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 49 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.



Planning & Development

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

General Information

User Name:*
Manni Chauhan

Company Name:*
G-force Urban Planners & Consultants

Project Name:*
9445 Clarkway Drive

City File Number:*
OZS-2022-0019

Type of Development Site:*
Intensification

Plan Type:*
Site Plan

Type of Development Properties:

Ground Related Residential:
No

Multi-Unit Buildings (4 stories or greater):
No

Commercial / Industrial / Institutional:
Yes

Email Address:*
gforceplanners@gmail.com

Confirm Email Address:*
gforceplanners@gmail.com

Last Modified:
Mar 25, 2024

Sustainability Score

17 of 18 Mandatory Metrics Are Satisfied

40 of 65 Minimum Targets Are Satisfied

15 of 89 Aspirational Targets Are Satisfied

Application

Overall

33%

Energy

20%

Water

6%

Walkability

50%

Natural Systems

66%

Community

Overall

35%

Energy

20%

Water

6%

Walkability

55%

Natural Systems

66%

49 of 148

10 of 48

2 of 29

24 of 48

6 of 9

55 of 154

10 of 48

2 of 29

30 of 54

6 of 9

FINAL SUSTAINABILITY SCORE

49

Bronze

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

Built Environment

Compact Development: Floor Space Index

Have the Municipal Official Plan Floor Space Index (FSI) or Floor Area Ratio requirements been satisfied?

Yes

Mandatory

Help (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Built-Environment.aspx)

Land use Diversity Mix: Proximity to Basic Amenities

Please Populate Both Cases

Case 1 - Minimum Target

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

Up to 6 points (M)

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

Yes



Community/Recreation Centre

Yes



Pharmacy

Yes



Library

No



Case 2 - Aspirational Target

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

Up to 6 points (M)

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

No



Community/Recreation Centre

No



Pharmacy

No



Library

<select>



Land use Diversity Mix: Proximity to Lifestyle Amenities

Please Populate Both Cases

Case 1 - Mandatory Requirement

Have all Municipal Official Plan requirements been satisfied?

Yes



Mandatory

Case 1 - Minimum Target

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

Up to 3 points (M)

General Retail

Yes



Convenience Store

No



Theatre

No



Coffee Store

No



Hair Salon

Yes



Bank

Yes



Place of Worship

Yes



Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (1 Point Each) Up to 3 points (A)

Daycare	<div>No</div>	
Restaurant/Pub	<div>No</div>	
Other (Please Specify)	<div><select></div>	
General Retail	<div><select></div>	
Convenience Store	<div><select></div>	
Theatre	<div><select></div>	
Coffee Store	<div><select></div>	
Hair Salon	<div><select></div>	
Bank	<div><select></div>	
Place of Worship	<div><select></div>	
Daycare	<div><select></div>	
Restaurant / Pub	<div><select></div>	
Other (Please Specify)	<div><select></div>	

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

Are there any trees on site?	<div>Yes</div>	Qualifier
Has a Tree Evaluation Report (Arborist report) been prepared that identifies and evaluates where on-site healthy trees will be protected or removed, and has compensation for removal of healthy tableland trees been proposed in accordance with the City's requirements?	<div>Yes</div>	Mandatory
Where healthy tableland trees are proposed for removal, has enhanced compensation is provided based on basal area?	<div>Yes</div>	2 Points (M)
Have 75% or more of the healthy mature trees greater than 20 cm DBH been preserved in-situ on site?	<div>No</div>	3 points (A)
Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality		
Have all Municipal Planting Standards been satisfied as they pertain to soils?	<div>Yes</div>	Mandatory

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

Green Building

Are there more than five non-residential buildings in your development application?	<div>No</div>	Qualifier
Have all Municipal buildings over 500 m ² been designed to LEED Silver or equivalent?	<div>No</div>	Mandatory
How many buildings are enrolled in a third party Green Standards? (2 Points if One or More)		2 Points (M)

Please Select: Applicable Certification Standards

<select>

<select>

<select>

Site Accessibility - Number of Universally Accessible Points of Entry to Buildings and Sites

Are 100% of Primary Entrances Universally Accessible?	<div>Yes</div>	Mandatory
Are 100% of Emergency Exits Universally Accessible?	<div>No</div>	1 Point (M)
Are 100% of All Entrances and Exits Universally Accessible?	<div><select></div>	1 Point (A)

Landscape and Street Tree Planting/Preservation - % Tree Canopy Within Proximity to Building/Pedestrian Infrastructure

Have all Municipal Tree Planting Requirements been satisfied?	<div>Yes</div>	Mandatory
What percentage of sidewalks will have shade provided by trees within 10 years of development? If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees). All trees should be selected from the applicable Municipal tree list.	<div>50%</div>	Up to 4 Points (M and A)

Parking - Bicycle Parking - Commercial/Office/Institutional

Have Municipal Standards been satisfied?	<div>Yes</div>	Mandatory
Does the development plan include any office or institutional buildings?	<div>Yes</div>	Qualifier
For FULL-TIME EMPLOYEES, have 0.13 bicycle parking spots been provided per 100 m ² of Gross Floor Area?	<div>No</div>	1 Point (M)
For VISITORS, have 0.15 bicycle parking spots been provided per 100 m ² of Gross Floor Area?	<div>No</div>	
Are the bicycle parking spots weather protected and close to building entrance?	<div>No</div>	1 Point (A)

For OFFICE or INSTITUTIONAL buildings, has one shower and change room (per gender) been provided for each 30 bicycle parking spots?

No

2 Points (A)

Parking - Off-Street Parking

Has all new off-street parking been located beside or behind a building?

Yes

1 Point (M)

Is less than 20% of the total developmental area dedicated to new off-street surface parking facilities?

No

1 Point (A)

Has 85% or more of the surface parking been consolidated to be structured parking?

No

5 Points (A)

Parking - Surface Parking

Has a strategy been developed to minimize surface parking for permanent employees and residents?

Yes

1 Point (M)

Parking - Carpool and Efficient Vehicle Parking

What percentage of site parking spots has been dedicated to carpooling and/or fuel efficient / hybrid vehicles and/or car share/zip car (does not apply to compact cars). Dedicated parking spots must be located in preferred areas close to building entries. A minimum of 4 spots are required.

5%

Up to 2 Points (M and A)

Pedestrian Connections - Traffic Calming

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

No

Qualifier

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

Yes

Qualifier

What percentage of new non-residential and/or mixed-use streets is designed with traffic calming strategies?

75%

Up to 2 points (M and A)

Cultural Heritage Resources - Cultural Heritage Conservation

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

NA

Mandatory

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

NA

2 Points (M)

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

<select>

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

<select>

2 Points (A)

Help (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Mobility.aspx)

Mobility

Site Permeability - Connectivity

Have buildings on the site been connected to off-site pedestrian paths, surface transit stops, parking areas (car and bike), existing trails or pathways, or other destinations (e.g. schools)?

Yes

Mandatory

Are outdoor waiting areas (located on the site) providing protection from weather?

Yes

Mandatory

Where a transit stop is located within walking distance of the project site boundary, does the building main entrance have a direct pedestrian linkage to that transit stop?

Yes

Mandatory

(all the above three mandatory questions must be answered "yes" or "NA" to receive a Mandatory point in your Sustainability Score)

Have amenities and street furniture (benches, additional bike parking, landscaping) been provided along connections on the site and between the site and adjacent destinations?

Yes

2 Points (A)

Transit Supportive - Distance to Public Transit - Site Plans

Is the site within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops? Alternatively, is the site within 400 m walking distance to 1 or more bus stops with frequent service? *(This Minimum Target must be met in order to earn Aspirational Points)*

Yes

3 Points (M)

Is the site within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops? Alternatively, is the site within 200 m walking distance to 1 or more bus stops with frequent service?

Yes

3 points (A)

Active Transportation - Proximity to Cycle Network

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

No

Qualifier

Walkability - Promote Walkable Streets

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

Yes

Mandatory

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

100%

Up to 4 points (M and A)

Have pedestrian amenities been provided to further encourage walkable streets?

Yes

2 points (A)

Please list pedestrian amenities provided:

☐ Wind Breaks

☒ Seating

☒ Pedestrian Oriented Lighting

☒ Wide Sidewalks (Urban Areas)

☒ Shading

Other (Please Specify)

[Help](#) ([link: /Etv/Business/planning-development/Land-Development-Application/Pages/Help-Natural-Environment.aspx](#))

Natural Environment and Parks

Natural Heritage - Connection to Natural Heritage

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

Yes

Qualifier

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

50%

Up to 4 points (M and A)

Parks - Park Accessibility

Does the development plan include any parks?

No

Qualifier

Stormwater - Stormwater Management Quality and Quantity

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

Yes

Mandatory

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

5 mm

Mandatory and Up to 6 points (M and A)

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

Yes

Mandatory

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

No

1 Point (M)

Will 91-100% of Total Suspended Solids from all runoff leaving site be removed during a 15 mm rainfall event?

<select>

4 points (A)

Stormwater - Rainwater Re-Use

Have residential (multi-family only), commercial, and institutional buildings been designed for rainwater re-use readiness? (This Minimum Target must be satisfied in order to earn Aspirational Points)

No

1 Point (M)

Is rainwater collected on site and used for low-grade functions?

<select>

3 points (A)

Stormwater - Stormwater Architecture/Features

Have stormwater amenities which provide functional and aesthetic benefits to the site been included in the development plan?

Yes

2 Points (M)

 [Help \(link: /EN/Business/planning-development/Land-Development/Application/Pages/Help-Infrastructure.aspx\)](#)

Infrastructure and Buildings

Energy Conservation - Solar Readiness

Have 100% of all new buildings been designed for solar readiness?

No

1 Point (M)

What percentage of the building's annual energy consumption is offset from on-site renewable energy generation? (1 Point for 1% and 1 Point for each additional 2%)

0

Up to 7 points (A)

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

Have all building been designed in accordance with the Ontario Building Code?

Yes

Mandatory

Relative to an MNECB compliant reference building, what is the expected energy savings of the proposed building design? 

25

Up to 11 points (M and A)

Will all commercial, institutional and multi residential buildings over three storeys be commissioned?

No

3 points (A)

Will building electricity sub-meters be required for all office tenants and residential suites?

No

3 points (A)

Energy Conservation - Energy Management

Has an energy management strategy been developed for the development?

Yes

2 Points (M)

In an Intensification Area, where district energy is deemed viable by the Municipality, has a district energy feasibility study been conducted?

NA

3 points (A)

Potable Water - Reduce Potable Water Used for Irrigation

What percentage has potable water for irrigation been reduced as compared to a mid-summer baseline?

<select>

Up to 6 points (M and A)

Potable Water - Water Conserving Fixtures

Have the applicable Municipal Standards been satisfied?

Yes

Mandatory

Input applicable flow rates for water consuming fixtures:

Toilets: (6LPF Baseline)

6

LPF

Up to 6 Point (M and A)

Private Faucets: (8.3LPM Baseline)

8.3

LPM

Showerheads: (9.5LPM Baseline)

8.3

LPM

Public Faucets: (1.9LPM Baseline)

1.9

LPM

Urinals: (3.8LPF Baseline)

3.8

LPF

Current Percentage Reduction:

4

%

Lighting - Parking Garage Lighting

Has a minimum illumination of 50 lux been implemented in all parking garages?

NA

Mandatory

Have occupancy sensors been installed on two-thirds of lighting fixtures, while always maintaining a minimum level of illumination of 10 lux?

NA

1 Point (M)

Lighting - Reduce Light Pollution

Have all applicable Municipal Standards been satisfied?

Yes

Mandatory

Confirm that uplighting isn't included in the design and all exterior lighting fixtures > 1,000 lumens are shielded to prevent night sky lighting.

Yes

1 Point (M)

Have lighting controls been implemented to reduce light spillage from buildings by 50% from 11 pm to 5 am?

Yes

1 point (A)

Will all architectural lighting be shut off between 11 pm and 5 am?

Yes

Lighting - Energy Conserving Lighting

Have all applicable Municipal Standards been satisfied?

Yes

Mandatory

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

Yes

2 Point (M)

Bird Friendly Design

Have Bird Friendly Design strategies been applied to 85% of the exterior glazing located within the first 12 m of the building above-grade (including interior courtyards)?

Yes

2 Points (M)

Do visual markers on the glass have spacings equal to or less than 10 cm x 10 cm?

Yes



For green roofs with adjacent glass surfaces, has the glass been treated with Bird Friendly Design strategies on the 12m above the green roof surface?

NA



Materials and Solid Waste Management - Solid Waste

Have the applicable Municipal Standards been satisfied?

Yes

Mandatory

For Multi-Family, Commercial, Retail and Institutional buildings, are storage and collection areas for recycling and organic waste within or attached to the building? Alternatively, deep collection recycling and organic waste storage facilities are provided.

Yes

1 Point (M)

Materials and Solid Waste Management - Material Re-used and Recycled Content

What percentage of reused content in building materials and/or landscaping materials (landscaping such as paving or walkways) has been used?

5%



Up to 2 points (M and A)

What percentage of recycled content in building materials and/or landscaping materials (landscaping such as paving or walkways) has been used?

10%



Up to 2 points (M and A)

Materials and Solid Waste Management - Recycled/Reclaimed Materials

Have all applicable Municipal Standards been satisfied?

Yes



Mandatory

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

25%



Up to 2 points (M and A)

Heat Island - Reduce Heat Island Effect From the Built Form - Non Roof

What percentage of the site's hardscape uses Municipally approved heat island reduction techniques?

<select>



Up to 3 points (M and A)

Heat Island - Reduce Heat Island Effect From the Built Form - Roof

What percentage of the roof has been designed with a "cool" roof surface?

> =90%



Up to 8 points (M and A)

What percentage of the roof is vegetated with a green roof?

0%





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 bylaw.

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

Approved as to
form.

20 __/month/day

[insert name]

Approved as to
content.

20 __/month/day

[insert name]

Patrick Brown, Mayor

Genevieve Scharback, City Clerk

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

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

1.0 PURPOSE:

The purpose of this Amendment is to amend the Official Plan and the Bram East Secondary Plan (SPA 41) to permit the development of a Place of Worship on the lands shown outlined on Schedule 'A' to this amendment.

2.0 LOCATION:

The lands subject to this amendment are comprised of a parcel totaling 1.05 hectares (2.60 acres) in area. The lands are municipally known as 9445 Clarkway Drive. The lands are legally described as Part of Lot 8, Concession 11, Northern Division, Geographic Township of Toronto Gore, City of Brampton, Regional Municipality of Peel.

3.0 AMENDMENTS AND POLICIES RELEVANT THERETO:

- 3.1 The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby as follows:
- 1) By amending the Official Plan to permit a Place of Worship on the lands shown outlined on Schedule 'A' to this amendment.
 - 2) By adding to the list of amendments pertaining to the Secondary Plan Area 41: The Bram East Secondary Plan set out in Part II of the City of Brampton Official Plan: Secondary Plans thereof, Amendment Number OP 2006-_____.
- 3.2 The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby further amended as follows:
- 1) By adding the following as Section 4.14.3.21 Special Land Use Policy Area 21: 9554 Clarkway Drive:

"Section 4.14.3.21 Special Land Use Policy Area 21: 9554 Clarkway Drive

4.14.3.21 The property is designated "Open Space" may be used for a "Place of Worship". The primary location of the building shall be situated along the frontage of Clarkway Drive and the rear of the property shall be maintained as an "Open Space" area."
- 3.3 The document known as Secondary Plan Area 41 – Bram East Secondary Plan (Part Two: Secondary Plan, as amended, of the City of Brampton Official Plan) is hereby further amended as follows:

- 1) By amending Schedule 41(a) of the Bram East Secondary Plan to redesignate the lands from “Mixed Commercial/Industrial” to “Place of Worship” as shown in Schedule ‘B’ of this amendment.

Approved as to Content:




Allan Parsons, MCIP, RPP
Director, Development Services
Planning and Building Division

DRAFT



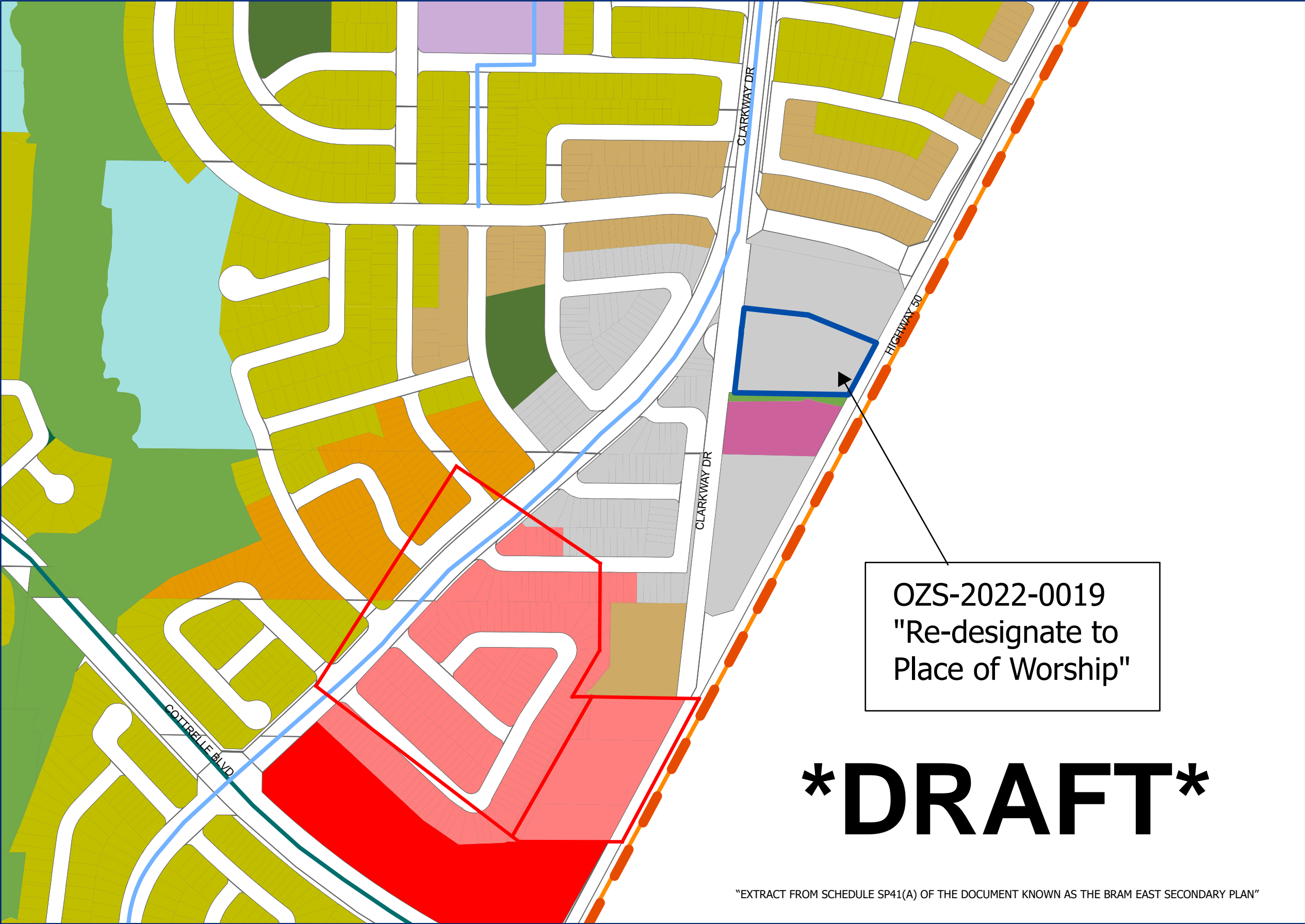
Last Updated - OP06-298

EXTRACT FROM Schedule 'A' OF THE DOCUMENT KNOWN AS THE OFFICIAL PLAN

-  Subject Lands
-  OPEN SPACE
-  RESIDENTIAL

DRAFT





LAND USE:
- - - SECONDARY PLAN BOUNDARY

RESIDENTIAL LANDS:
ESTATE RESIDENTIAL
LOW DENSITY
LOW / MEDIUM DENSITY
MEDIUM DENSITY
MEDIUM / HIGH DENSITY
CLUSTER / HIGH DENSITY

EMPLOYMENT LANDS:
OFFICE NODE
MIXED COMMERCIAL / INDUSTRIAL
DISTRICT RETAIL
NEIGHBOURHOOD RETAIL
COMMERCIAL RETAIL
HIGHWAY / SERVICE COMMERCIAL

ROAD NETWORK:
HIGHWAY
MAJOR ARTERIAL
MINOR ARTERIAL
COLLECTOR ROAD
LOCAL ROAD

OPEN SPACE:
VALLEYLAND
CONSERVATION LANDS
PRIVATE COMMERCIAL RECREATION
COMMUNITY PARK
NEIGHBOURHOOD PARK
WOODLOT
STORM WATER MANAGEMENT FACILITY
CEMETERY

INSTITUTIONAL:
ELEMENTARY SCHOOL
SENIOR PUBLIC SCHOOL
SECONDARY SCHOOL
PLACE OF WORSHIP
FIRE STATION
HERITAGE RESOURCE
OPA 201 (Woodlands)
Subject Lands

OZS-2022-0019
"Re-designate to
Place of Worship"

DRAFT

"EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN"



DRAFT

 City Limit



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2025

To amend By-law 270-2004, as amended

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

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

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

From:	To:
Agricultural (A)	Institutional One - Section XXXX (I1-XXXX) Open Space (OS)

(3) By adding thereto the following sections:

“XXXX The lands designated I1-XXXX on Schedule A to this by-law:

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

1) The purposes permitted in the Institutional One (I1) zone;
2) Gymnasium
3) Community Centre
4) Purposes accessory to the Place of Worship

XXXX.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Front Yard Depth	6.0 metres
------------------------------	------------

(2) Minimum Rear Yard Depth	77 metres
(3) Minimum Side Yard Depth	13.5 metres
(4) Maximum Building Height	3 storeys, but does not include the height of the Dome and Minarets
(5) Maximum Building Height of Dome and Minaret	24 metres
(6) Minimum Parking Spaces	141 spaces
(7) Maximum Gross Floor Area	3,400 square metres

XXXX.3 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 2) The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:
 - a. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to register an Environmental Easement Agreement on the remnant woodland to allow the City access and to monitor the natural heritage feature on the subject lands.
 - b. Prior to the lifting of the Holding (H) symbol, the owner shall provide off-site compensation planting on lands within the Humber Watershed in Brampton to create 0.422 hectares of woodland.

ENACTED and PASSED this _____ day of _____ , 2025.

Approved as to
form.

20__ / month / day

[insert name]

Approved as to
content.

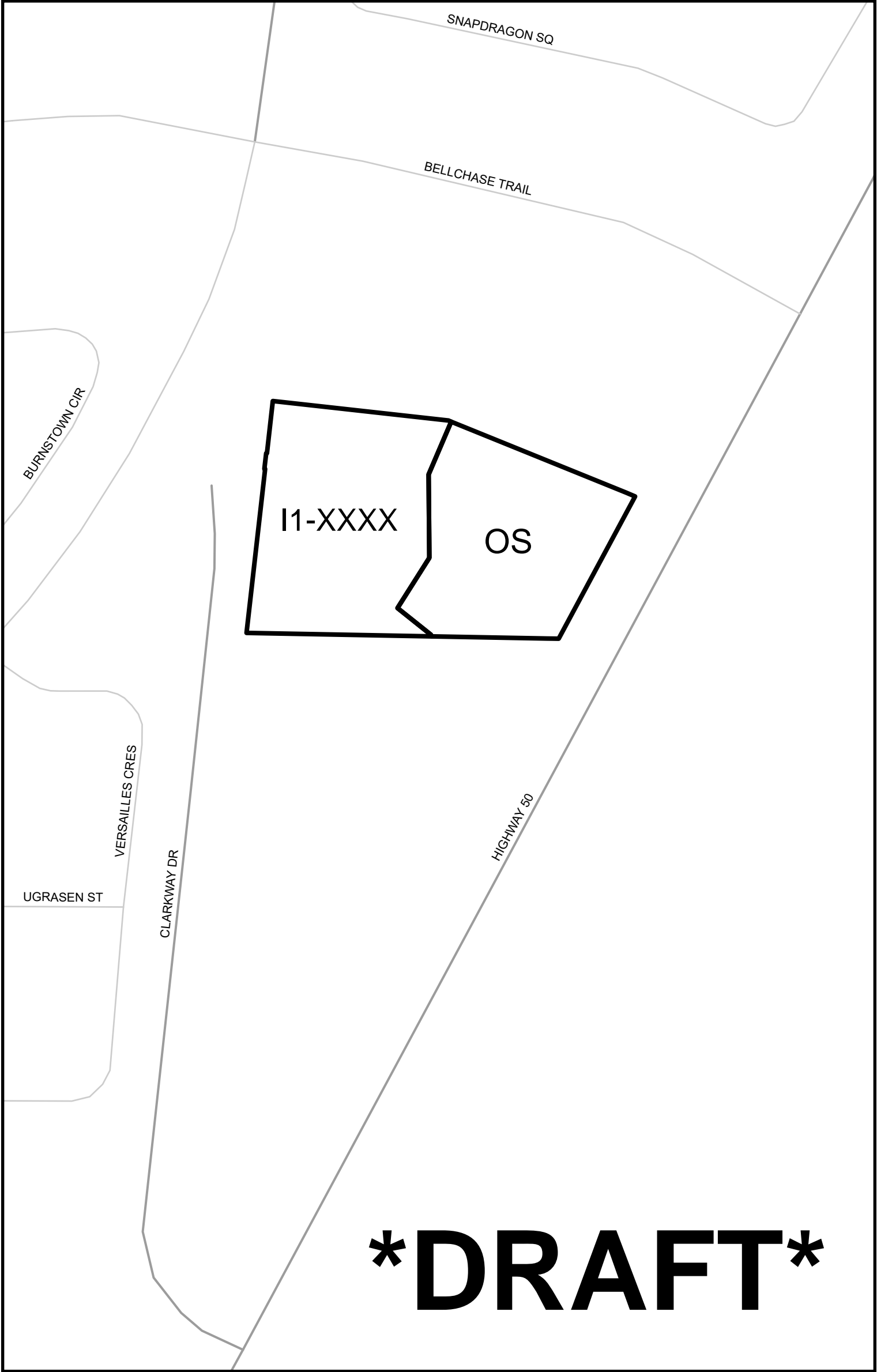
20__ / month / day

[insert name]

Patrick Brown, Mayor

Genevieve Scharback, City Clerk

DRAFT





DRAFT

 SUBJECT LANDS



Delegation Request

For Office Use Only:
Meeting Name:
Meeting Date:

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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:

[ZONING BY LAW OF BARIC](#)

Meeting Date Requested: [July 07, 2025, at 7pm](#) Agenda Item (if applicable): [OZS-2022-0019](#)

Name of Individual(s): [ABDUL GAFUR](#)

Position/Title: [DIRECTOR OF BRAMPTON AND REGIONAL ISLAMIC CENTRE \(BARIC\)](#)

Organization/Person being represented: [G-Force Urban Planners & Consultants](#)

Full Address for Contact:

[REDACTED ADDRESS]

Telephone:

[REDACTED TELEPHONE]

Email:

[REDACTED EMAIL]

Subject Matter to be Discussed: [Approval zoning By-LAW for Brampton and Regional Islamic Centre \(BARIC\) to build a Community Centre at 9445 Clarkway Drive , Brampton](#)

Request to Council/Committee: [We are living at East of Brampton where there is no Muslim Community Centre so we are depriving from Religious Practice. Therefore, our humble request to our Mayor, Councilors and City staffs to approve for building a community Centre at the above address](#)

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☒ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☒ Other: [writting](#)

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.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the City Clerk's Office, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2100, email: cityclerksoffice@brampton.ca.

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Meeting Date:

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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: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Abul Kalam Ansary

Position/Title:

Organization/Person
being represented:

Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Application to Amend the Official Plan and Zoning By-law
 (To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
 Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to
Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): AEYSHA AHMAD

Position/Title:

Organization/Person
being represented:

BRAMPTON AND REGIONAL ISLAMIC CENTER (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

- Application to Amend the Official Plan and Zoning By-Law
 - To accelerate development of new place of worship known as the BARIC Islamic Centre

Request to
Council/Committee:

- I'll be highly obliged with the approval of the application of Amend the Official Plan and Zoning By-Law
 - Requesting to build in a bigger set-up, needs your consideration and approval

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ 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:**

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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: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Rahmatullah Habib

Position/Title: Director

Organization/Person being represented: Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed: Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to Council/Committee: The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☒ Yes ☐ No

Presentation format: ☒ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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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: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Mohammed Haque

Position/Title:

Organization/Person being represented: Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law
 (To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
 Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to Council/Committee:

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Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Azeem Sheikh

Position/Title:

Organization/Person being represented: Brampton and Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law

Request to Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the application would be greatly appreciated so that our family can FINALLY spend time in a place of worship along with our growing community

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Rehana Sheikh

Position/Title:

Organization/Person being represented: Brampton and Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law

Request to Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the application would be greatly appreciated so that our family can FINALLY spend time in a place of worship along with our growing community

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Aadam Sheikh

Position/Title:

Organization/Person being represented: Brampton and Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law

Request to Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the application would be greatly appreciated so that our family can FINALLY spend time in a place of worship along with our growing community

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Mahmuda Khanam

Position/Title:

Organization/Person being represented: Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ RemoteA formal presentation will accompany my delegation: ☐ Yes ☐ NoPresentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
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Meeting: ☐ City Council ☒ Planning and Development Committee
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Rafi Ahmad

Position/Title:

Organization/Person
being represented:

Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to
Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Shahidul Sultan

Position/Title:

Organization/Person
being represented:

BARIC

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Application to amend the official plan and by law of BARIC (Brampton and Regional Islamic Centre) facilitate a new place of worship for Brampton East

Request to
Council/Committee:

A new place of worship is very important for the Muslim community. City approval for the application to amend the official plan and by law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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☐ Committee of Council ☐ Other Committee:[Planning and Development Committee](#)Meeting Date Requested: [July 7, 2025](#)

Agenda Item (if applicable):

Name of Individual(s): [Saira Sultan](#)

Position/Title:

Organization/Person
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:[Application to Amend the official plan and zoning by law \(to facilitate the development of a new place of worship known as the BARIC Islamic centre \(Brampton and Regional Islamic Centre\) G-force Urban planners and consultants](#)Request to
Council/Committee:[The proposed place of worship BARIC is very important for the community, approval of the application to amend the official plan and zoning by law would be greatly appreciated.](#)Attendance: ☐ In-person ☒ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ NoPresentation format: ☐ PowerPoint File (.ppt)☐ Adobe File or equivalent (.pdf)☐ Picture File (.jpg)☐ 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:**

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

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Md. Mukbul Bhuiyan

Position/Title:

Organization/Person
being represented:

Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to
Council/Committee:

The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation:

☐ Yes ☐ No

Presentation format:

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☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Nehal Ahmed

Position/Title:

Organization/Person being represented: Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed:

Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to Council/Committee:

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Attendance: ☒ In-person ☐ RemoteA formal presentation will accompany my delegation: ☐ Yes ☐ NoPresentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
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Meeting: ☐ City Council ☒ Planning and Development Committee
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: July 7th, 2025 7 pm Agenda Item (if applicable): OZS 2022 0019 ward 10 file no

Name of Individual(s): Vijay lad

Position/Title:

Organization/Person
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

City file # OZS 2022 0019 ward 10
9445 clarkway drive

Action
Requested:

Opposed the proposed changes to official plan and zoning by law

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg)

☐ Other:

Additional printed 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) 25 copies of 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.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



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: July 7, 2025 Agenda Item (if applicable): File #: OZS-2022-0019, ward 10

Name of Individual(s): Samira Abukar

Position/Title:

+Healthcare worker

Organization/Person
being represented:

Brampton and Regional Islamic Centre (BARIC) - Mosque

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

Application to amend the official plan and zoning by-law, BARIC, Ward 10- File#: OZS-2022-0019

Request to
Council/Committee:

Action requested is to strongly support the official plan and by-law amendment to build the BARIC centre

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☐ Yes ☒ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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

Meeting Date Requested:

Agenda Item (if applicable):

Name of Individual(s):

Dilip Ahir

Position/Title:

Organization/Person
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter
to be Discussed:

for Public Meeting: City File#: OZS-2022-0019 Ward 10 Zoning Amendment for 9445 Clarkway Drive

Request to
Council/Committee:

Attendance: ☐ In-person ☒ Remote

A formal presentation will accompany my delegation:

☐ Yes ☒ No

Presentation format:

☐ PowerPoint File (.ppt)

☐ Adobe File or equivalent (.pdf)

☐ Picture File (.jpg)

☐ Video File (.mp4)

☐ Other:

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

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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: July 7, 2025

Agenda Item (if applicable):

Name of Individual(s): Ibrahim Ali

Position/Title:

Organization/Person being represented: Brampton And Regional Islamic Centre (BARIC)

Full Address for Contact:

Telephone:

Email:

Subject Matter to be Discussed: Application to Amend the Official Plan and Zoning By-law
(To facilitate the development of a new Place of Worship, known as the BARIC Islamic Centre)
Brampton and Regional Islamic Centre (BARIC) – G-Force Urban Planners & Consultants

Request to Council/Committee: The proposed Place of Worship (BARIC) is very important for the community. Your approval of the Application to Amend the Official Plan and Zoning By-law would be greatly appreciated.

Attendance: ☒ In-person ☐ Remote

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.mp4)

☐ Other:

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

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Minutes

Active Transportation Advisory Committee

The Corporation of the City of Brampton

Tuesday, June 10, 2025

Members Present: Stephen Laidlaw (Co-Chair)
Lisa Stokes (Co-Chair)
Alina Grzejszczak
Dayle Laing
Barry Lavallee
Steven Lee
Regional Councillor Rowena Santos (arrived at 7:06 p.m.)

Members Absent: Cindy Evans

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
Sara Cullen, Transportation Planner, Planning, Building and
Growth Management
Tammi Jackson, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:03 p.m. and adjourned at 8:50 p.m.

2. **Approval of Agenda**

The following motion was considered.

ATC016-2025

That the agenda for the Active Transportation Advisory Committee Meeting of June 10, 2025, be approved, as amended:

To Add:

7.5 - Verbal Update from Stephen Laidlaw, Co-Chair, re: Citizen Appointments to the Active Transportation Advisory Committee.

To vary the order:

To deal with Item 5.2 before Item 5.1.

Carried

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

Nil

4. **Previous Minutes**

4.1 Minutes - Active Transportation Advisory Committee - April 8, 2025

The minutes were considered by Planning and Development Committee on May 12, 2025, and were approved by Council on May 14, 2025. The minutes were provided for Committee's information.

5. **Presentations / Delegations**

5.1 Presentation by Stephen Laidlaw, Co-Chair, re: The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility

Stephen Laidlaw, Co-Chair, provided an overview of The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility and responded to questions and clarification from Committee.

Committee discussion included the following:

- Inquiry regarding what evidence or research the Ministry of Transportation has to justify the law as necessary or safe.
- Expressed concerns regarding the lack of available statistics related to the law
- Concerns regarding the law being applied the law uniformly to all types of vehicles.
- Clarification questions regarding how the law applies to child passengers.

The following motion was considered.

ATC017-2025

1. That the presentation from Stephen Laidlaw, Co-chair, re: **The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received; and,
2. That the Active Transportation Advisory Committee supports the rewording of Section 38(2) of the OHTA and work with Jamie Stuckless of Stuckless Consulting Incorporated to assist with the rewording.

Carried

5.2 Presentation by Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, re: Howden Boulevard Bike Lanes Alternatives

Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, provided an overview of Howden Boulevard Bike Lanes Alternatives and responded to questions of clarification from Committee.

Committee discussion included the following:

- Clarification on the use of automatic speed cameras in four-lane community safety zones near schools.
- Suggestions to improve renderings by including bikes and curb cuts.

- Committee questioned the basis for traffic improvements and requested speed data and visual graphs to support a “road diet” narrative.
- Recommendation to convert charts to graphs for better public and Council understanding.
- Comments that Option 3 is the most balanced in terms of traffic, pedestrian, and cyclist needs, while minimizing tree removal.
- Safety concerns raised about drivers only checking for pedestrians when making right turns, potentially conflicting with cyclists using multi-use paths.
- Clarification requested on sidewalk and path transitions in Option 1A.
- Inquiry regarding the current Multi-Modal Level of Service rating and whether a study was conducted; staff confirmed a Level D rating for cars.
- Question regarding signalized crossings in Option 1A; staff confirmed use of existing signals and a future pedestrian crossover between Horton Crescent and Hedgeson Court.
- Clarification on whether lighting is included in cost estimates; staff confirmed high-level costs only (facilities, signage, markings, tree/pole conflicts).
- Clarification regarding traffic data sufficiency for the Charolais Boulevard area.

The following motion was considered.

ATC018-2025

That the presentation from Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, re: **Howden Boulevard Bike Lanes Alternatives**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received

Carried

6. Reports / Updates

Nil

7. Other / New Business / Information Items

7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - May 13, 2025

The following motion was considered.

ATC019-2025

That the **Active Transportation Advisory Committee Sub-Committee Minutes of May 13, 2025**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received.

Carried

7.2 Discussion at the request of Lisa Stokes, Co-Chair, re: 2025 Planned Curb Cuts

Lisa Stokes, Co-Chair, acknowledged that staff provided the updated list for the 2025 Planned Curb Cuts and asked questions regarding the process and timeline for submitting suggestions for 2026 curb cuts.

Staff advised that submissions should be submitted to staff by the end of December 2025.

7.3 Discussion at the request of Lisa Stokes, Co-Chair, re: Concerns Regarding Curb Cut Rules in New Subdivisions

Lisa Stokes, Co-Chair, advised that she was contacted by a member of the Brampton Cycling Club regarding the neighbourhood between Countryside Drive and Mayfield Road and Fernforest Drive to Bramalea Road. Ms. Stokes advised that the neighbourhood referenced is a new development and that high curbs were being installed at a recreational trail and entrances to parks.

In addition, staff advised that the development areas are planned and approved five to ten years before construction begins, and that the planned curbs for the area are approved under the existing by-law at the time of approval. Ms. Stokes indicated that the curbs being installed will need to be added to the “fix it program” list.

Ms. Stokes asked staff if there was a way to go back to review previously approved plans, prior to construction beginning for new developments, to make the necessary amendments for curb cuts to ensure the approvals fall under the most current by-law.

Staff advised that in older subdivisions, drawings often lack adequate curb cuts, and retroactive changes are typically cost-prohibitive. In newer or unconstructed subdivisions, efforts are being made to include trail crossings and pedestrian crossovers where possible. Technical and safety constraints may still limit implementation in some cases.

7.4 Discussion at the request of Stephen Laidlaw, Co-Chair, re: The City of Brampton's Enforcement and By-law Services Strategy for 2025 Regarding Ticketing Vehicles Parking in Bike Lanes

Stephen Laidlaw, Co-Chair, asked staff for an update regarding the Enforcement and By-law Services strategy for 2025 with respect to ticketing vehicles parked in bike lanes. Mr. Laidlaw inquired whether more officers would result in targeted enforcement or additional warnings for repeat offenders.

Staff advised that correspondence was provided by Peter Bryson, Supervisor of Enforcement and By-law Services, with updates regarding the inquiry. The correspondence was read aloud to Committee, and noted that Enforcement has received 46,597 parking-related requests for service, of which 104 complaints were for vehicles parked in Bicycle lanes. Thus far, 42 penalty notices have been issued. Enforcement's strategy for 2025 is to enforce parking restrictions in Designated Bicycle Lanes both as a result of public complaints and to enforce the restrictions proactively. In addition, the Enforcement and Bylaw Services has relaunched its Bike Unit, which came into effect on June 2, 2025.

7.5 Discussion at the request of Stephen Laidlaw, Co-Chairs, re: Citizen Appointments to the Active Transportation Advisory Committee

Stephen Laidlaw, Co-Chair, noted that the Committee's membership of the Committee is below the minimum set out in the Terms of Reference, and asked Clerk's staff for clarification.

Tammi Jackson, Legislative Coordinator, confirmed limited appointments to three specific advisory committees is currently underway, but the Active Transportation Advisory Committee was not selected. Ms. Jackson noted that she was unable to provide further comment regarding the deliberations of the Citizen Appointments Committee.

Dayle Laing, Citizen Member, expressed concerns with the decision and noted that a request for additional members was brought forward a year ago. Ms. Laing also noted that the Active Transportation Advisory Committee organizes and

implements numerous community rides in addition to the scope of work undertaken at the Committee meetings. Ms. Laing advised that the Committee is at a severe disadvantage due to the lack of members with respect to the ongoing work of the Committee.

Barry Lavelle, Citizen Member, requested that Council provide a rationale regarding the decision not to appoint additional members.

Councillor Santos clarified she does not sit on the Appointments Committee but recommended an email be sent to the Chair, Vice Chair, City Clerk, Deputy Clerk, and Mayor Brown expressing concerns and to request reconsideration.

8. Correspondence

Nil

9. Question Period

Nil

10. Public Question Period

David Laing, Brampton Resident, asked whether or not the Multi-Modal Level of Service could incorporate a chart that includes the prioritization of cyclists and vehicles, as there may be questions with respect to why cycling appears to be prioritized over vehicles. In addition, Mr. Laing suggested that the charts include a preamble explaining that the prioritization is based on policy documents (such as the Active Transportation Master Plan).

In response to Mr. Laing's question, staff confirmed that public materials will include introductory notes to explain the policy context and rationale behind the analysis.

11. Adjournment

The following motion was considered.

ATC020-2025

That the Active Transportation Advisory Committee do now adjourn to meet again on Tuesday, August 12, 2025, at 7:00 p.m. or at the call of the Chair.

Carried

Steven Laidlaw (Co-Chair)

Lisa Stokes (Co-Chair)



Minutes

Brampton Heritage Board

The Corporation of the City of Brampton

Tuesday, June 17, 2025

Members Present: Stephen Collie (Co-Chair)
Nick Craniotis
Roy de Lima
Sharron Goodfellow
Hunyah Irfan (left at 7:31 p.m.)
Dian Landurie
Christiana Nuamah
Paul Willoughby
Regional Councillor P. Vicente - Wards 1 and 5

Members Absent: Douglas McLeod (Co-Chair)
Naveed Suleman
Rajesh Vashisth

Staff Present: Charlton Carscallen, Principal Planner/Supervisor, Planning,
Building and Growth Management
Arpita Jambekar, Heritage Planner, Planning, Building and
Growth Management
Tom Tran, Heritage Planner, Planning, Building and Growth
Management
Chandra Urquhart, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:05 p.m. and adjourned at 8:32 p.m.

2. **Approval of Agenda**

The following motion was considered:

HB025-2025

That the agenda for the Brampton Heritage Board meeting of June 17, 2025, be approved as published and circulated.

Carried

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

Paul Willougby, Member, declared a conflict of interest with respect to item 9.3 - Heritage Grant Application, 44 Church Street East – Ward 1 as he works at St. Andrews Presbyterian Church which is located on the site.

4. **Previous Minutes**

4.1 Minutes - Brampton Heritage Board - May 20, 2025

The minutes of the Brampton Heritage Board meeting of May 20 2025, were approved by Council on May 28, 2025, and provided to the Board for information.

5. **Consent**

Nil

6. **Presentations\Delegations**

6.1 Delegation by Vanessa Hicks, Associate/Heritage Planner, MHBC , on behalf of Prologis, re: Demolition Permit - 10980 Hwy 50, Brampton

Vanessa Hicks, Associate/Heritage Planner, MHBC, on behalf of Prologis, provided a presentation entitled, 'Demolition Permit - 10980 Hwy 50, Brampton', noting support of the staff report and recommendations therein. The following was highlighted:

- Location and description of site
- Background

- HIA Summary (2025)
- Identified Attributes & Condition
- Summary & Next Steps

Item 9.3 was brought forward and dealt with at this time.

Tom Tran, Heritage Planner, provided an overview of the report on the Heritage Impact Assessment (HIA) for 10980 Highway 50, noting that the property was listed in the Municipal Register of Cultural Heritage Resources in 2005, and acquired as part of a larger commercial development proposal. An HIA was prepared and it was determined that the building was structurally compromised, could not be repaired, relocated or retained, and that a documentation, salvage and commemoration plan will be required prior to a demolition permit being issued.

Staff and the delegation responded to questions and comments regarding the commemoration plan, noting that salvaged materials, such as, windows, bricks, and beams, would be utilized wherever they can be reused.

The following motion was considered:

HB026-2025

1. That the report from Tom Tran, Heritage Planner, Integrated City Planning, to the Brampton Heritage Board meeting of June 17, 2025, re: **Heritage Impact Assessments, 10980 Highway 50 – Ward 10**, be received;
2. That the following conclusion of the Heritage Impact Assessment prepared by ASI dated September 2021 be received:
 - I. The property is determined to have met five out of nine criteria of O. Reg. 9/06 in design/physical value, historical/associative and contextual value, and therefore has cultural heritage value or interest (CHVI);
3. That the following recommendations from the Scoped Heritage Impact Assessment prepared by MHBC dated June 2025 be received and followed:
 - I. That structural condition report prepared by TACOMA Engineers (See Appendix C) has concluded that the retention and conservation of the building is not recommended given that it has been structurally compromised, and its retention is not feasible and safe;
 - II. That all existing features will be removed as part of the development;

III. That a Documentation & Salvage Report and Commemoration Plan be prepared according to the City's Terms of Reference as conditions of the Site Plan Approval and prior to issuance of the Demolition Permit.

IV. That the commemoration plan includes creative design and landscaping options to best honour the heritage resources being impacted and that the salvaged materials be incorporated into commemorative feature(s) on-site to the greatest extent feasible; and,

4. That the delegation by Vanessa Hicks, Associate/Heritage Planner, MHBC, on behalf of Prologis, to the Brampton Heritage Board meeting of June 17, 2025, re: **Demolition Permit - 10980 Hwy 50, Brampton**, be received.

Carried

7. **Sub-Committees**

Nil

8. **Designation Program**

Nil

9. **Heritage Impact Assessment (HIA)**

9.1 Report by Arpita Jambekar, Heritage Planner, re: Cultural Heritage Evaluation for 47 and 51 Queen Street East - Ward 3

Arpita Jambekar, Heritage Planner, provided an overview of the subject report, noting that the owner has inquired about the amalgamation of 47 and 51 Queen Street for the purpose of developing a mixed-use building for residential and commercial uses. A pre-consultation development application was submitted to the City for review. This process required a Cultural Heritage Evaluation Report (CHER) of both properties to determine the potential heritage significance as they are listed in the Municipal Register of Cultural Heritage Resources. The evaluation recommended that the properties were historically significant, and a commemoration plan and Heritage Impact Assessment should be prepared.

The following motion was considered:

HB027-2025

1. That the report from Arpita Jambekar, Heritage Planner, Integrated City Planning, to the Brampton Heritage Board meeting of June 17, 2025, re: **Cultural Heritage Evaluation for 47 and 51 Queen Street East - Ward 3**, be received;

2. That the Cultural Heritage Evaluation Report for 47 and 51 Queen Street East dated May 15th, 2025 prepared by Richard Collins be deemed complete;
3. That the following recommendations as per the Cultural Heritage Evaluation Report for 47 and 51 Queen St East be received:
 - I. That the property at 51 Queen Street East is deemed to have met seven criteria under O. Reg. 9/06 (criteria 1, 2, 3, 4, 6, 7, and 8) for design/physical value, historical value and contextual value, and merits designation under the terms of Part IV of the Ontario Heritage Act. The CHER recommends protection for 51 Queen Street East through conservation of the building in situ.
 - II. That although much of the original fabric of 47 Queen Street East has been lost or altered, the property remains historically significant, and a Heritage Commemoration Plan shall be prepared for the property.
4. That in anticipation of the proposed redevelopment, the design proposal shall be cohesively developed by preserving the identified cultural heritage attributes of 51 Queen Street East and by complementing the property's architectural characteristics.
5. That a Heritage Impact Assessment be prepared for 47 and 51 Queen Street East to determine impacts of the proposed development on the identified cultural heritage attributes of both the properties and propose mitigation measures to be incorporated within the proposed development.

Carried

9.2 Report by Arpita Jambekar, Heritage Planner, re: Heritage Impact Assessment for 48 and 52 Main Street North Properties - Ward 1

Arpita Jambekar, Heritage Planner, provided an overview of the Heritage Impact Assessment (HIA) for the properties located at 48 and 52 Main Street North, noting that the City intends to redevelop several buildings on Main Street North as part of the downtown revitalization project. The City now owns the subject properties which will be added to the list of properties intended for demolition and future development. An HIA was requested by City staff to assess and evaluate the heritage attributes of the properties, impacts of demolition, propose mitigation measures and options to preserve the heritage attributes. When the design of the proposed development is finalized, a further addendum to the HIA will be required.

Board comments included a reference to the overall redevelopment of Main Street North, noting that names were etched on one of the walls of the 'bike shop' business, and questioned whether that piece of the wall may be salvaged. Staff advised that they will look into this further, however, it was their understanding that demolition was beginning the next day.

The following motion was considered:

HB028-2025

1. That the report from Arpita Jambekar, Heritage Planner, to the Brampton Heritage Board meeting of July 17, 2025, re: **Heritage Impact Assessment for 48 and 52 Main Street North Properties - Ward 1**, be received;
2. That the following recommendations per the Heritage Impact Assessment Addendum by LHC Heritage Planning & Archaeology Inc. be followed:
 - I. Provisional proposed development alternatives and mitigation measures are presented in the HIA report. They are intended to inform the design of the forthcoming development and should be considered to help mitigate possible impacts to the properties' heritage attributes. Detailed mitigation strategies shall be developed upon finalization of the design for the proposed development.
3. That regardless of which development options is selected, a documentary record of the buildings on the properties should be prepared;
4. That as demolition is the approved alternative by City Council, the properties shall be included in the Documentation and Salvage Plan for properties at 30-60 Main Street North. Commemoration through City's plaque program should also be considered; and
5. That when the design of the proposed development is finalized, an addendum to this HIA should be prepared to address any additional impacts and to clarify proposed alternatives, mitigation, and next steps.

Carried

- 9.3 Report by Tom Tran, Heritage Planner, re: Heritage Impact Assessments, 10980 Highway 50 – Ward 10

Dealt with under Item 6.1, Recommendation HB026-2025

10. Correspondence

Nil

11. Other/New Business

11.1 Report by Tom Tran, Heritage Planner, re: Documentation and Salvage Plan and Delisting, 11185 Airport Road – Ward 10

Tom Tran, Heritage Planner, provided an overview of the subject report for the property at 11185 Airport Road, noting that Council previously approved the delisting of the property from the Brampton Heritage Register. Delisting would allow for the partial disassembling and reassembling of the property to facilitate the next steps of the commemoration and conservation plan, which is currently being reviewed by staff.

The following motion was considered:

HB029-2025

1. That the report from Tom Tran, Heritage Planner, Integrated City Planning, to the Brampton Heritage Board Meeting of June 17th, 2025, re:
Recommendation Report: Documentation & Salvage Plan and Delisting, 11185 Airport Road – Ward 10 be received;
2. That the Documentation & Salvage Plan, 11185 Airport Road prepared by WSP in May 2025 be deemed complete;
3. That the following recommendations as per the Documentation & Salvage Plan, 11185 Airport Road be received and followed:
 - I. A qualified contractor with expertise in salvage of heritage materials should be contracted to salvage the identified building materials in accordance with guidance taken from Canada's Historic Places' Standards and Guidelines for the Conservation of Historic Places in Canada.
 - II. Salvage contract documents for the property should include information regarding its CHVI specifically the list of heritage attributes, measured drawings, photographs, and a plan for salvaging material.
 - III. Exterior bricks should be extracted in a way that ensures they will not be irreparably damaged.
 - IV. Salvaged items are recommended to be stored in a sheltered place, protected from water and temperature fluctuations.
 - V. Incorporation of salvaged materials into a proposed seating area should be accompanied by interpretation, so residents and visitors can understand the provenance of the materials.

VI. An inventory of salvaged bricks is recommended to be prepared by the contractor at site during salvage using the template included in (APPENDIX C) and is to be provided to the City and the storage location.

4. That the property 11185 Airport Road be removed from the Brampton Heritage Register to facilitate the disassembly, salvage, partial reassembly and commemoration of the historic farmhouse.

Carried

11.2 Report by Johanna Keus, Assistant Heritage Planner, re: Heritage Grant Application, 44 Church Street East – Ward 1

Charlton Carscallen, provided an overview of the subject report on 44 Church Street East, noting that it is the site of the St. Andrews Presbyterian Church which was designated in 1989. Work is required on the restoration, conservation, repair and maintenance of the church and to facilitate this, an application request was submitted for the Paul Willoughby Incentive Grant.

The following motion was considered:

HB030-2025

1. That the report from Johanna Keus, Assistant Heritage Planner, Integrated City Planning, to the Brampton Heritage Board Meeting of June 17, 2025, re: **Heritage Grant Application, 44 Church Street East – Ward 1**, be received; and,

2. That the Paul Willoughby Heritage Incentive Grant application for the repair and restoration of existing woodwork and glazing repairs on windows of the exterior of St. Andrews Presbyterian Church located at 44 Church Street East be approved, to a maximum of \$10,000.00.

Carried

12. **Current Heritage Issues**

Charlton Carscallen, Principal Planner/Supervisor, provided an update on heritage matters which the following:

- The need for increased public engagement with respect to the conservation and preservation of heritage properties, given the period of

intensive redevelopment currently underway especially in Downtown Brampton

- Status on the update of the Heritage Register
 - a review of all listed properties followed by a decision on properties to be designated
 - removal of properties from the Register for five year that are not considered for designation
 - consultant has been hired to assist with this project and completion is anticipated in December 2026
 - an outreach event is scheduled for September 2025 at the Rose Theatre
- Heritage staff was present at the opening of Farmers' Market to undertake outreach
 - Staff will continue public outreach at the market during and the months of July and September
- Three questions were prepared for residents who attended a public engagement event to provide feedback along with a survey that was available online
- Heritage buildings are located throughout the City, however the greatest concentration is located Downtown
- The Cultural Heritage Management Plan being prepared will address heritage throughout the entire City and will be viewed as an overall heritage strategy
- The Archaeological Management Plan was completed and presented to Council for endorsement

In response to a question, staff advise that a link to the open house posted on the website will be emailed to members.

13. Referred/Deferred Items

Nil

14. Information Items

Nil

15. **Question Period**

Nil

16. **Public Question Period**

Nil

17. **Closed Session**

18. **Adjournment**

The following motion was considered:

HB031-2025

That Brampton Heritage Board do now adjourn to meet again on Tuesday, July 15, 2025 at 7:00 p.m.

Carried

Douglas McLeod (Co-Chair)

Stephen Collie (Co-Chair)