



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

**Date:** Monday, March 8, 2021  
**Time:** 7:00 p.m.  
**Location:** Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting  
**Members:** Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
City Councillor D. Whillans - Wards 2 and 6  
Regional Councillor M. Palleschi - Wards 2 and 6  
City Councillor J. Bowman - Wards 3 and 4  
City Councillor C. Williams - Wards 7 and 8  
City Councillor H. Singh - Wards 9 and 10  
Regional Councillor G. Dhillon - Wards 9 and 10  
Mayor Patrick Brown (ex officio)

NOTICE: In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requiring physical distancing, in-person attendance at Council and Committee meetings will be limited to Members of Council and essential City staff only. Public attendance at meetings is currently restricted. It is strongly recommended that all persons continue to observe meetings online or participate remotely.

For inquiries about this agenda, please contact: Shauna Danton, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130, or email [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)



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1. Call to Order

2. Approval of Agenda

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

4. Consent Motion

In keeping with Council Resolution C019-2021, agenda items will no longer be pre-marked for Consent Motion approval. The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

- 5.1. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of two low-rise commercial buildings) - KLM Planning Partners Inc. - Lebosco Developments Inc. - File OZS-2020-0027

Location: 10808 Airport Road - Ward 4

Staff presentation by Daniel Watchorn, Development Planner, Planning, Building and Economic Development

- 5.2. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034

Location: 1030 Queen Street West - Ward 5

Staff presentation by Himanshu Katyal, Development Planner, Planning, Building and Economic Development

See Item 11.2



- 5.3. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038

Location: 2247, 2257 and 2271 Mayfield Road - Ward 6

Staff presentation by Himanshu Katyal, Development Planner, Planning, Building and Economic Development

See Item 11.3

**6. Public Delegations (5 minutes maximum)**

- 6.1. Possible delegations re: Site Specific Amendment to the Sign By-law 399-2002, as amended - 2499511 Ontario Inc. - 8177 Torbram Road - Ward 8

Note: public notice regarding this item was published on the City's website on February 25, 2021

See Item 7.1

- 6.2. Delegations re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008:

1. Tony Moracci, Brampton resident

2. Azad Goyat, Brampton resident

See Items 7.2 and 11.1

**7. Staff Presentations and Planning Reports**

- 7.1. Staff report re: Site Specific Amendment to the Sign By-Law 399-2002, as amended - 2499511 Ontario Inc. - 8177 Torbram Road – Ward 8

Note: public notice regarding this matter was published on the City's website on February 25, 2021

*Recommendation*

See Item 6.1



- 7.2. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008

Location: 1965-1975 Cottrelle Blvd. - Ward 6

*Recommendation*

See Items 6.2 and 11.1

**8. Committee Minutes**

- 8.1. Minutes - Cycling Advisory Committee - February 16, 2021

**9. Other Business/New Business**

**10. Referred/Deferred Matters**

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

**11. Correspondence**

- 11.1. Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit multiple residential buildings and an office development) - Jindal Developments Ltd. - GeForce Planners - Jindal Developments Inc. - File C08E08.008:

1. Tony Moracci, Brampton resident, dated February 20, 2021

See Items 6.2 and 7.2

- 11.2. Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of a 15-storey residential apartment building) - Glen Schnarr & Associates Inc. - 12148048 Canada Inc./Umbria Developers Inc. - File OZS-2020-0034:

1. Cathy Jazokas, Brampton resident, dated February 15, 2021

2. Gayle Marks, Brampton resident, dated February 18, 2021

See Item 5.2



- 11.3. Correspondence re: Application to Amend the Official Plan and Zoning By-law (to permit the development of an eight-storey retirement residence building) - Glen Schnarr & Associates Inc. - IMJ Keystone Holdings Inc. - File OZS-2020-0038

1. Rana Suhail, Brampton resident, dated February 23, 2021
2. Shagufta Suhail, Brampton resident, dated February 23, 2021

See Item 5.3

12. **Councillor Question Period**

13. **Public Question Period**

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

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

14. **Closed Session**

15. **Adjournment**

Next Regular Meeting: Monday, March 22, 2021, at 1:00 p.m.



**Date:** 2021-02-12

**Subject:** **OZS-2020-0027, 10808 Airport Road**

**Secondary Title: INFORMATION REPORT**

Application to Amend the Official Plan and Zoning By-law  
(*To permit the development of a new multi building commercial development*)

KLM Planning Partners Inc – Lebosco Developments Inc.  
10808 Airport Road (N-W Corner of Airport Rd and Yellow Avens Blvd)  
Ward: 10

**Contact:** Daniel Watchorn, Development Planner, Development Services,  
[Daniel.watchorn@brampton.ca](mailto:Daniel.watchorn@brampton.ca) 905-874-2953, and  
Steve Ganesh, Manager, Development Services,  
[steve.ganesh@brampton.ca](mailto:steve.ganesh@brampton.ca) 905-874-2089

**Report Number:** Planning, Bld & Ec Dev-2021-109

**Recommendations:**

1. **THAT** the report titled: **Information Report: Application to Amend the Official Plan and Zoning By-law – KLM Planning Partners Inc. – Lebosco Developments Inc. - 10808 Airport Road (N-W Corner of Airport Rd and Yellow Avens Blvd) – Ward 4 (Planning Building and Economic Development-2021-109 and City File OZS-2020-0027)**, to the Planning and Development Committee Meeting of March 8, 2021, be received; and
2. **THAT** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

**Overview:**

- **The applicant proposes to develop the lands with two (2) low rise commercial buildings.**
- **The proposed combined GFA is 742.30 m<sup>2</sup>, with one building being 519.15m<sup>2</sup> and the other being 223.15m<sup>2</sup>. 46 parking spaces are proposed.**



- The property is designated “Residential” in the Official Plan and “Highway Commercial” in the Springdale Secondary Plan (SPA 2). An Amendment to the Official Plan and Secondary Plan is required in order to permit Convenience Commercial uses.
- The property is zoned “Highway Commercial 2 – Section 1399 (HC2-1399)” by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to implement the proposal.
- This Information Report and the associated public meeting facilitate compliance with the “A Well-run City (Good Government)” Term of Council Priority with respect to encouraging public participation by actively engaging the community, and by meeting the legislated requirements as outlined in the *Planning Act*.

### **Background:**

The lands subject to this application are located at 10808 Airport Road, the North West corner of the intersection of Airport Road and Yellow Avens Boulevard. This application was received on September 29, 2020. It has been reviewed for completeness and was found to be complete in accordance with Section 22(6.1) and Section 34(10.4) of the *Planning Act* on December 17, 2020.

### **Current Situation:**

#### Proposal (Refer to Appendix 1):

The application proposes an amendment to the Official Plan and Zoning By-law. Details of the proposal are as follows:

- Two (2) low-rise commercial buildings;
- Combined GFA is 742.30 m<sup>2</sup>, with one building being 519.15m<sup>2</sup> and the other being 223.15m<sup>2</sup>;
- 46 parking spaces; and
- Proposed uses include a day nursery and convenience restaurant with a drive through.

#### Property Description and Surrounding Land Use (Refer to Appendix 2):

- is municipally known as 10808 Airport Road;
- has a total site area of approximately 0.45 hectares;



- has a frontage of approximately 37.42 metres along Airport Road;
- is currently vacant land.

The surrounding land uses are described as follows:

North: Low-Rise residential;

East: Airport Road, and further to the East is low-rise residential;

South: Small convenience retail uses;

West: Low-rise residential and the Odum Valley

### Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. At this time, staff have noted the following specific considerations that will need to be addressed as part of the comprehensive analysis in addition to the general assessment of the appropriateness of the proposed land use and its impact on the surrounding area:

- Impact of the proposed land use on the neighbouring residential uses;
- How best to integrate the development with the existing transportation network and ensure that all transportation modes (walking, cycling, driving, public transit) can conveniently and safely access the site;
- All environmental matters to be addressed to ensure the lands are developed safely; and
- Desirability of adding a drive through to the site.

Further details on this application can be found in the Information Summary contained in Appendix 8. The future Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

### Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on December 18, 2020 and January 11, 2021, and property owners within 240 metres of the subject lands on February 11, 2021 as per *Planning Act* requirements. A notice of public meeting was also posted in the Brampton Guardian Newspaper. This report, along with the complete application requirements, including studies, has been posted to the City's website.



**Corporate Implications:****Financial Implications:**

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

**Other Implications:**

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

**Term of Council Priorities:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-run City (Good Government)” priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

**Living the Mosaic – 2040 Vision**

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

**Conclusion:**

Appropriate information and background studies have been received in order to hold a Statutory Public Meeting in compliance with the requirements of the *Planning Act*. A future Recommendation Report will detail a complete technical analysis and assess the planning merits of this application to amend the Zoning By-law.

Authored by:

Reviewed by:

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Daniel Watchorn, MCIP, RPP  
Development Planner III

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Allan Parsons, MCIP, RPP  
Director, Development Services

Approved by:

Submitted by:

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Richard Forward, MBA, M.Sc., P.Eng  
Commissioner, Planning, Building and  
Economic Development

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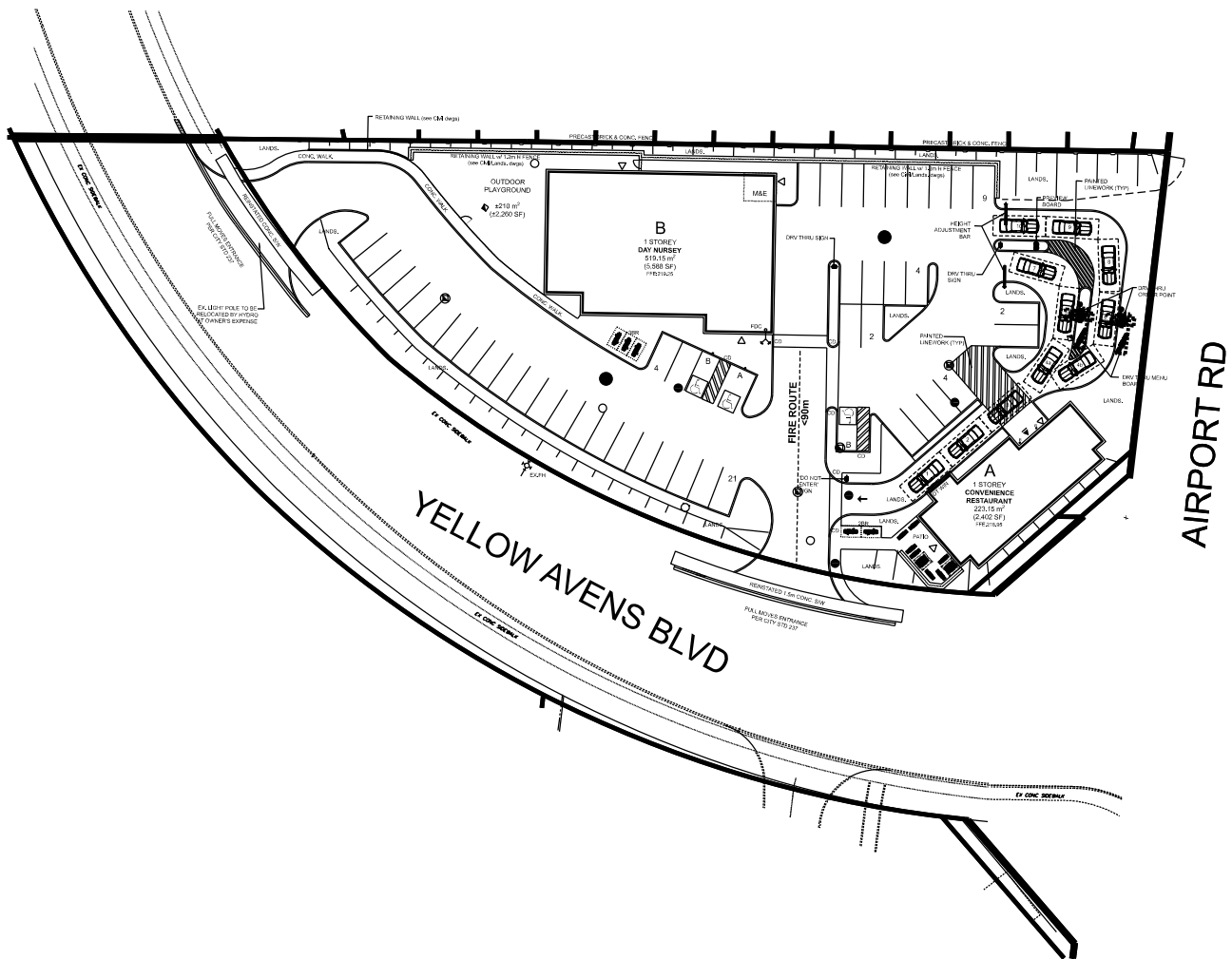
David Barrick  
Chief Administrative Officer



**Attachments:**

Appendix 1: Concept Plan  
Appendix 2: Location Map  
Appendix 3: Official Plan Designations  
Appendix 4: Secondary Plan Designations  
Appendix 5: Zoning Designations  
Appendix 6: Aerial and Existing Land Uses  
Appendix 7: Heritage Resources  
Appendix 8: Information Summary





**BRAMPTON**  
FlowerCity  
PLANNING AND DEVELOPMENT SERVICES



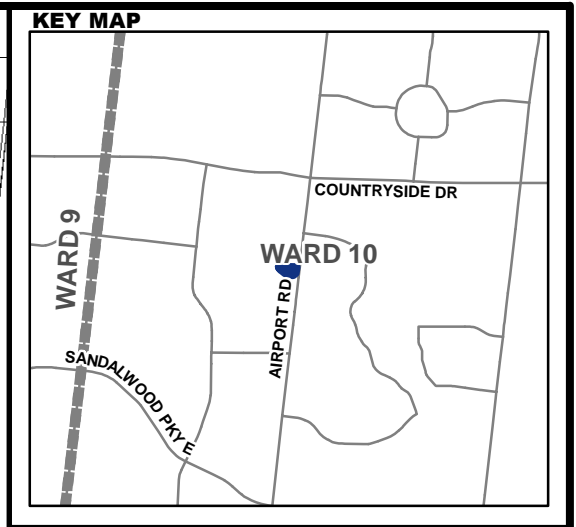
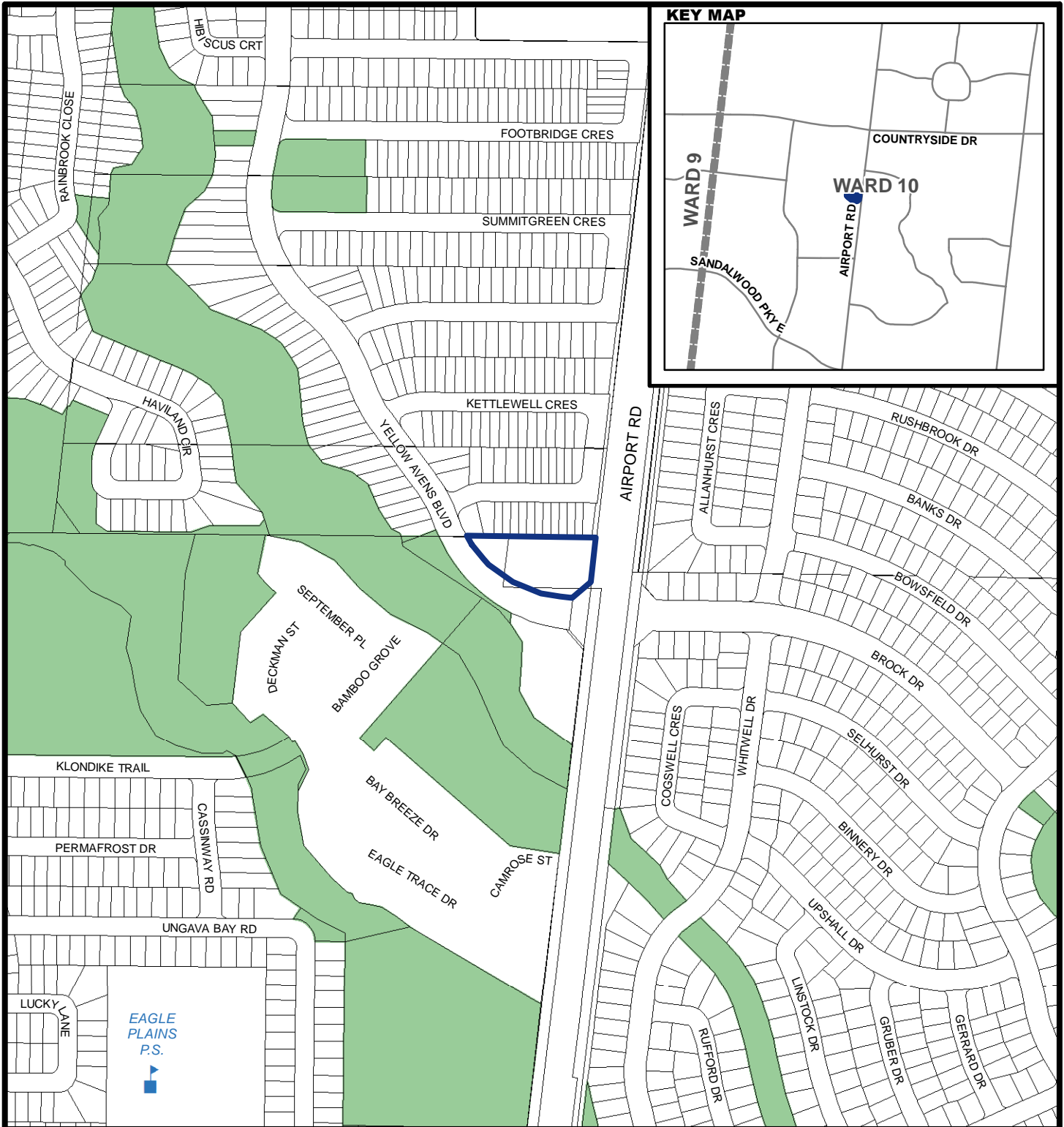
**APPENDIX 1**  
**CONCEPT SITE PLAN**  
**METRUS PROPERTIES**  
**LEBOSCO DEVELOPMENTS INC.**

CITY FILE: OZS-2020-0027

Date: 2021 01 18

Drawn By: CJK

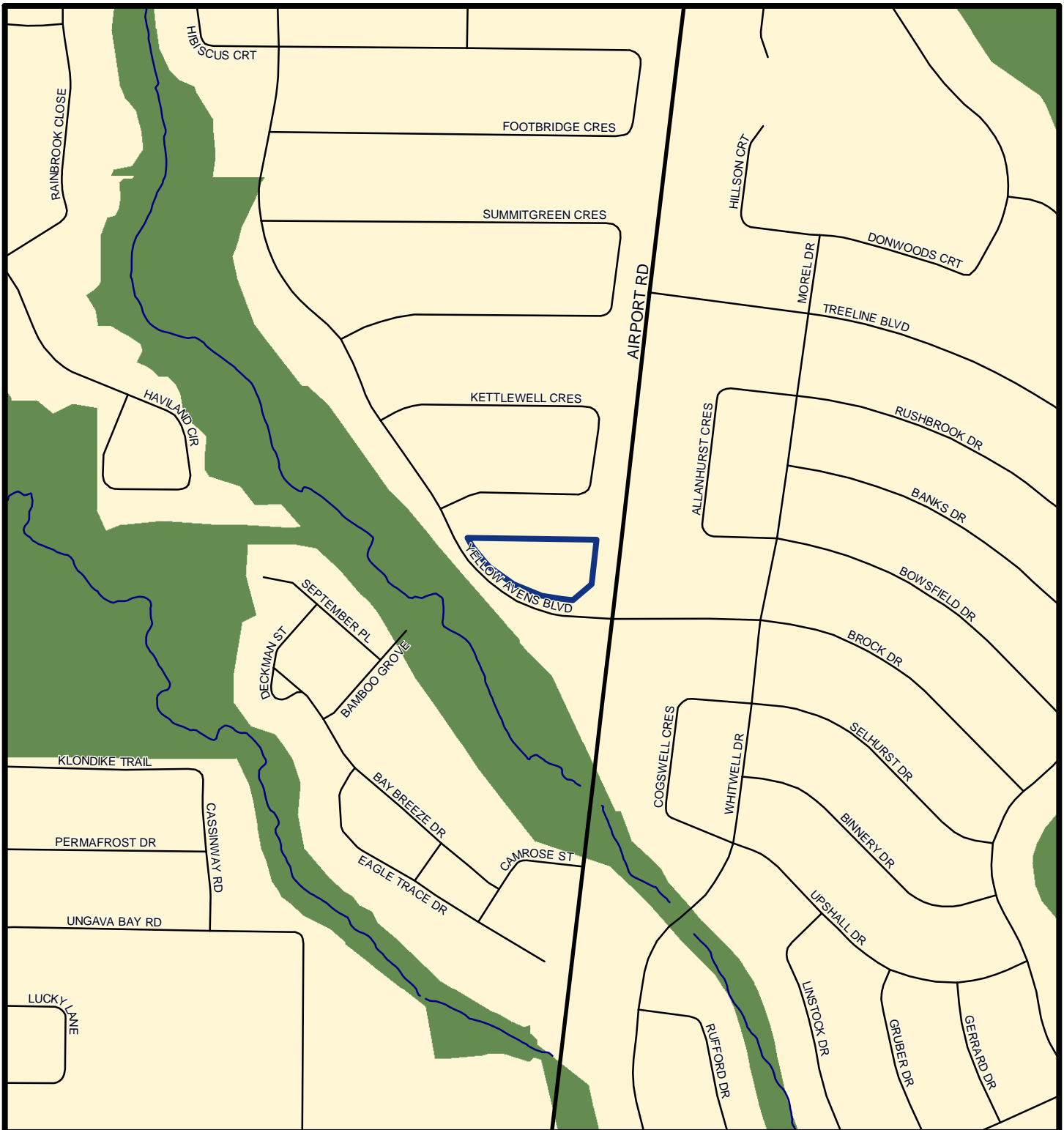




- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- 🚩 SCHOOLS







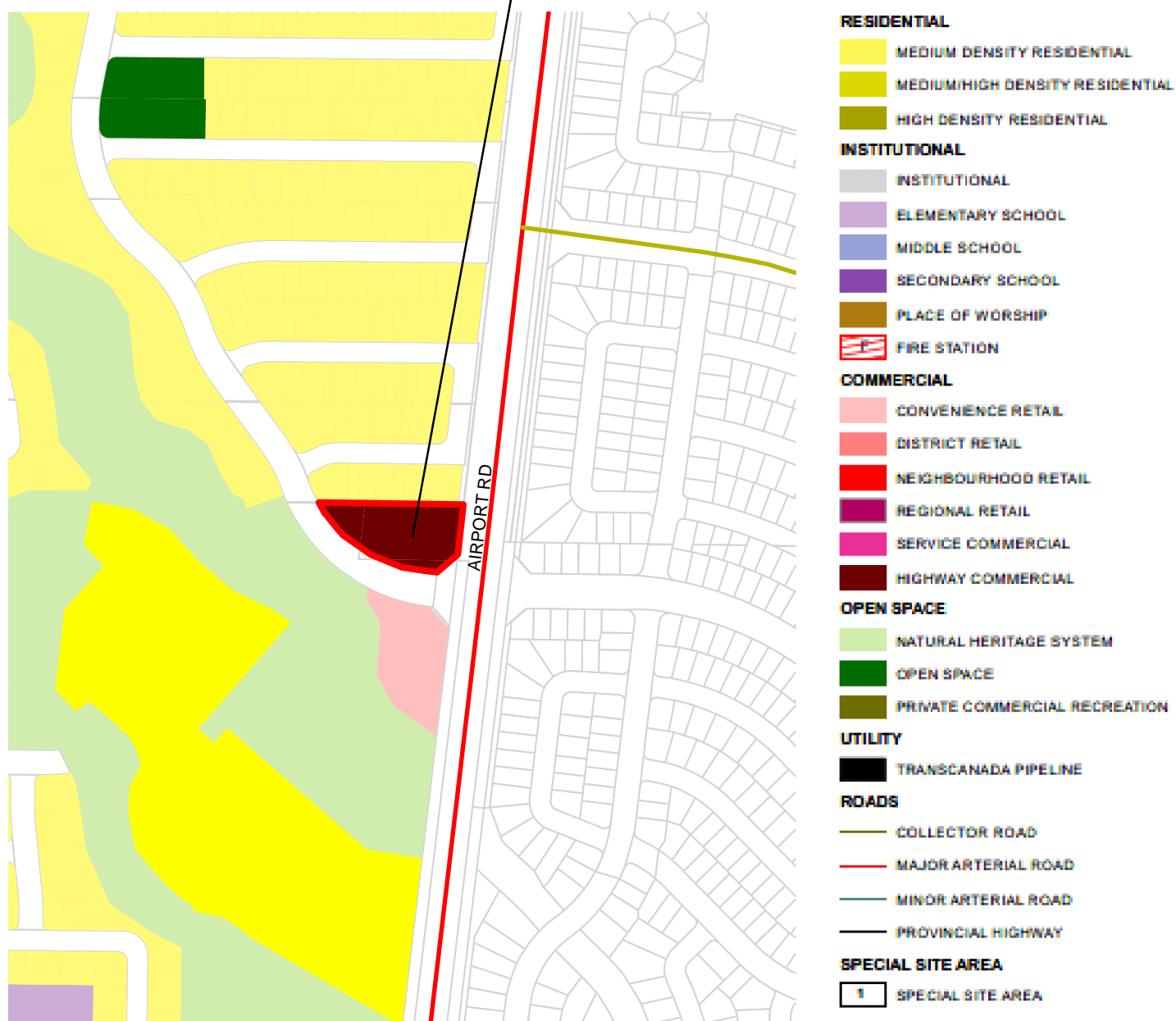
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE



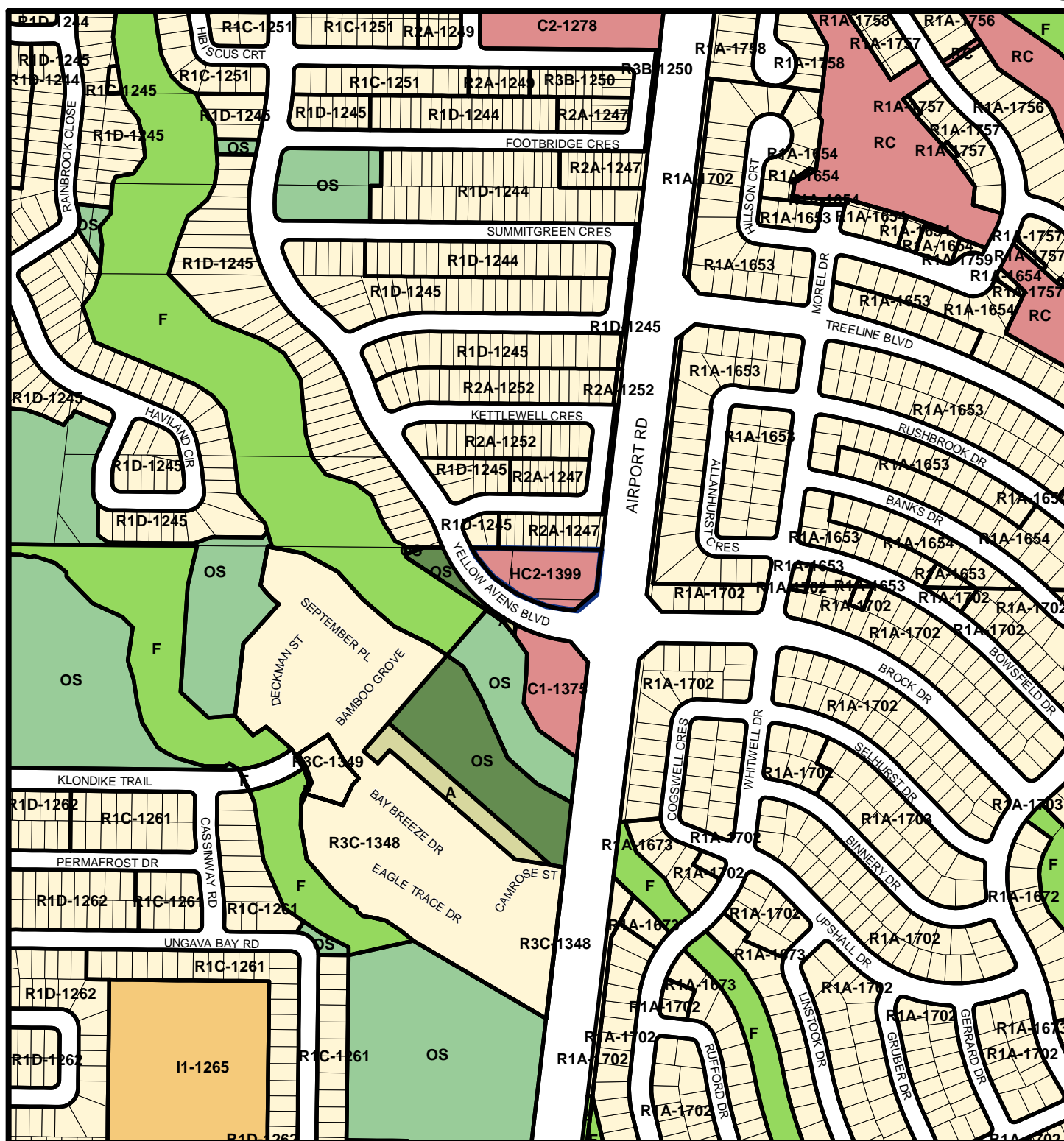



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP2(A) OF THE DOCUMENT KNOWN AS THE SPRINGDALE SECONDARY PLAN





 SUBJECT LAND
  COMMERCIAL
  OPEN SPACE  
 RESIDENTIAL
  INSTITUTIONAL
  FLOODPLAIN



**APPENDIX 5  
ZONING DESIGNATIONS  
METRUS PROPERTIES  
LEBOSCO DEVELOPMENTS INC.**

A horizontal scale bar with markings at 0, 50, and 100. The word "Metres" is written below the bar. The bar is divided into two equal segments by the 50 mark. The left segment is black with a white line at the bottom, and the right segment is white with a black line at the bottom.

Author: ckovac  
Date: 2020/12/22





AERIAL PHOTO DATE: SPRING 2020


**Legend**

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				







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





Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Brampton Official Plan.

### **Planning Act R.S.O 1990**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- (h) the orderly development of safe and healthy communities;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities
- (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; and,
- (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.

### **Provincial Policy Statement (2020)**

The proposal will be evaluated as to whether it is consistent with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). A preliminary assessment of the PPS sections applicable to this application include, but are not limited to:

- 1.1.1 Healthy, Liveable and safe communities are sustained by:
  - (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - (h) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - (a) efficiently use land and resources;



- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- (c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- (d) prepare for the impacts of a changing climate;
- (e) support active transportation;
- (f) are transit-supportive, where transit is planned, exists or may be developed; and
- (g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities

### **Growth Plan for the Greater Golden Horseshoe (2020)**

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

2.2.1 (2) Forecasted growth to the horizon of this Plan will be allocated based on the following:

- c) within *settlement areas*, growth will be focused in:
  - i. *delineated built-up areas*;
  - ii. *strategic growth area*;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned *public service facilities*;



- 2.2.1 (4) Applying the policies of this Plan will support the achievement of *complete communities* that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
  - e) provide for a more *compact built form* and a vibrant *public realm* including public open spaces;
- 2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
  - b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
  - c) encourage intensification generally throughout the delineated built up area;
  - d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
  - e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
  - f) be implemented through official plan policies and designations, updated zoning and other supporting documents.
- 2.2.5 (3) Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

### **Region of Peel Official Plan**

The application will be evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.
- 5.3.2.6 Direct the area 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
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

### **Official Plan and Springdale Secondary Plan (SPA 2)**

The subject lands are designated as “Residential” on Schedule A and as “Communities” and “Designated Greenfield Area” on Schedule 1 in the Official Plan.

The residential designation in the Official Plan generally contemplates residential and neighbourhood-oriented uses at low to mid densities. Commercial and other non-residential uses may be contemplated within the residential designation, subject to specific secondary plan policies or designations.

The subject lands are designated as ‘Highway Commercial’ in the Springdale Secondary Plan (SPA 2). This designation contemplates uses that are primarily oriented to the travelling public, including service stations, gas bars, etc.

An amendment to the Official Plan and Secondary Plan is required for the proposed development, as the proposed uses are considered to be ‘convenience commercial’ uses, whereas ‘highway commercial’ is contemplated in the Secondary Plan, and this site is not identified on Schedule A2 (Retail Structure) in the Official Plan.

Conformity with other provisions of the Official Plan and Secondary Plan will be evaluated in the future recommendation report.

### **Zoning By-law**

The subject lands are Zoned Highway Commercial 2 – Section 1399 by By-law 270-2004, as amended. This zone permits a service station or gas bar, motor vehicle washing establishment, and associated accessory retail or restaurant uses in conjunction with a service station.

An Amendment to the Zoning By-law is required in order to permit a Day Nursery, Convenience Restaurant, and other Convenience Retail type uses.

### **Sustainability Score and Summary**

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 26 points, which does not yet meet the City’s Bronze threshold at this stage of the application review.



## **Documents Submitted in Support of the Application**

The applicant has submitted the following studies in support of the application:

- Acoustical Report
- Archaeological Assessment
- Concept Plan and Architectural Plans
- Cover Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report and Stormwater Management Brief
- Geotechnical Report
- Phase 1 and 2 Environmental Site Assessment
- Planning Justification Report
- Public Consultation Strategy
- Sediment and Erosion Control Plan
- Site Servicing and Grading Plans
- Survey
- Sustainability Score and Summary
- Traffic Impact Study
- Urban Design Brief



**Date:** 2020-02-12

**Subject:** OZS-2020-0034

**Secondary Title: INFORMATION REPORT**

Application to Amend the Official Plan and Zoning By-Law  
(To permit the development of a 15-storey residential apartment  
building with 179 units)

Glen Schnarr & Associated Inc. – 12148048 Canada Inc./Umbria  
Developers Inc.

1030 Queen Street West

Ward: 5

**Contact:** Himanshu Katyal, Development Planner, Planning and  
Development Services, [Himanshu.Katyal@brampton.ca](mailto:Himanshu.Katyal@brampton.ca) 905-874-  
3359, and  
Cynthia Owusu-Gyimah, Acting Manager, Planning and Development  
Services, [Cynthia.OwusuGyimah@brampton.ca](mailto:Cynthia.OwusuGyimah@brampton.ca)

**Report Number:** Planning, Bld & Ec Dev-2021-167

**Recommendations:**

1. **THAT** the report titled: **Information Report: Application to the Amend the Official Plan and Zoning By-law – Glen Schnarr & Associated Inc. – 12148048 Canada Inc./Umbria Developers Inc. – 1030 Queen Street West – Ward 5 (eScribe Number: PB&ED-2021-167 and City file: OZS-2020-0034)**, to the Planning and Development Committee Meeting of March 8, 2021, be received;
2. **THAT** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

**Overview:**

- The applicant proposes to develop a 15-storey residential building consisting of 179 units.



- The property is designated “Designated Greenfield Area” on Schedule 1 – City Concept, “Residential” and “Open Space” on Schedule A – General Land Use Designations of the Official Plan; and “Low Density 2 Residential”, “Community Park” and “Heritage Resource” in the Credit Valley Secondary Plan (Area 45) and “Heritage” in the Block Plan Sub Areas 1 & 3 of the Credit Valley Secondary Plan. An amendment to the Official Plan, including Secondary and Block Plans, is required to permit the proposed development.
- The property is zoned “Service Commercial – Section 212 (SC-212)” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

### **Background:**

The lands subject to this application are located at 1030 Queen Street West. This application was received on December 16, 2020. It has been reviewed for completeness and found to be complete in accordance with Section 22 (6.1) and Section 34 (10.4) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on January 8, 2021.

### **Current Situation:**

#### Proposal (Refer to Appendix 1):

The application is proposing to amend the Official Plan and Zoning By-law. Details of the proposal are as follows:

- Proposed 15-storey residential apartment building with 179 units;
- Proposed 61 one-bedroom units, 89 two-bedroom units and 29 three-bedroom units;
- Relocate the existing listed heritage building on the site to be relocated and integrated with the proposed development;
- Proposed GFA of 15,910 square metres and a Floor Space Index (FSI) of 5.3;
- Proposed 218 parking spaces within 3 levels of underground parking;
- Proposed 193 bicycle parking spaces;



- Proposed vehicular access from Queen Street.

Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands have the following characteristics:

- has a total site area of approximately 0.34 hectares (0.84 acres);
- Square-shaped parcel with a frontage of approximately 46 metres (152 feet) on Queen Street West and a frontage of 40 metres (132 feet) on Chinguacousy Road; and,
- are currently occupied by a single storey building which is listed under the City of Brampton Municipal Register of Cultural Heritage Resources;

The surrounding land uses are described as follows:

North: Teramoto Park, beyond which is David Suzuki Secondary School and low-density residential uses characterized by single detached dwellings;

South: Queen Street West, beyond which is a commercial retail plaza;

East: Chinguacousy Road, beyond which are low-density residential uses characterized by single detached dwellings; and,

West: Teramoto Park, beyond is James Potter Road and low-density residential uses characterized by semi-detached dwellings.

Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application.

Staff has noted the following specific considerations that will need to be addressed:

- Confirmation is required that the proposed access from Queen Street West will adequately accommodate the traffic to the site;
- whether the proposed development demonstrates that it meets the criteria outlined in the Official Plan to exceed the maximum height and density limits;
- Whether there will be no negative shadowing impacts to the surrounding uses; and,
- Confirmation is required that the site design will integrate the existing listed heritage building with the new development based on adaptive reuse while preserving its heritage features; and,
- Whether adequate amenity area will be provided for the future residents;



Further details on this application can be found in the Information Summary contained in Appendix 9. The future Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

#### Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on January 15, 2021 and to the property owners within 240 metres of the subject lands on February 11, 2021 as per Planning Act requirements. A notice of public meeting was also posted in Brampton Guardian Newspaper. This report, along with the complete application requirements including studies, has been posted to the City's website.

#### **Corporate Implications:**

##### Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

##### Other Implications:

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

#### **Term of Council Priorities:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 "A Well-run City (Good Government)" priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

#### Living the Mosaic – 2040 Vision

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

#### **Conclusion:**

Appropriate information and background studies have been received in order to hold a Statutory Public Meeting in compliance with the requirements of the *Planning Act*.

A future Recommendation Report will detail a complete technical analysis and assess



the planning merits of this application to amend the Official Plan, including Secondary and Block Plans, as well as the Zoning By-law.

Authored by:

Reviewed by:

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Himanshu Katyal, RPP, MCIP  
Development Planner III

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Allan Parsons, RPP, MCIP  
Director of Development Services

Approved by:

Submitted by:

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Richard Forward, MBA, M.Sc., P.Eng.  
Commissioner of Planning, Building &  
Economic Development

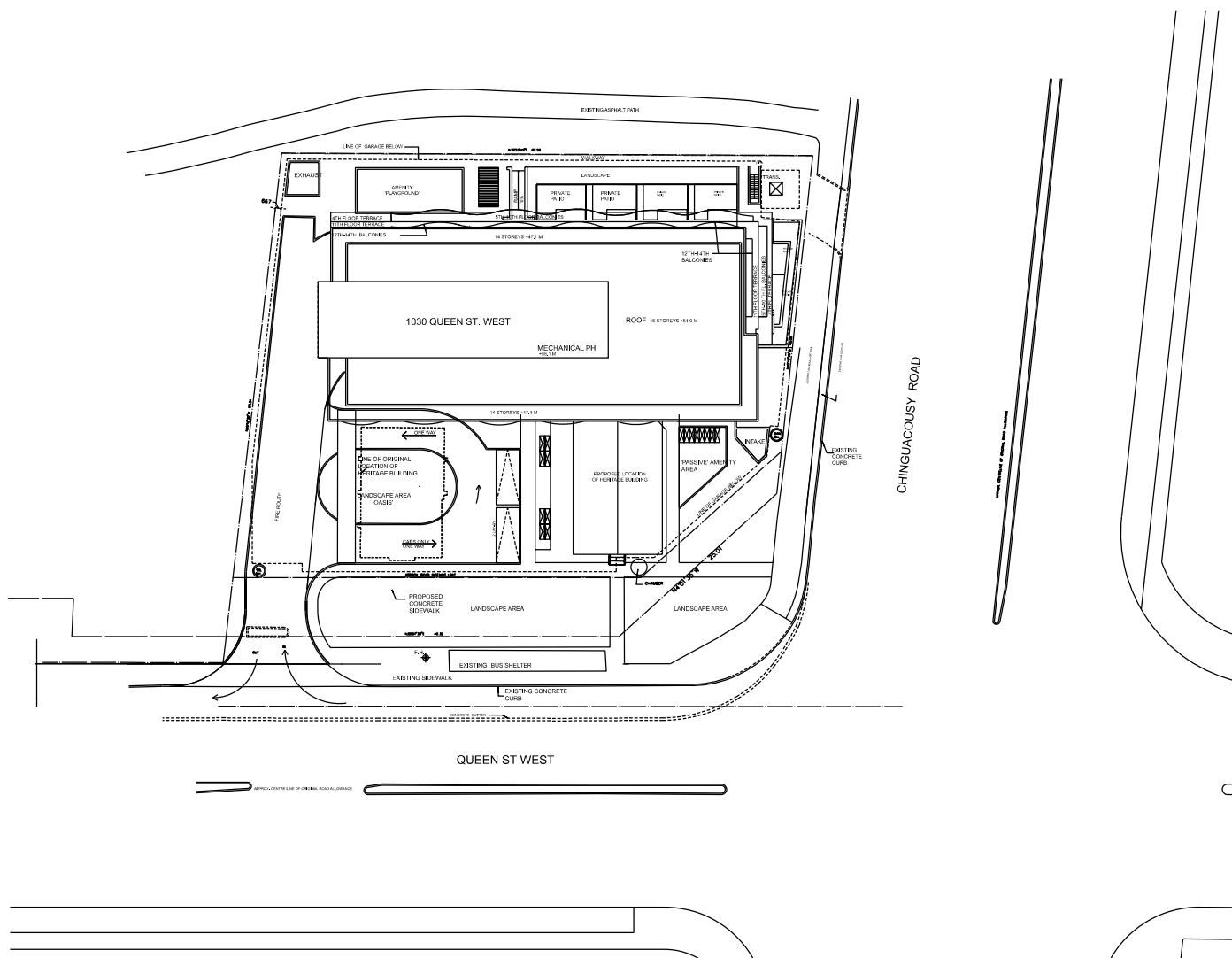
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David Barrick  
Chief Administrative Officer

#### **Appendices:**

Appendix 1:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Block Plan Designations
Appendix 6:	Zoning Designations
Appendix 7:	Aerial & Existing Land Use
Appendix 8:	Heritage Resources
Appendix 9:	Information Summary





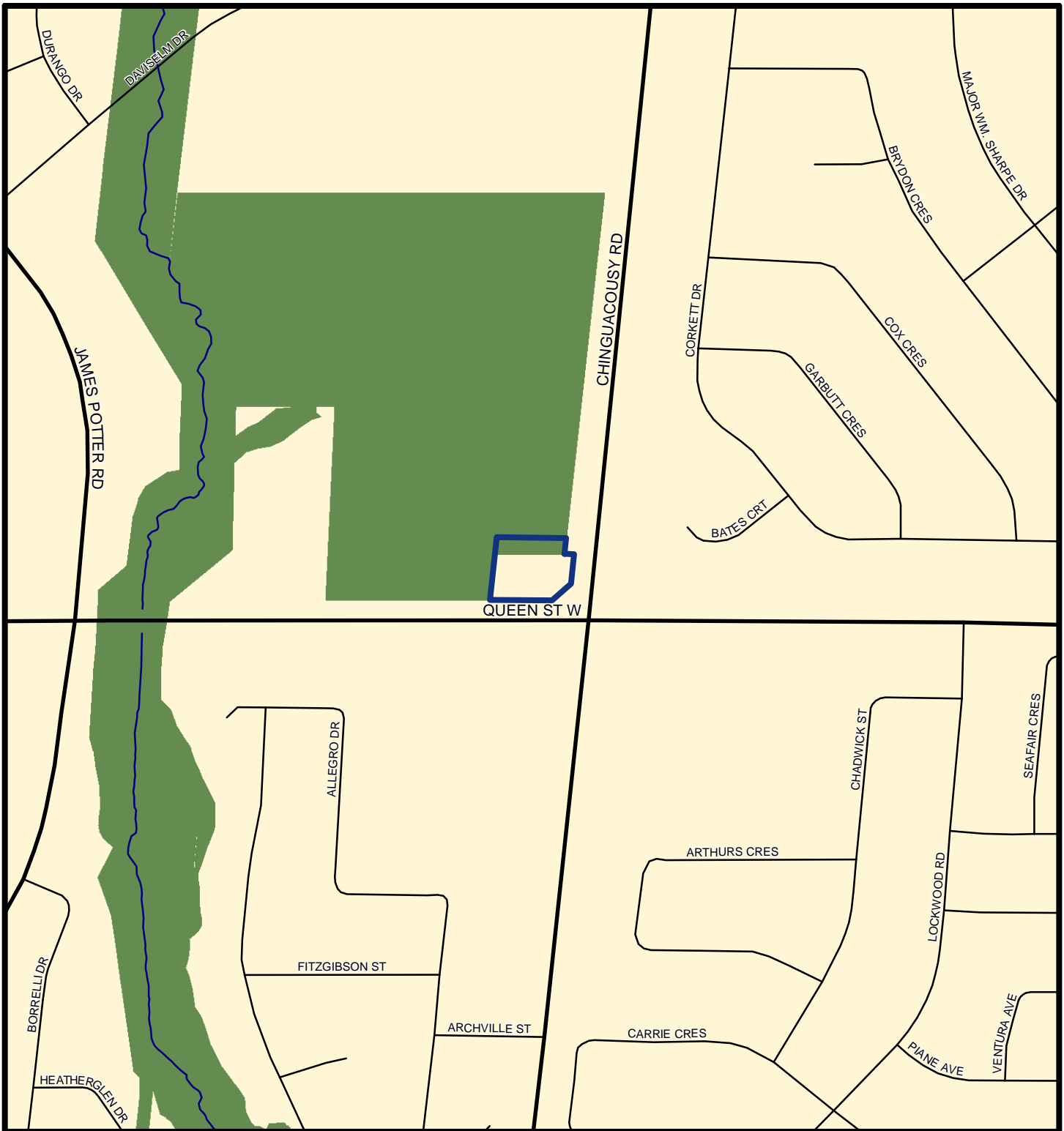




- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- ▶ SCHOOLS







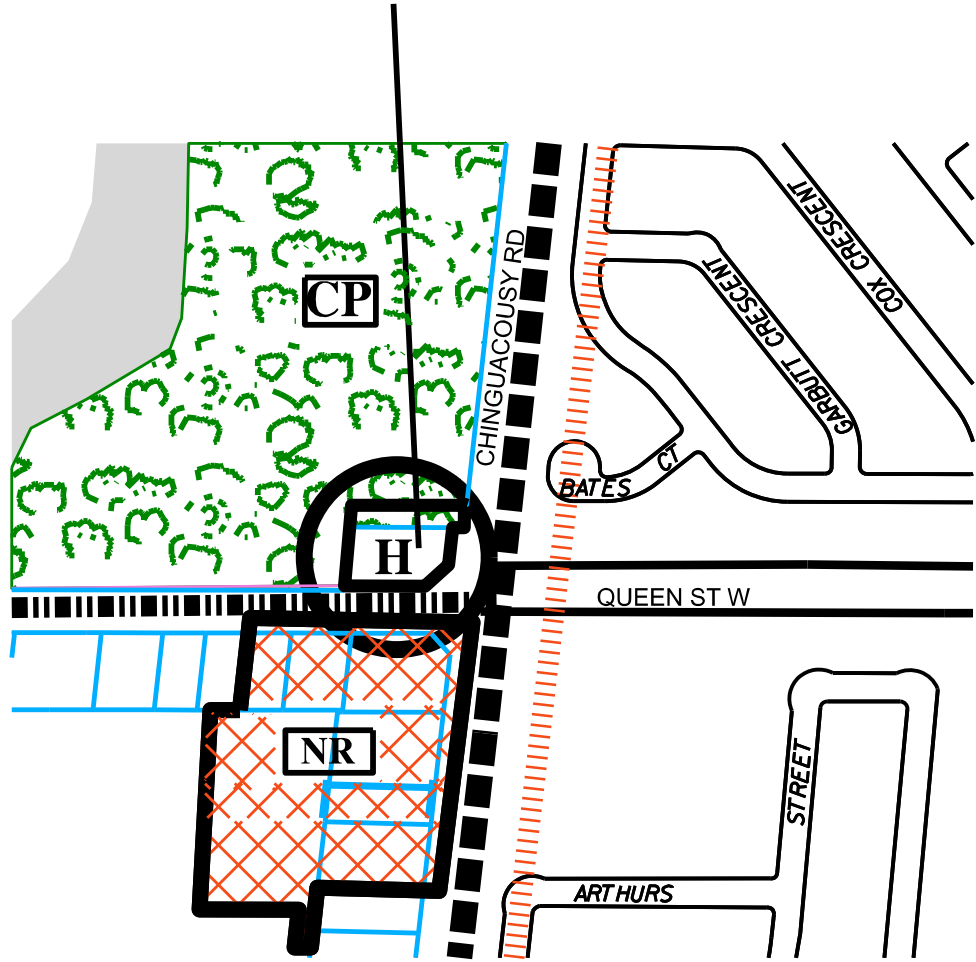
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSOURCE





# SUBJECT LANDS



EXTRACT FROM SCHEDULE SP45(A) OF THE DOCUMENT KNOWN AS THE CREDIT VALLEY SECONDARY PLAN

## RESIDENTIAL



Low Density 2

## COMMERCIAL



Neighbourhood Retail



Secondary Plan Boundary

## OPEN SPACE



Secondary Valleyland



Community Park

## INFRASTRUCTURE



Major Arterial Roads



Minor Arterial Roads



Heritage Resource



**BRAMPTON**  
Flower City  
brampton.ca  
PLANNING AND DEVELOPMENT SERVICES



Drawn By: CJK  
Date: 2021 01 29

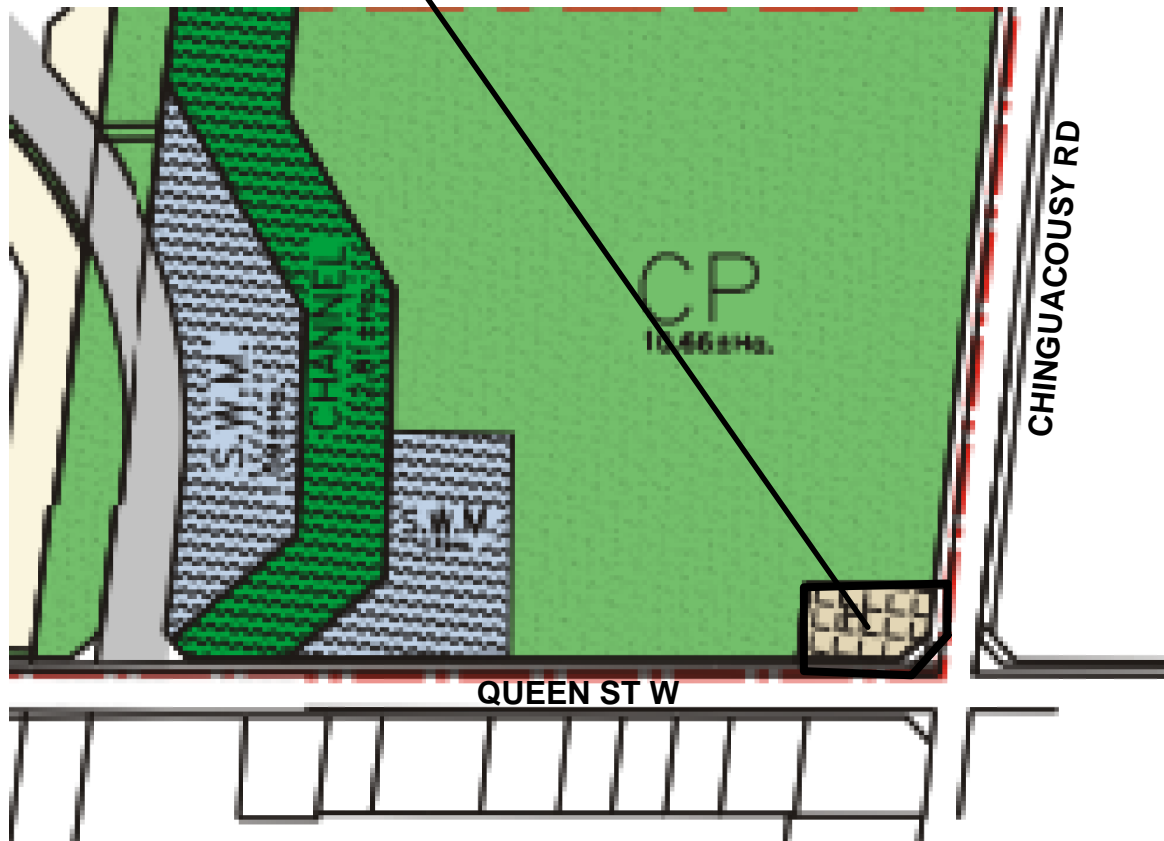
## APPENDIX 4 SECONDARY PLAN DESIGNATIONS

GLEN SCHNARR AND ASSOCIATES  
12148048 CANADA INC.

CITY FILE: OZS-2020-0034



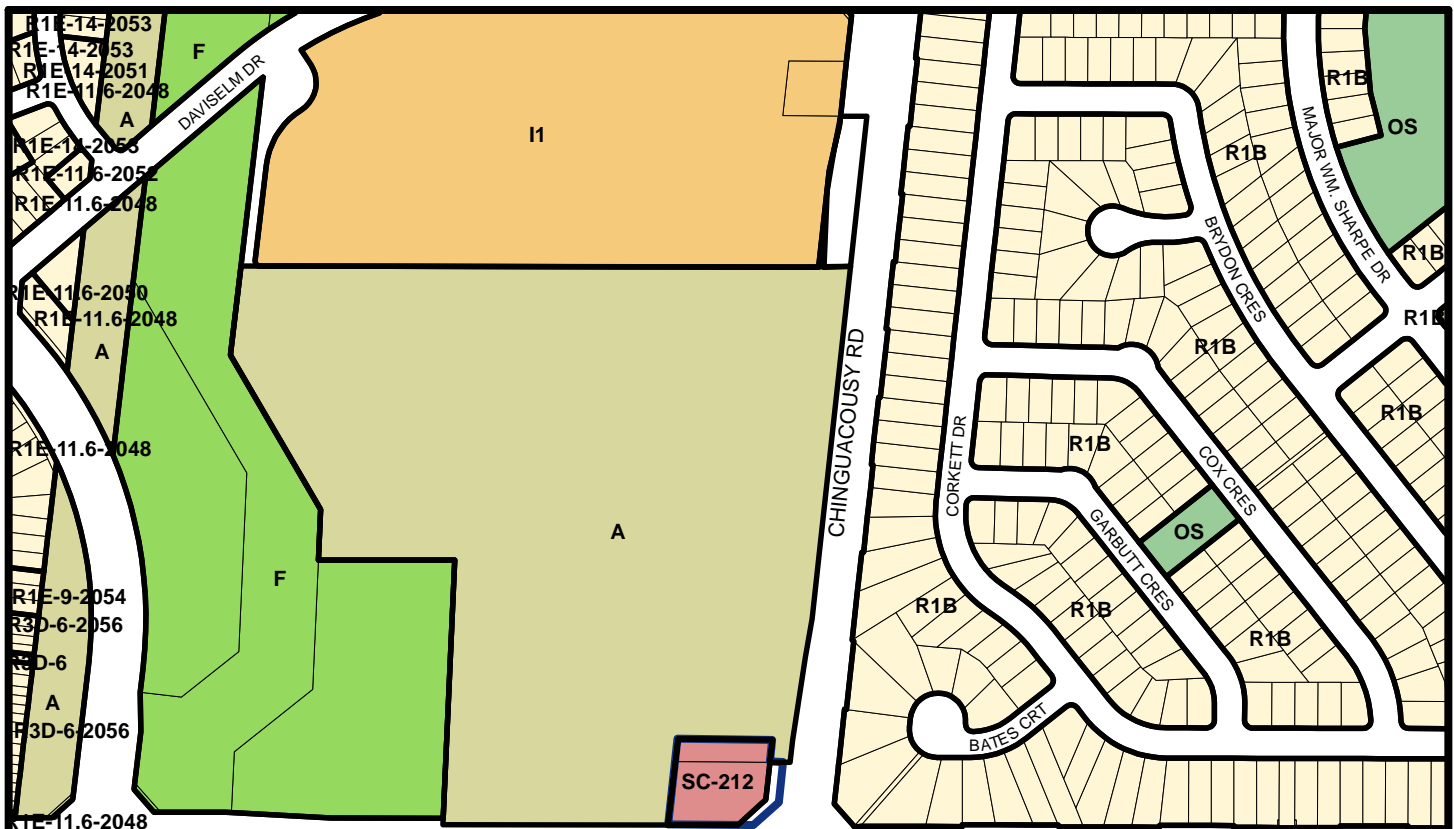
SUBJECT LANDS



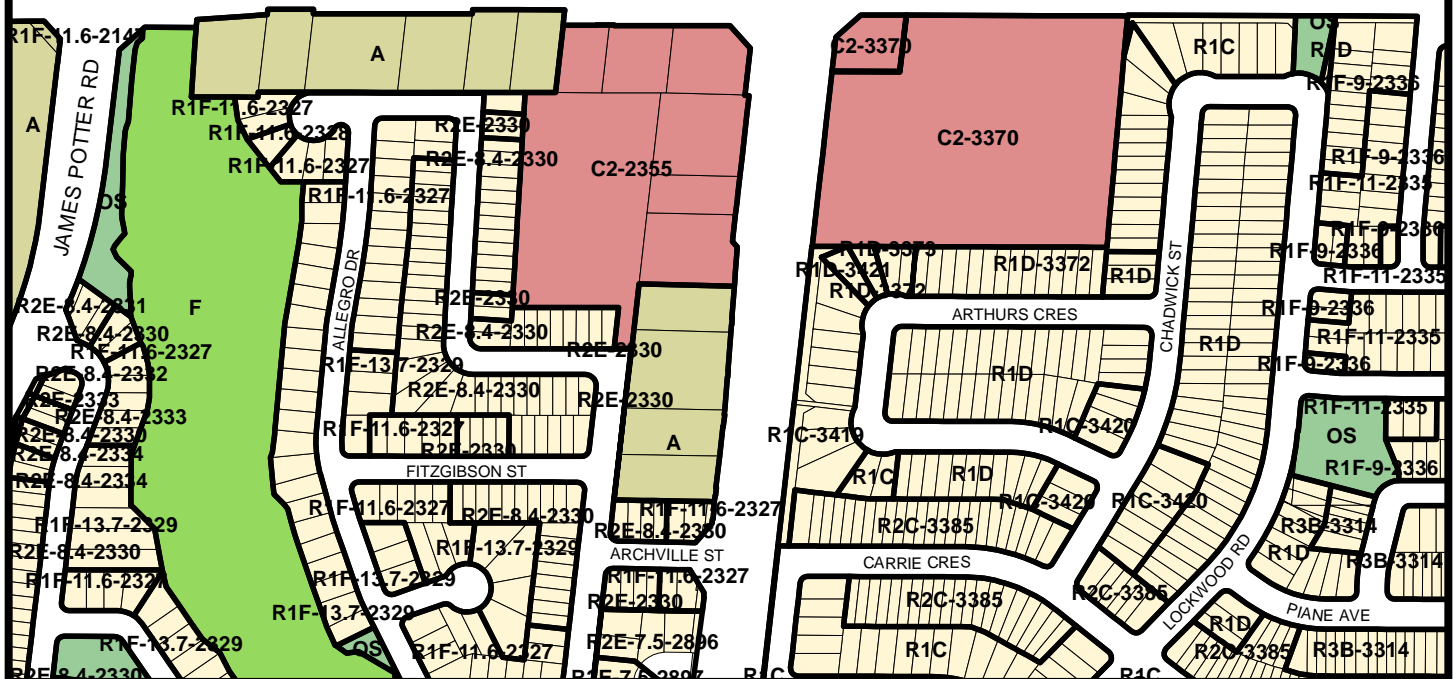
EXTRACT FROM BLOCK PLAN 45-3 OF THE DOCUMENT KNOWN AS THE CREDIT VALLEY BLOCK PLAN








RESIDENTIAL	
STORM WATER MANAGEMENT	
SCHOOL	
PARK	
VALLEY	HERITAGE
WOODLOT	PLACE OF WORSHIP
COMMERCIAL	AREA SUBJECT TO TERTIARY PLAN





QUEEN ST W



 SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL
  FLOODPLAIN  
 RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE

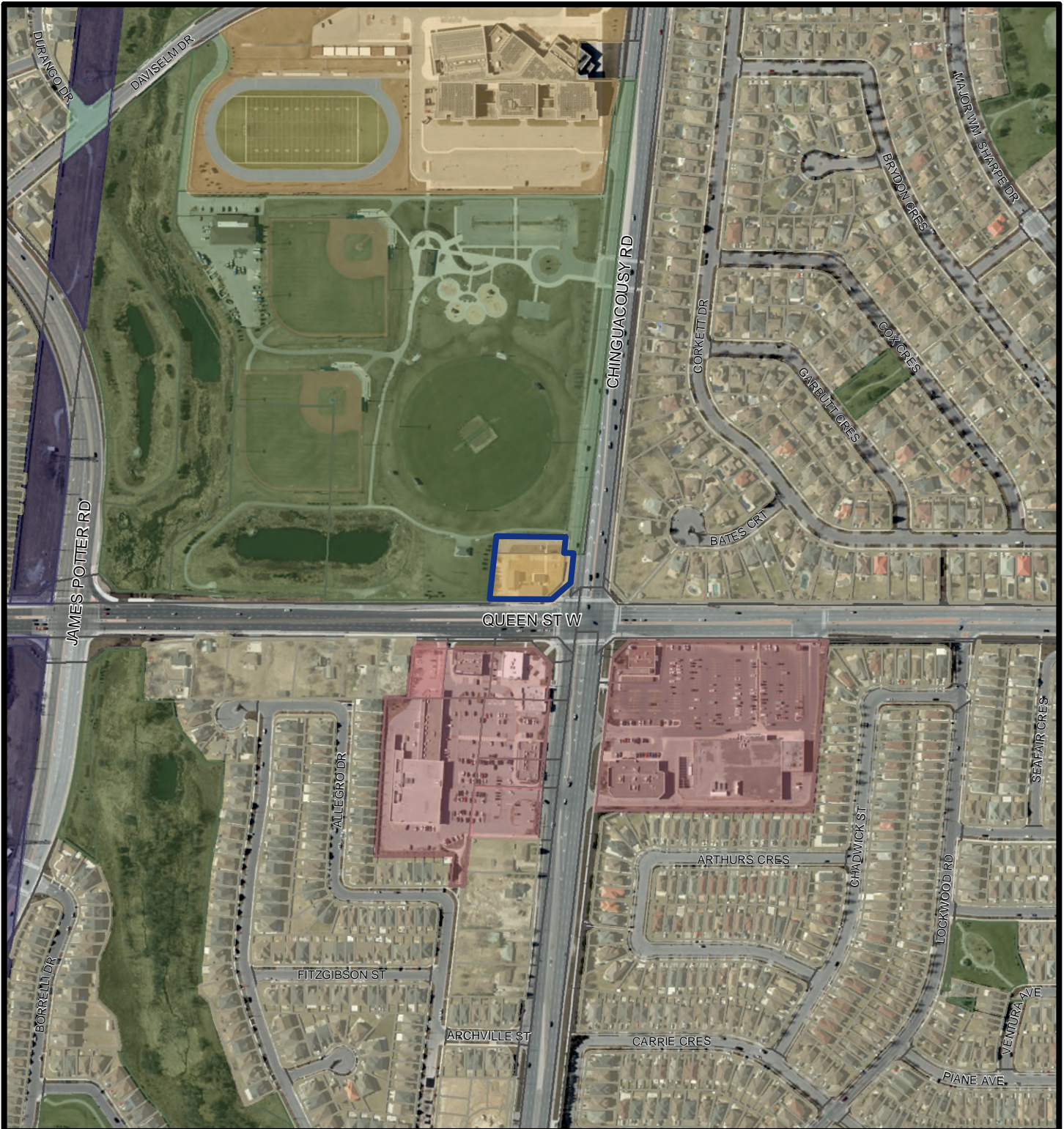


Author: ckovac  
Date: 2021/01/29










**APPENDIX 6  
ZONING DESIGNATIONS  
GLEN SCHNARR AND ASSOCIATES  
12148048 CANADA INC.**

Page 33 of 167  
CITY FILE: OZS-2020-0034





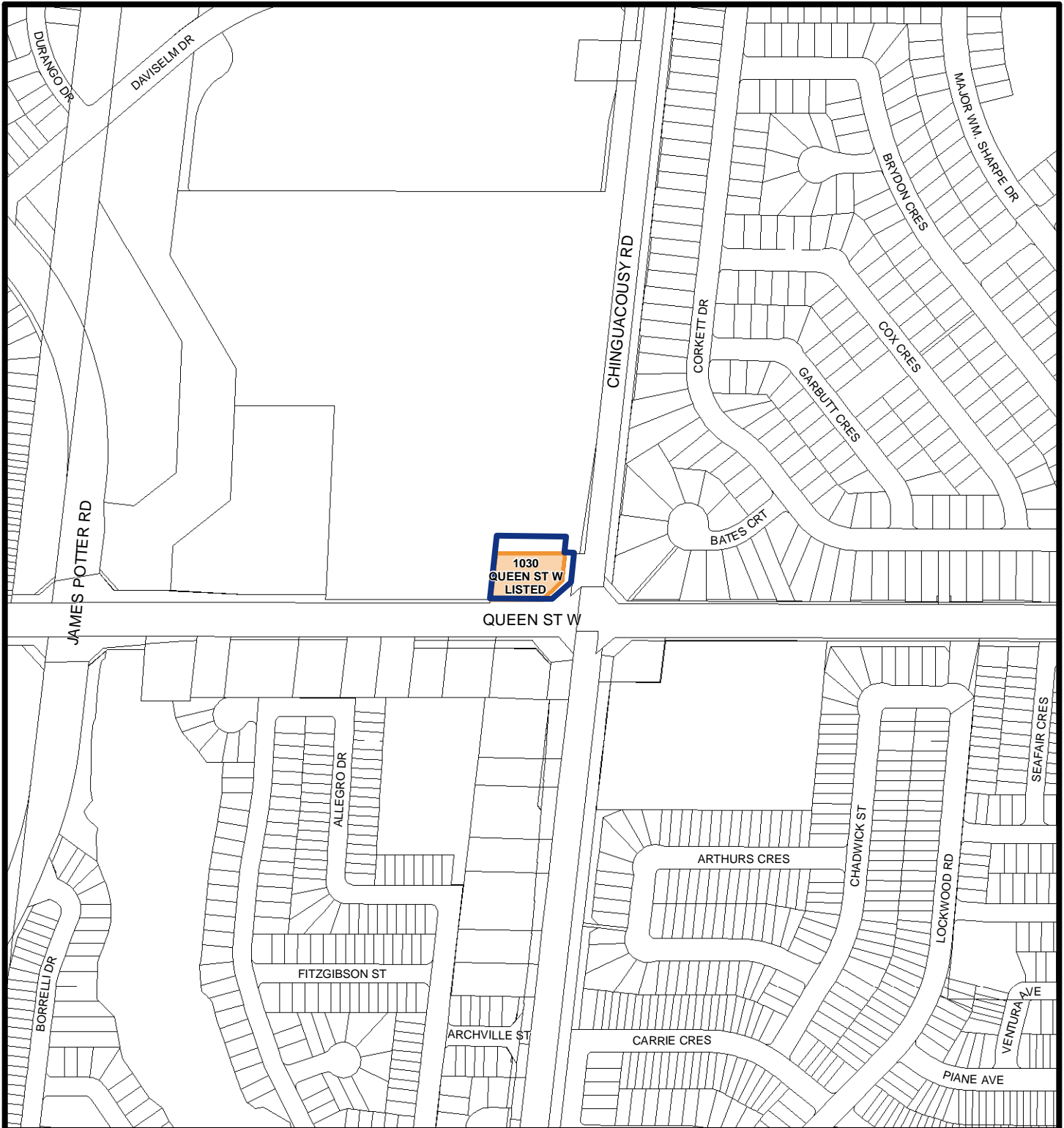
Legend





	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				

AERIAL PHOTO DATE: SPRING 2020







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





**Information Summary**

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

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

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities (section 2 i);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);



- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
- avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (section 1.1.1 e);
- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
- preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
- *Settlement areas* shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
  - efficiently use land and resources;
  - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - prepare for the impacts of a changing climate;
  - support active transportation;



- are transit-supportive, where transit is planned, exists or may be developed;
- planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodate taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (section 1.1.3.3);
- appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
- new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
- Planning authorities should establish and implement phasing policies to ensure (section 1.1.3.7 a, b):
  - That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,
  - The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs;
- planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c, d, e, f):
  - permitting and facilitating:
    - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
    - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;



- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
  - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - planning and providing for a full range and equitable distribution 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;
- long-term economic prosperity should be supported by (section 1.7.1 c, e):
  - Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
  - Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, b, e, f, g):
  - promote compact form and a structure of nodes and corridors;
  - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;



- encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

The subject lands are within the “Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
  - Have a *delineated built boundary*;
  - Have existing or planned *municipal water and wastewater systems*; and,
  - Can support the achievement of *complete communities*;
- Within *settlements areas*, growth will be focused in (section 2.2.1.2 c):
  - *Delineated built-up areas*;
  - *Strategic growth areas*;
  - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or planned; and,
  - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):



- Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
- Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
- Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- Expand convenient access to:
  - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
  - *Public service facilities*, co-located and integrated in community hubs;
  - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
  - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*;
- to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (section 2.2.6.3);
- New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):
  - supports the achievement of *complete communities*;
  - supports *active transportation*; and
  - encourages the integration and sustained viability of transit services.



- The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows (section 2.2.7.2 a):
  - The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

## Regional Official Plan

The subject application is within the “Urban System” designation on Schedule D, and “Designated Greenfield Area” on Schedule D4 as established in the Regional official Plan. Further, Queen Street is designated as a “Major Road” on Schedule E of the Regional Official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- direct the area municipalities to only permit *development* and *site alteration* on lands containing *archaeological resources* or areas of archaeological potential if the *significant archaeological resources* have been conserved by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintain the heritage integrity of the site may be permitted (section 3.6.2.7);
- Direct the area municipalities to only permit *development* and *site alteration* on *adjacent lands* to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 3.6.2.8);
- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- 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 5.3.2.4);



- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
  - support the Urban System objectives and policies in this Plan;
  - support pedestrian-friendly and transit-supportive urban development;
  - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
  - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- Develop compact, transit-supportive communities in designated greenfield areas (section 5.5.2.3);
- Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding *major environmental features* as defined by the Growth Plan (section 5.5.4.2.1);
- Development within the designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:
  - City of Brampton: 51 residents and jobs combined per hectare;
- Direct the area 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 (section 5.5.4.2.6);
- Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan (section 5.5.4.2.7);
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);
- collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential *development, redevelopment and intensification* in support of Regional and *area municipal official plan* policies promoting *compact forms of development* and residential *intensification* (section 5.8.2.6);



- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

### **Official Plan:**

The property is designated “Residential” and “Open Space” on Schedule A – General Land Use Designations and “Designated Greenfield Area” on Schedule 1 – City Concept of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. The “Designated Greenfield Area” is comprised of lands outside of the Built Boundary where new communities will provide a diverse range of land uses and create an urban form that supports walking, cycling and transit.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 3.2.2.2);
- 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 3.2.8.3);
- 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 (section 3.2.8.5 (i) to (xii)):
  - The development is consistent with the general intent and vision of the applicable Secondary Plan;
  - The development contributes to the City’s desired housing mix;



- There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- 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;
- There is sufficient existing or planned infrastructure to accommodate the development;
- The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- 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;
- 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;
- 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;
- The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses;



- The 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 (section 4.2.1.2);
- 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 3.2.8.6);
- 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 4.2.1.3);
- 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 4.2.1.9);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
  - Variety of housing types and architectural styles;
  - Siting and building setbacks;
  - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
  - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
  - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
  - Incorporation of multiple unit dwellings and apartments; and,
  - Landscaping and fencing on private property;



- 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 4.2.1.18);
- 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 4.2.7.1);
- 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 4.5.2.2 (ii));
- 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 4.5.2.8);
- 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 4.5.2.9);
- 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 4.5.2.10);



- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to iii):
  - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
  - Requiring the provision of adequate off-street private parking; and,
  - Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;
- 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 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- 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 4.5.4.9);
- 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 4.5.5.5);
- 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 (section 4.7.2.1 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;
- 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 4.7.2.5);



- Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects (section 4.10.1.8);
- Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City (section 4.10.1.9);
- A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications (section 4.10.1.10):
  - The cultural heritage values of the property and the specific
  - heritage attributes that contribute to this value as described in the register;
  - The current condition and use of the building or structure and its potential for future adaptive re-use;
  - The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;
  - Demonstrations of the community's interest and investment (e.g. past grants);
  - Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,
  - Planning and other land use considerations;
- All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority (section 4.10.1.12):



- On-site retention in the original use and integration with the surrounding or new development;
- On site retention in an adaptive re-use;
- Relocation to another site within the same development; and,
- Relocation to a sympathetic site within the City;
- Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced (section 4.10.1.15);
- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
  - Communicate the image and character of the community;
  - Reinforce the street network and enhance special community roads (primary streets);
  - Promote an urban relationship between built form and public spaces;
  - Enhance the daily experience of the residents and visitors;
  - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
  - De-emphasize the importance of the car/garage on the streetscapes;
  - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
  - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);



- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity (section 4.11.2.2.2);
- The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage (section 4.11.2.6.1);
- A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art (section 4.11.2.6.3);
- These spaces should be linked physically and visually to the pedestrian network and other public spaces (section 4.11.2.6.4);
- The developer should promote the active management and programming of these semi public spaces (section 4.11.2.6.6);
- 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 wide Cityscape (section 4.11.3.1.2);
- In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development (section 4.11.3.1.3);
- 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 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);



## Amendment to the Official Plan

An amendment to the Official Plan is required to permit the proposed height and density at this location. The applicant has submitted a Secondary Plan Amendment with the application. See below in the Secondary Plan Amendment section for details about the proposed amendment.

Staff will evaluate and make a recommendation on the Official Plan Amendment in the future recommendation report.

### **Secondary Plan:**

The property is designated “Low Density 2 Residential”, “Community Park” and “Heritage Resource” in the Credit Valley Secondary Plan (Area 45).

The following policies of the Secondary Plan are applicable to the subject property:

- Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses (section 5.2.1.3).
- Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter (section 5.2.4.1);
- In areas designated Low Density 2 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter (section 5.2.5.1 i to iv):
  - permitted uses shall include single-detached, semi-detached and townhouse structure types;
  - a maximum combined density of 28 units per net residential hectare (11 units per net residential acre) shall be permitted, and,
  - a minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
  - notwithstanding the provisions of Section 5.2.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of



subdivision and that these lots shall be dispersed throughout the plan of subdivision. In addition, at least 60% of the overall development within the Low Density 2 Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall development within Low Density 2 designation shall be single detached structural units.

- Any proposal for townhouse development within the Low Density 2 Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent commercial uses (section 5.2.5.2);

### Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to re-designate the site from a “Low Density 2 Residential” to a “High Density Residential” designation. There will be no change to the “Heritage Resource” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

#### “3.0 Amendments and Policies Relevant Thereto:

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

*a. by adding to the list of amendments pertaining to Secondary Plan Area Number 45: The Credit Valley Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-\_\_\_\_\_.*

*3.2 The portions of the document known as Credit Valley Secondary Plan, being Chapter 45, of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:*

*a. by changing on Schedule SP45 (A) of Chapter 45 of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule ‘A’ to this amendment from “Low Density 2 Residential” to “High Density Residential”;*

*b. by adding on Schedule SP45 (A) of Chapter 45 of Part II: Secondary Plans, “High Density” to the list of Residential land use designations; and,*

*c. by adding to Section 5.2, a new “High Density Residential” designation category, as follows:*

#### *“5.2.2 High Density Residential*



*5.2.2.1 Lands designated High Density Residential located on the north-west corner of Chinguacousy Road and Queen Street West as shown on Schedule SP45(A) shall generally permit, subject to Section 5.2.1, a maximum of 179 apartment dwellings with a maximum building height of 15 storeys.”*

*d. by renumbering Sections 5.2.2 to 5.2.9 (including subsections) as Sections 5.2.3 to 5.2.10.”*

Staff will evaluate and make a recommendation on the Secondary Plan Amendment in the future recommendation report.

### **Block Plan:**

The property is designated “Heritage” in the Block Plan Sub Areas 1 & 3 of Credit Valley Secondary Plan (Area 45). This Block Plan outlines detailed design principles for the subject area. An amendment to the Block Plan is required to permit the proposed development.

Staff will evaluate and make a recommendation on the Block Plan Amendment in the future recommendation report.

### **Zoning By-law:**

The property is zoned “Service Commercial – Section 212 (SC-212)” by By-law 270-2004 as amended. This zone permits business and professional offices, private day school, indoor storage and accessory uses.

#### Amendment to the Zoning By-law

The application has submitted a draft zoning by-law. The following zoning provisions to change the zoning to a site-specific Residential Apartment B (R4B) Zone are included in the draft Zoning By-law Amendment:

*“(2) by adding thereto, the following sections:*

*“AAAA The lands designated R4B-AAAA on Schedule A to this bylaw:*

*AAAA.1 Shall only be used for the following purposes:*

*(1) an apartment dwelling; and*

*(2) purposes accessory to the other permitted purposes;*

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



- i) Minimum Lot Width: No requirement*
- ii) Minimum Front Yard Depth: 2.4 metres*
- iii) Minimum Interior Side Yard Width: 6.0 metres*
- iv) Minimum Exterior Side Yard Width: 2.4 metres*
- v) Minimum Rear Yard Depth: 7.0 metres*
- vi) Minimum Building Setback to a Daylight Triangle: 0.0 metres*
- vii) Maximum Building Height: 15 storeys*
- viii) Maximum number of Dwelling Units: 179*
- ix) Maximum Lot Coverage: 35% of the lot area*
- x) Minimum Landscaped Open Space: 45% of the lot area*
- xi) Minimum Setback of a hydro transformer to a lot line shall be 2.4 metres.*
- xii) Maximum permitted encroachment of a balcony into any required yard shall be 1.5 metres.*
- xiii) Minimum Parking Requirements:*
  - a. Residents: 1.0 parking space per unit*
  - b. Visitors: 0.2 parking space per unit*
- xiv) For zoning purposes, the lands zoned R4B-AAAA shall be considered a single lot and the front lot line shall be deemed to be Queen Street West."*

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

### **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 53 points; a silver designation which exceeds the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.



## **Documents Submitted in Support of the Application**

### Concept Plan

- Architectural Plans
- Arborist Report
- Property Survey
- Tree Inventory and Preservation Study
- Landscape Plan
- Traffic Impact Study and Parking Report
- Phase I Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Archaeological Assessment
- Heritage Impact Assessment (including Conservation plan and Heritage Building Protection Plan)
- Site Servicing Plan
- Grading Plan
- Functional Servicing Report
- Stormwater Management Report
- Sustainability Score and Summary
- Urban Design Brief and Shadow Study
- Planning Justification Report
- Public Engagement Strategy
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.



**Date:** 2021-02-12

**Subject:** OZS-2020-0038

**Secondary Title: INFORMATION REPORT**

Application to Amend the Official Plan and Zoning By-law  
(To permit an eight-storey retirement residence building with 200  
units)

Glen Schnarr & Associates Inc. – PAI Realty Inc./ IMJ Keystone

Holdings Inc.

2247, 2257 and 2271 Mayfield Road  
Ward: 6

**Contact:** Himanshu Katyal, Development Planner, Planning and  
Development Services, [Himanshu.Katyal@brampton.ca](mailto:Himanshu.Katyal@brampton.ca) 905-874-  
3359, and  
Cynthia Owusu-Gyimah, Acting Manager, Planning and Development  
Services, [Cynthia.OwusuGyimah@brampton.ca](mailto:Cynthia.OwusuGyimah@brampton.ca)

**Report Number:** Planning, Bld & Ec Dev-2021-173

**Recommendations:**

1. **THAT** the report titled: **Information Report: Application to the Amend the Official Plan and Zoning By-law – Glen Schnarr & Associated Inc. – IMJ Keystone Holdings Inc. – 2247, 2257 and 2271 Mayfield Road – Ward 6 (eScribe Number: Planning, Bld & Ec Dev-2021-173 and City file: OZS-2020-0038)**, to the Planning and Development Committee Meeting of March 8, 2021, be received;
2. **THAT** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.



**Overview:**

- The applicant proposes to develop an 8-storey retirement residence building with 200 units.
- The property is designated “Communities”, “Designated Greenfield Area” and “Open Space” on Schedule 1 – City Concept; “Residential” and “Open Space” on Schedule A – General Land Use Designations of the Official Plan; and “Low/Medium Density Residential” and “Natural” Heritage System” in the Mount Pleasant Secondary Plan (Area 51) as well as Mount Pleasant Secondary Plan Block Plan Area 51-2. An amendment to the Official Plan, including Secondary and Block Plans, is required to permit the proposed development.
- The property is zoned “Agricultural (A)” by City’s Zoning By-law 270-2004 as amended. This zone permits single detached residential dwellings, agricultural uses and accessory uses. A Zoning By-law Amendment is required to permit the proposed development.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

**Background:**

The lands subject to this application are located at 2247, 2257 and 2271 Mayfield Road. This application was received on November 27, 2020. It has been reviewed for completeness and found to be complete on December 16, 2020 in accordance with Section 22 (6.1) and Section 34 (10.4) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on January 13, 2021.

**Current Situation:****Proposal (Refer to Appendix 1):**

The application is proposing to amend the Official Plan and Zoning By-law. Details of the proposal are as follows:

- Proposed 8-storey retirement residence building with 200 units;
- Ground floor to have dining and amenity spaces for the residents, comprised of a dining hall and bistro, a fitness and beauty centre, a health centre, an arts and crafts centre, and outdoor amenity space at the rear of the building;



- Proposed floors 2 and 3 for Memory Care and Assisted Living residential units, including dining services for individuals who require medical care and assistance;
- Proposed floors 4 to 8 for Independent Living, comprised of studio, one-bedroom and two-bedroom units;
- Proposed outdoor amenity spaces by way of private terraces for each independent living unit, and shared terraces on floors 2 and 3 for residents with assisted care;
- Proposed Gross Floor Area (GFA) of 17,265 square metres;
- Proposed 106 parking spaces both at-grade and underground, including 26 surface parking spaces out of which 16 are visitor parking spaces and 2 accessible parking spaces, and 80 underground parking spaces out of which 4 are accessible parking spaces;
- Proposed right-in/right-out vehicular access from Mayfield Road, and a full moves access from the proposed Callahan Court.

Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands have the following characteristics:

- has a total site area of approximately 1.03 hectares (2.54 acres);
- rectangular-shaped parcel that is made up of three parcels which has a combined frontage of approximately 130 metres (427 feet) on Mayfield Road; and,
- are currently occupied by three single detached dwellings currently exist on each parcel of record;

The surrounding land uses are described as follows:

North:	Mayfield Road, beyond which are agricultural lands located in the Town of Caledon;
South:	lands that are part of the Natural Heritage System, beyond which are residential uses characterized by single detached dwellings;
East:	lands that are part of the Natural Heritage System and future low-density residential uses; and,
West:	lands that are part of the Natural Heritage System and existing residential uses characterized by single detached dwellings.



### Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application.

Staff has noted the following specific considerations that will need to be addressed:

- Confirmation is required that the proposed development demonstrates that it contributes towards an age-friendly community and that it addresses the seniors housing site selection criteria (Section 7.2) of the City's Age-Friendly Strategy and Action Plan;
- Confirmation is required that the proposed accesses from Mayfield Road and future Callahan Court will adequately accommodate the traffic to the site without causing adverse impacts to the planned residential neighbourhood to the east;
- whether the proposed development demonstrates that it meets the criteria outlined in Section 3.2.8.5 of the Official Plan to exceed the maximum height and density limits;
- the proposed development shall be located outside of the natural heritage system;
- Whether adequate amenity area will be provided for the future residents; and,
- Whether there will be no shadowing impacts to the surrounding uses;

Further details on this application can be found in the Information Summary contained in Appendix 8. The future Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

### Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on January 15, 2021 and to the property owners within 240 metres of the subject lands on February 11, 2021 as per Planning Act requirements. A notice of public meeting was also posted in Brampton Guardian Newspaper. This report, along with the complete application requirements including studies, has been posted to the City's website.



## **Corporate Implications:**

### Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

### Other Implications:

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

## **Term of Council Priorities 2019-2022:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-run City (Good Government)” priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

### Living the Mosaic – 2040 Vision

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

## **Conclusion:**

Appropriate information and background studies have been received in order to hold a Statutory Public Meeting in compliance with the requirements of the *Planning Act*.

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of this application to amend the Official Plan, including Secondary and Block Plans, as well as the Zoning By-law.

Authored by:

Reviewed by:

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Himanshu Katyal, RPP, MCIP  
Development Planner III

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Allan Parsons, RPP, MCIP  
Director of Development Services



Approved by:

Submitted by:

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Richard Forward, MBA, M.Sc., P. Eng.  
Commissioner of Planning, Building &  
Economic Development

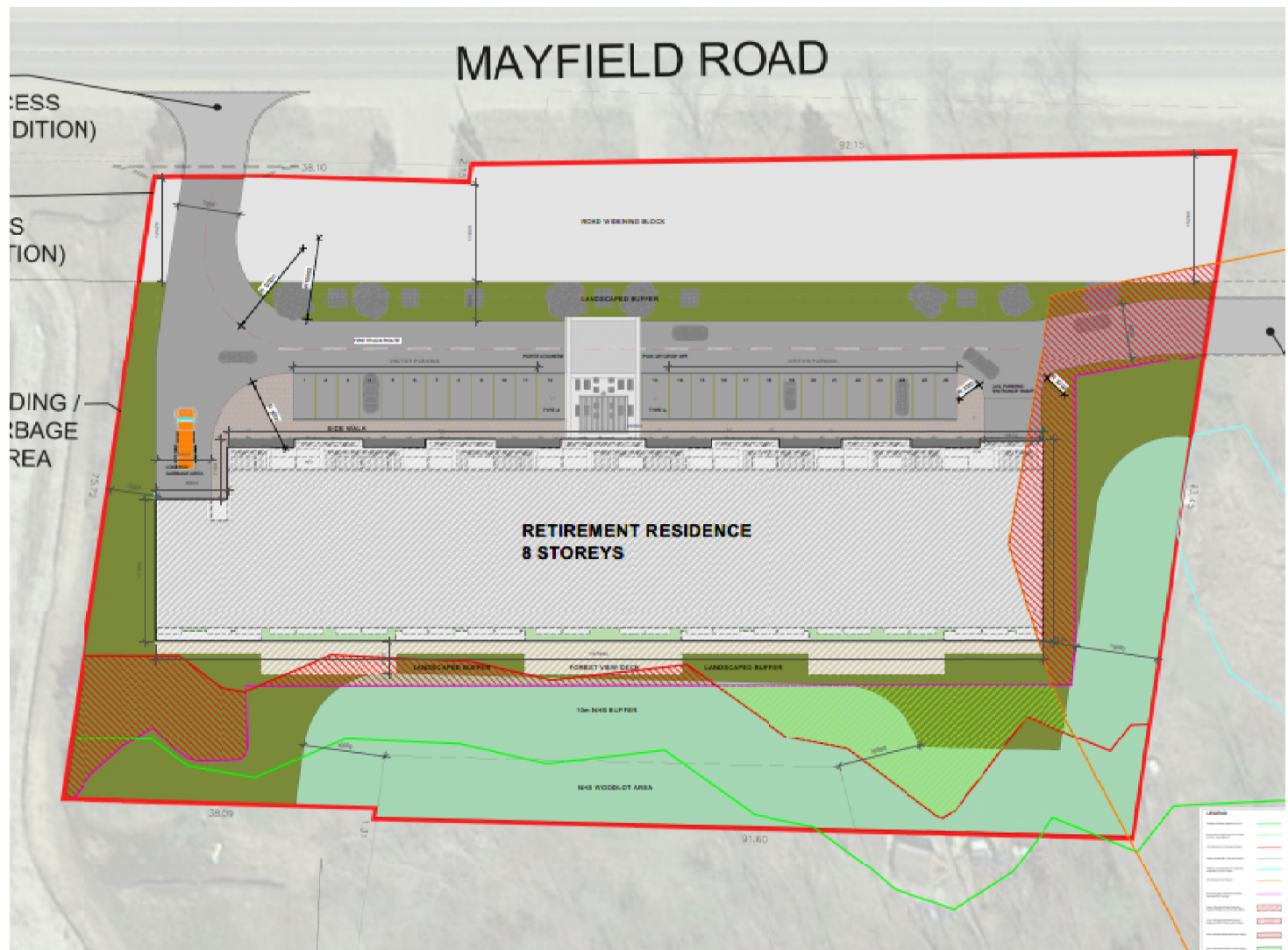
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David Barrick  
Chief Administrative Officer

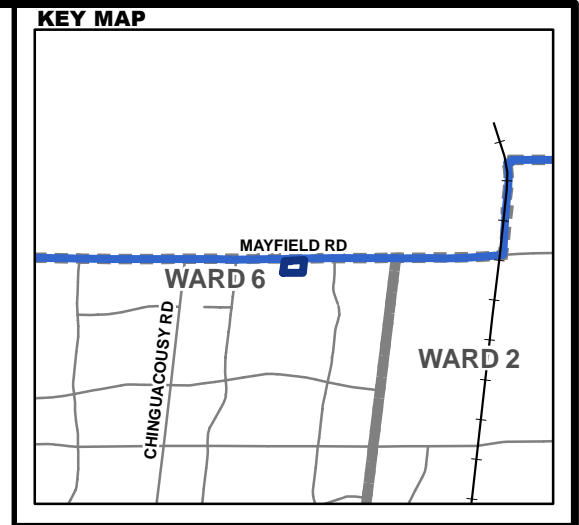
**Appendices:**

Appendix 1:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Block Plan Designations
Appendix 6:	Zoning Designations
Appendix 7:	Aerial & Existing Land Use
Appendix 8:	Information Summary





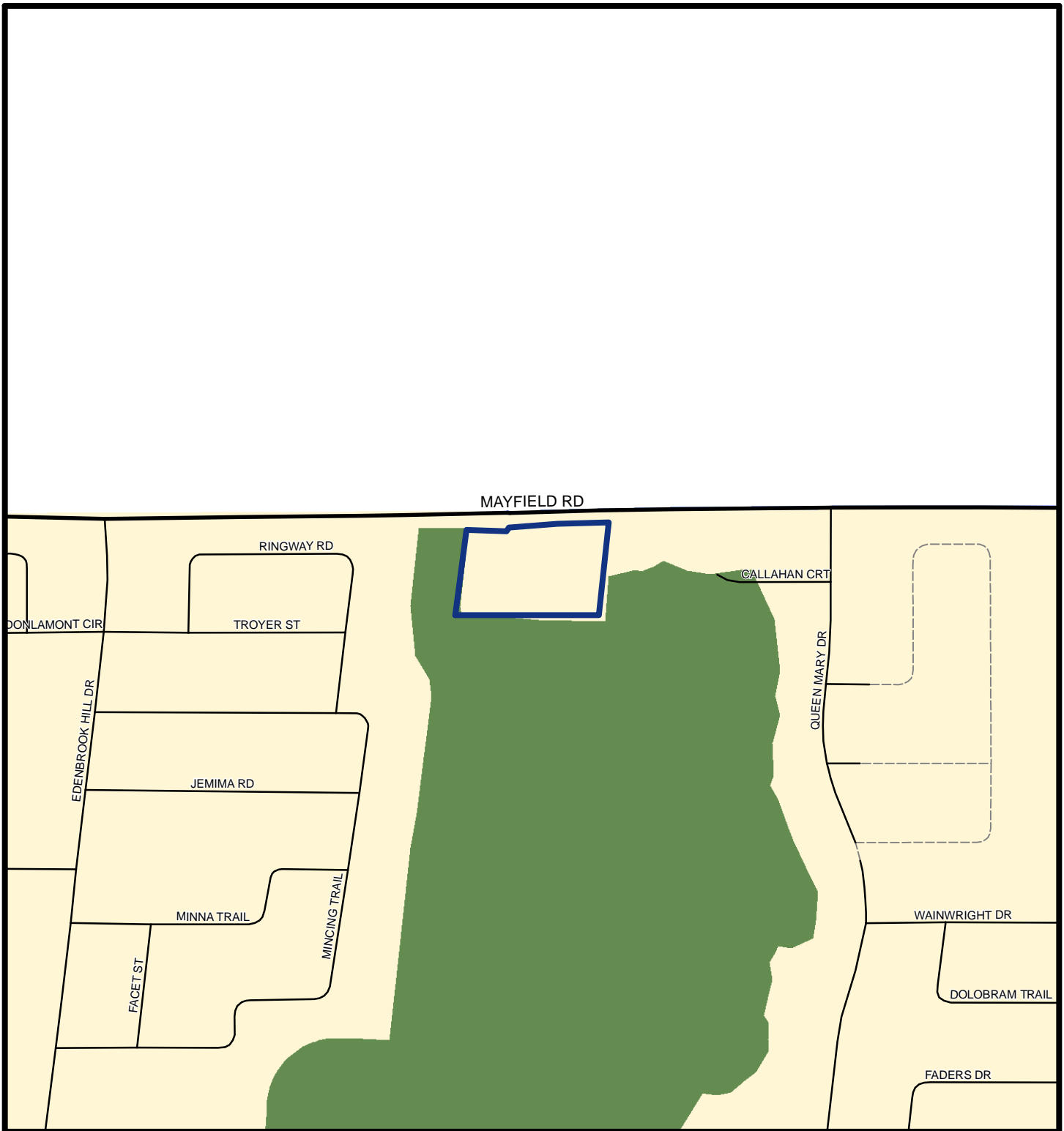






- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- CITY LIMIT







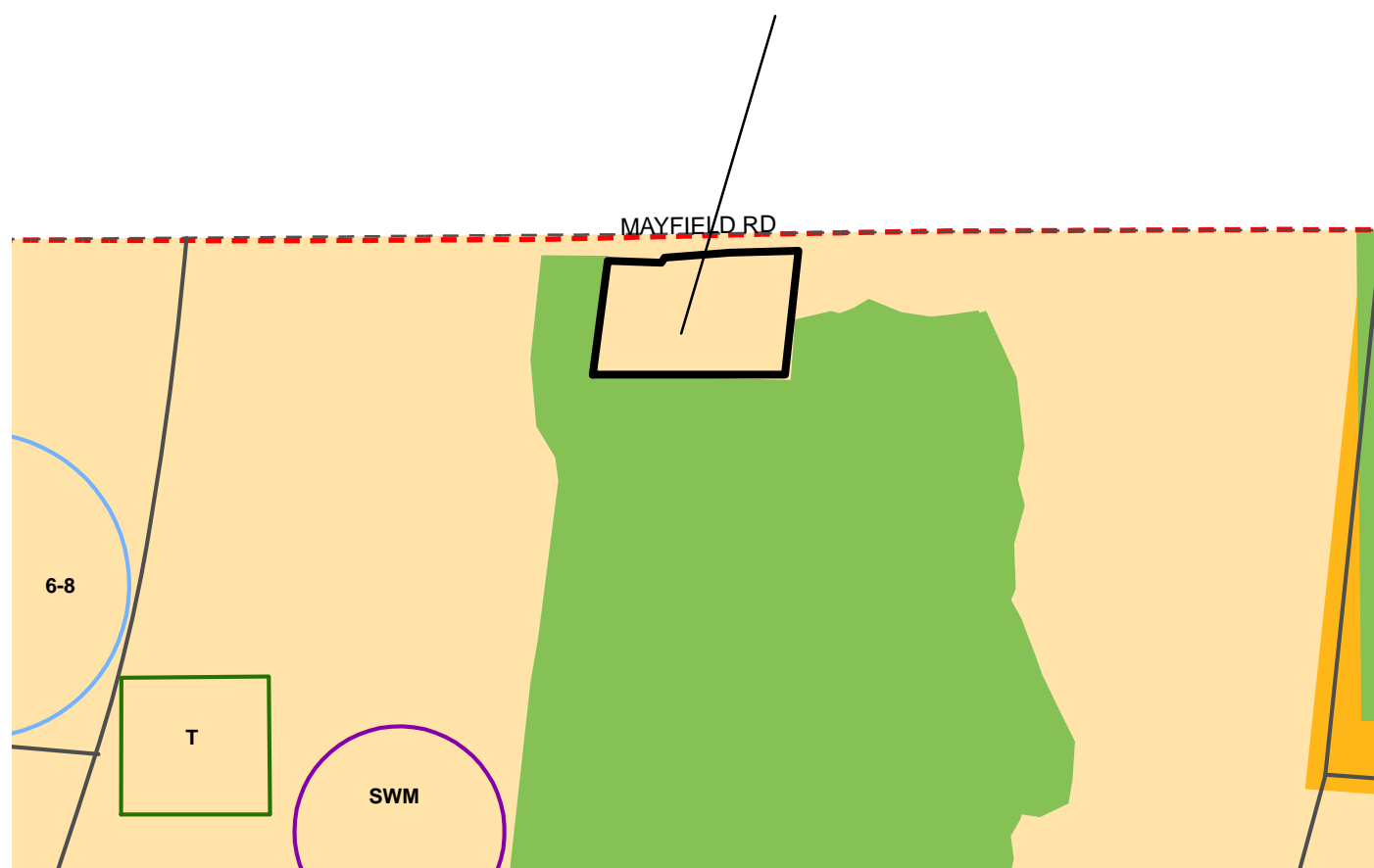
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- |   |   |
|---|---|
|  SUBJECT LAND |  RESIDENTIAL |
|  OPENSACE     |  CITY LIMIT  |





## SUBJECT LANDS

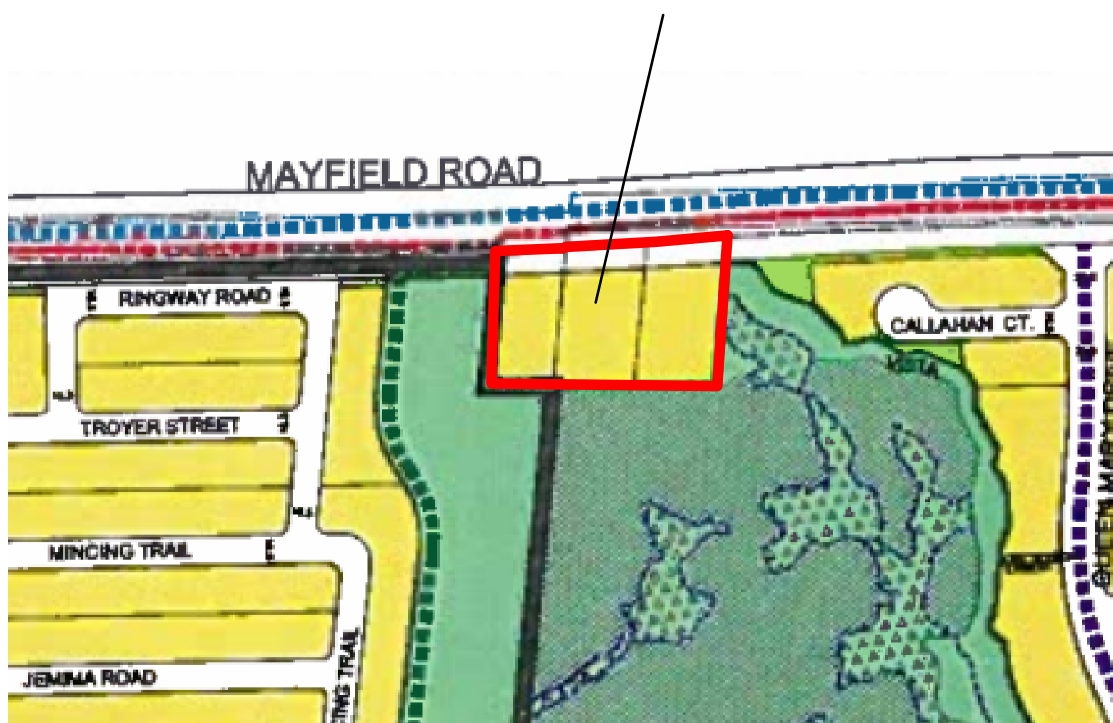


EXTRACT FROM SCHEDULE SP51(A) FROM THE DOCUMENT KNOWN AS THE MOUNT PLEASANT SECONDARY PLAN

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



## SUBJECTLANDS



EXTRACT FROM BLOCK PLAN 51-1 FROM THE DOCUMENT KNOWN AS THE MOUNT PLEASANT BLOCK PLAN

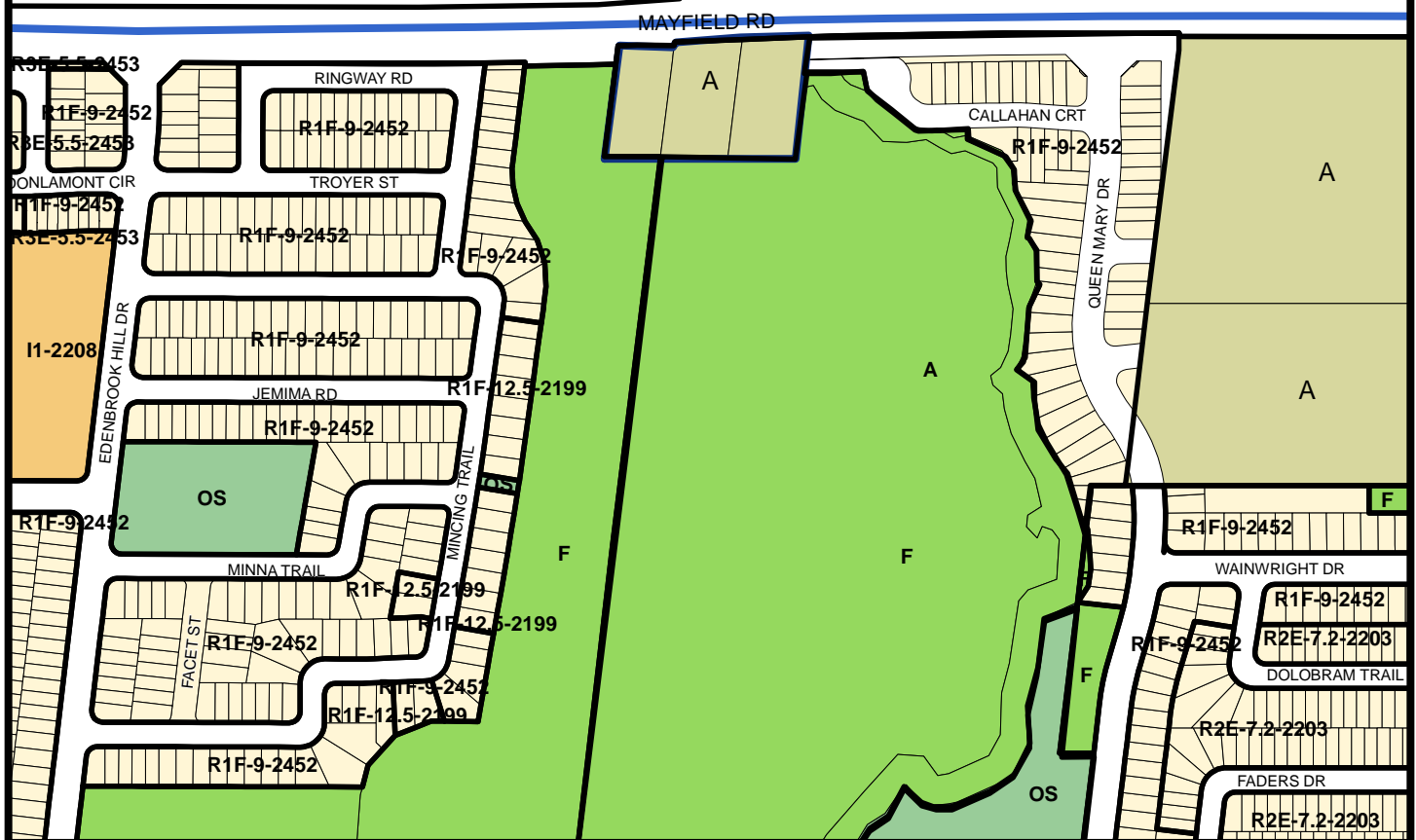
## LEGEND








	BOUNDARY OF BLOCK PLAN AREA 51-2		SWM PONDS		HERITAGE LISTED RESOURCE
	NODE BOUNDARY		INSTITUTIONAL		MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
	PARTICIPATING PROPERTIES		PARKS / VEST POCKETS PARKETTES / TOWN SQUARE		ON-STREET BIKE LANE (CLASS 2)
	LOW / MEDIUM DENSITY RESIDENTIAL		OPEN SPACE / BUFFERS		POTENTIAL SIGNED BIKE ROUTE (CLASS 3)
	MEDIUM DENSITY RESIDENTIAL		NATURAL HERITAGE SYSTEM (NHS)		GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)
	COMMERCIAL		NHS CHANNELS / BUFFERS		
	SWM PONDS		NHS WETLANDS		
			NHS WOODLANDS		

## NOTES:

1. "THE LAND USES, FEATURES AND COMMUNITY INFRASTRUCTURE SHOWN ON THIS PLAN MAY BE REVISED THROUGH THE FINAL APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS."
2. "THE FINAL LOCATION FOR PATHS/BIKELANES/BIKE ROUTES AND GREEN SYSTEM TRAIL WILL BE DETERMINED THROUGH THE APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS. IN ADDITION, THE FINAL LOCATION OF THE GREEN SYSTEM TRAIL WILL BE INCORPORATED INTO THE OVERALL DESIGN AND FINAL APPROVALS OF THE NATURAL HERITAGE SYSTEM."
3. "WHERE LANEWAYS HAVE A 90° DEFLECTION ADDITIONAL LAND FOR SNOW STORAGE WILL BE PROVIDED BY INTRODUCTION OF EYEBROWS OR OTHER MEASURES."





 SUBJECT LAND
  INSTITUTIONAL
  OPEN SPACE
  CITY LIMIT  
 RESIDENTIAL
  AGRICULTURAL
  FLOODPLAIN



**APPENDIX 6  
ZONING DESIGNATIONS  
GLEN SCHNARR AND ASSOCIATES  
IMJ KEYSTONE HOLDINGS**











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CITY FILE: 0Z5-2020-0038





AERIAL PHOTO DATE: SPRING 2020

**Legend**

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		CITY LIMIT
	INDUSTRIAL		RESIDENTIAL				





## Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

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

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- The protection of ecological systems, including natural areas, features and functions (section 2 a);
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities (section 2 i);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:



- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
- avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (section 1.1.1 e);
- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
- promoting development and land use patterns that conserve biodiversity (section 1.1.1 h)
- preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
- *Settlement areas* shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
  - efficiently use land and resources;
  - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;



- minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - prepare for the impacts of a changing climate;
  - support active transportation;
  - are transit-supportive, where transit is planned, exists or may be developed;
- planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodate taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (section 1.1.3.3);
  - appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
  - new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
  - Planning authorities should establish and implement phasing policies to ensure (section 1.1.3.7 a, b):
    - That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,
    - The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs;
  - planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c, d, e, f):
    - permitting and facilitating:
      - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs



arising from demographic changes and employment opportunities; and,

- all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
  - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - planning and providing for a full range and equitable distribution 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;
- long-term economic prosperity should be supported by (section 1.7.1 b, c, e, ):
  - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
  - Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
  - Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;



- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, b, e, f, g):
  - promote compact form and a structure of nodes and corridors;
  - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
  - encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
  - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
  - maximize vegetation within settlement areas, where feasible;
- *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 2.1.4, 2.1.5, and 2.1.6 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* (section 2.1.8);
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

The subject lands are within the “Designated Greenfield Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
  - Have a *delineated built boundary*;



- Have existing or planned *municipal water and wastewater systems*; and,
- Can support the achievement of *complete communities*;
- Within *settlements areas*, growth will be focused in (section 2.2.1.2 c):
  - *Delineated built-up areas*;
  - *Strategic growth areas*;
  - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or planned; and,
  - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
  - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
  - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
  - Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - Expand convenient access to:
    - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
    - *Public service facilities*, co-located and integrated in community hubs;
    - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
    - healthy, local, and affordable food options, including through urban agriculture;
  - provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;



- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*;
- to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (section 2.2.6.3);
- New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):
  - supports the achievement of *complete communities*;
  - supports *active transportation*; and
  - encourages the integration and sustained viability of transit services.
- The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows (section 2.2.7.2 a):
  - The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;
- Within the *Natural Heritage System for the Growth Plan*:
  - new *development* or *site alteration* will demonstrate that (section 4.2.2.3 a) i. to vi.):
    - there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;
    - connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
    - the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be



incorporated into the planning and design of the proposed use wherever possible;

- except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the *total developable area*, and the impervious surface will not exceed 10 per cent of the *total developable area*;
- with respect to golf courses, the disturbed area will not exceed 40 per cent of the *total developable area*; and
- at least 30 per cent of the *total developable area* will remain or be returned to *natural self-sustaining vegetation*, except where specified in accordance with the policies in subsection 4.2.8.

## Regional Official Plan

The subject application is within the “Core Areas of Greenlands System” on Schedule A, “Urban System” and “North West Brampton Urban Development Area” designation on Schedule D, and “Designated Greenfield Area” on Schedule D4 as established in the Regional official Plan. Further, Mayfield Road is designated as a “Major Road” on Schedule E of the Regional Official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- Prohibit *development* and *site alteration* within the Core Areas of the Greenlands System in Peel, except for (section 2.3.2.6 a to i):
  - Forest, fish and wildlife management;
  - Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
  - *Essential infrastructure* exempted, pre-approved or authorized under an environmental assessment process;
  - *Passive recreation*;
  - *Minor development* and *minor site alteration*;
  - *Existing uses, buildings or structures*;
  - Expansions to *existing buildings or structures*;



- A new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date the Regional Official Plan Amendment 21B came into effect in accordance with this policy shall be deemed to be an *existing building or structure* for the purposes of the exceptions permitted in clauses g) and h) above;
- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- 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 5.3.2.4);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
  - support the Urban System objectives and policies in this Plan;
  - support pedestrian-friendly and transit-supportive urban development;
  - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
  - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies (section 5.3.4.2.2 b):
  - That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary, and in accordance with the City's Growth Management Program;



- Develop compact, transit-supportive communities in designated greenfield areas (section 5.5.2.3);
- Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding *major environmental features* as defined by the Growth Plan (section 5.5.4.2.1);
- Development within the designated Greenfield Areas shall be designed to meet or exceed the following minimum densities (section 5.5.4.2.2):
  - City of Brampton: 51 residents and jobs combined per hectare;
- Direct the area 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 (section 5.5.4.2.6);
- Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan (section 5.5.4.2.7);
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);
- collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential *development, redevelopment and intensification* in support of Regional and *area municipal official plan* policies promoting *compact forms of development* and residential *intensification* (section 5.8.2.6);
- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

### **Official Plan:**

The property is designated "Communities", "Designated Greenfield Area" and "Open Space" on Schedule 1 – City Concept; "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan. Further, Schedule D – Natural Heritage Features and Areas refines the "Open Space" designation to "Valleyland/Watercourse" Corridor. The "Residential" designation permits a broad range of housing, ranging from assisted housing to



upscale executive housing types. The “Designated Greenfield Area” is comprised of lands outside of the Built Boundary where new communities will provide a diverse range of land uses and create an urban form that supports walking, cycling and transit. The lands designated “Valleyland/Watercourse” Corridor are intended primarily for the preservation and conservation of the natural features, functions and linkages.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 3.2.2.2);
- 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 3.2.8.3);
- 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 (section 3.2.8.5 (i) to (xii)):
  - The development is consistent with the general intent and vision of the applicable Secondary Plan;
  - The development contributes to the City’s desired housing mix;
  - There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
  - 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;
  - There is sufficient existing or planned infrastructure to accommodate the development;



- The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
  - The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
  - 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;
  - 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;
  - 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;
  - The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
  - Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses;
- The 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 3.2.8.6);
  - 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 (section 4.2.1.2);

- 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 4.2.1.3);
- 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 4.2.1.9);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
  - Variety of housing types and architectural styles;
  - Siting and building setbacks;
  - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
  - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
  - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
  - Incorporation of multiple unit dwellings and apartments; and,
  - Landscaping and fencing on private property;
- The City shall consider the following natural heritage planning principles in the design of residential development (section 4.2.1.15 i to vii):
  - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
  - Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;



- Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
  - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development;
  - Protection, maintenance and restoration of remaining trees and woodlots;
  - The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
  - That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.
- 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 4.2.1.18);
  - The City shall continue to support and approve social housing projects within new development areas and older residential neighbourhoods, where appropriate (section 4.2.6.1);
  - The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines (section 4.2.6.3 i to iii):
    - Accessibility to public transit, convenience shopping, parks and recreation facilities;
    - Convenient access to public day care facilities and other
    - community service, social and health facilities/services; and,
    - Locating away from hazardous lands or hazardous sites;
  - The City shall permit supportive housing facilities for more than 10 persons (i.e. retirement homes) located in any area designated Major Institutional on Schedule "A" to this Plan and in the applicable Secondary Plan, subject to the policies of these documents, in particular the Institutional and Public



- Uses section of this Plan. No supportive housing facilities shall be permitted to locate in hazardous lands or hazardous sites (section 4.2.6.10);
- The City shall have regard for the need for group homes, and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis (section 4.2.6.11);
  - The City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions (section 4.2.6.15 i to ii (a to i)):
    - Retirement home shall comply with all zoning requirements set out in the City's By-law;
    - In determining the suitability of a site for use as retirement housing, due regard shall be given to:
      - The accessibility of the site to public transportation,
      - shopping facilities, Places of Worship, libraries, public parks and other community service facilities;
      - Adequate vehicular ingress/egress and on-site parking;
      - Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
      - Siting and landscaping to minimize any adverse impact on adjacent uses;
      - Impact of the development on the ecosystem and natural environmental features;
      - Appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
      - Access to municipal water and sanitary waste;
      - Locating away from hazardous lands or hazardous sites; and,
      - Accessibility for persons with disabilities;
  - The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing (section 4.2.6.16);
  - 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 4.2.7.1);



- 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 4.5.2.2 (ii));
- 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 4.5.2.8);
- 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 4.5.2.9);
- 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 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to iii):
  - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
  - Requiring the provision of adequate off-street private parking; and,



- Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;
- 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 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- 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 4.5.4.9);
- 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 4.5.5.5);
- 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 (section 4.6.6.8);
- The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections (section 4.6.10);
- 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 (section 4.6.6.28 i to vii):
  - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, in accordance with the policies of this plan;



- Protection, enhancement and restoration of streams, ponds, marshes, valleylands and woodland habitats for both fish and wildlife
  - Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
  - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the development;
  - The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
  - The City will seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features; and,
  - That the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate;
- 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” (section 4.6.6.30);
  - Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account (section 4.6.7.1 i to ix):
    - No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;
    - Existing development shall be reviewed in consideration of the identified slope stability, 100 year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;



- Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;
- The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;
- The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;
- The impact of the development proposal to the physical continuity of the natural heritage open space system, including public access where appropriate and feasible;
- The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
- The risk of the loss of life or property damage; and,
- The comment of the appropriate Conservation Authority and Provincial Ministry;
- Vista blocks and window streets shall be strategically located to provide strategic views onto the valley and watercourse corridors providing a focus for neighbourhoods and access to valleylands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis (section 4.6.7.10);
- 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 (section 4.7.2.1 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;
- 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 4.7.2.5);



- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
  - Communicate the image and character of the community;
  - Reinforce the street network and enhance special community roads (primary streets);
  - Promote an urban relationship between built form and public spaces;
  - Enhance the daily experience of the residents and visitors;
  - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
  - De-emphasize the importance of the car/garage on the streetscapes;
  - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
  - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity (section 4.11.2.2.2);



- The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage (section 4.11.2.6.1);
- A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art (section 4.11.2.6.3);
- These spaces should be linked physically and visually to the pedestrian network and other public spaces (section 4.11.2.6.4);
- The developer should promote the active management and programming of these semi public spaces (section 4.11.2.6.6);
- Mid-rise buildings shall address the following design issues (section 4.11.3.1.1):
  - Building articulation and efficiencies;
  - Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
  - Servicing (i.e. loading, garbage, parking);
  - Separation between commercial and residential;
  - Access to transit;
  - The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);
  - Build along the streetline and maintain common setback; and,
  - Ground floor uses;
- In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development (section 4.11.3.1.3);
- 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 4.11.4.1);



- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);

### **City of Brampton Age-Friendly Strategy and Action Plan**

The Age-Friendly Strategy and Action Plan aims towards making Brampton an age-friendly City by making informed decisions regarding all aspects of the community, including land development, transportation planning, parks and open space, and social services.

The following action items, as identified in the Age-Friendly Strategy, are applicable to the subject property:

- Provide more diverse housing options and sizes throughout the City (item 3.2);
- Encourage housing to be located near amenities to avoid social isolation and loss of independence (item 3.4);
- Encourage the development of residential care facilities that appeal to local needs and cultures (i.e. respite care facilities, hospices) (item 8.3);

Staff will evaluate the application based on the above policies and make a recommendation in the future recommendation report.

### **Amendment to the Official Plan**

An amendment to the Official Plan is required to permit the proposed height and density at this location. The applicant has submitted a Secondary Plan Amendment with the application. See below in the Secondary Plan Amendment section for details about the proposed amendment.

Staff will evaluate and make a recommendation on the Official Plan Amendment in the future recommendation report.

### **Secondary Plan:**

The property is designated “Low/Medium Density Residential” and “Natural Heritage System” in the Mount Pleasant Secondary Plan (Area 51).

The following policies of the Secondary Plan are applicable to the subject property:

- The various residential designations shown on Schedule SP51 (a) are categories in which the predominant land use is for Low/Medium Density and Medium Density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter. Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies



- in this Chapter, shall also be permitted in the various Residential designations, provided that they are integrated in an appropriate manner with adjacent residential uses (section 5.1.1.1);
- Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies (section 5.1.1.2);
  - Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources (section 5.1.1.3);
  - Existing dwellings or buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped (section 5.1.1.4);
  - Residential designations adjacent to the Natural Heritage System shown on Schedule SP 51(a) shall be shaped, oriented, and developed in a manner that is compatible, complementary to the Natural Heritage System (section 5.1.1.5);
  - In areas designated Low and Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter (section 5.1.2.1 i to iii):
    - Permitted uses shall include single-detached, semi-detached, townhouses and lane-based townhouse structural types, stormwater management facilities and other infrastructure, places of worship, schools and parks;
    - A maximum density of 36 units per net residential hectare (15 units per net residential acre) shall be permitted;
    - Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage;
  - The final Natural Heritage System shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state, or where possible, be restored and enhanced, in accordance with the recommendations of the Mount Pleasant Subwatershed Study and consistent with the principles outlined in Appendix F of this Chapter and attached schedules (section 5.5.3);
  - Permitted uses and activities within the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited infrastructure



- including road and municipal services crossings, stormwater management facilities and Low Impact Development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as trails, interpretative displays and signage; and site alteration to accommodate the above uses (section 5.5.4);
- Lands located outside of the limits of the final Natural Heritage System shall be considered to be available for development as illustrated on Schedule SP51(a) (section 5.5.5);
  - The Recreational Open Space System and the Natural Heritage System , are given a high profile within the community as visible and accessible public amenities, and are inter-connected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System (section 5.5.6);
  - Notwithstanding the provisions of Sections 4.5.13.7 and 4.5.13.8 of the Official Plan, environmental buffers shall form part of the Natural Heritage System and be implemented in accordance with the principles outlined in Appendix F of this Chapter and attached schedules (section 5.5.8);
  - The illumination of parking facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical (section 5.5.10);

#### Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to re-designate the site from a “Low Density 2 Residential” to a “site specific High Density Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

#### *“3.0 Amendments and Policies Relevant Thereto:*

*The portions of the document known as Mount Pleasant Secondary Plan, being Chapter 51, part II of the City of Brampton Official Plan, as amended, is hereby further amended:*

- (1) by changing on Schedule SP51(a) of Chapter 51 of Part II: Secondary Plans, the land use designations of the lands shown outlined on Schedule ‘A’ to this amendment from “Low/Medium Residential” to “Site Specific - High Density Residential”*
- (2) adding to Section 5.1.3, Special Policy Areas: The Mount Pleasant Secondary Plan Area 51(a) thereof, the following text:*



*i) In addition to the special policies outlined in Section 5.1.3, the lands shown on Schedule 'A' to this amendment, as "Site Specific-High Density Residential," are permitted to develop for high density residential with a permitted FSI up to 305 units per net hectare.*

*ii) For the purpose of this Subsection, the "High Density Residential" designation may include townhouses, duplexes, maisonettes, apartments and seniors' residences."*

Staff will evaluate and make a recommendation on the Secondary Plan Amendment in the future recommendation report.

#### **Block Plan:**

The property is designated "Low/Medium Density Residential" in the Mount Pleasant Block Plan Area 51-2 of Mount Pleasant Secondary Plan. This Block Plan outlines detailed design principles for the subject area. An amendment to the Block Plan is required to permit the proposed development.

Staff will evaluate and make a recommendation on the Block Plan Amendment in the future recommendation report.

#### **Zoning By-law:**

The property is zoned "Agricultural (A)" by By-law 270-2004 as amended. This zone permits agricultural uses, a single detached dwelling, a group home type 1 or type 2, a cemetery, an animal hospital, a kennel and a home occupation along with accessory uses.

#### Amendment to the Zoning By-law

The application has submitted a draft zoning by-law. The following zoning provisions to change the zoning to a site-specific Residential Apartment A (R4A-XXXX) Zone are included in the draft Zoning By-law Amendment:

*"(2) by adding thereto, the following sections:*

*XXX The lands designated R4A-XX on Schedule A to this by-law:*

*XXX.1 Shall be used for the purposes of the R4A zone, with the following additional uses:*

*1) A Retirement Home and accessory purposes hereto.*

*XXX.2 Shall be subject to the following requirements and restrictions:*

*a) Minimum side yard width:*



*(i) Interior side yard width: 4.0 metres*

*(ii) Minimum exterior side yard width: 5.0 metres*

*b) Maximum lot coverage: 30%*

*c) Minimum Landscaped Open Space: 35%*

*d) Maximum Floor Space Index: 3.0*

*e) Maximum height of the forest view deck: 3.0 metres*

*XXX.3 For the purposes of this by-law the interior side yard shall reference the easterly side yard adjacent to Callaghan Court. The exterior side yard shall reference the most westerly side yard.*

*XXX.4 Loading, garbage storage and mechanical equipment space will be located internal to the site.*

*XXX.5 An underground parking structure shall have 0m setback to any lot line.*

*XXX.6 Minimum number of parking spaces: 0.45 space per residential unit with visitor parking spaces of 0.08 space per unit, inclusive of staff parking.*

*XXX.7 All lands zoned Residential Apartment A- XXX shall be treated as a single lot for zoning purposes.”*

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

### **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 34 points; which does not meet the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

### **Documents Submitted in Support of the Application**

- Concept Site Plan
- Parking Plan
- Architectural Plans
- Shadow Study
- Landscape Plans
- Property Survey
- Noise Feasibility Study



- Tree Inventory and Preservation Plan and Report
- Transportation Impact Study
- Fire Truck Turning Assessment Report
- Phase I Environmental Site Assessment
- Record of Site Condition
- Site Servicing and Grading Plan
- Functional Servicing Report
- Stormwater Management Report
- Sustainability Score and Summary
- Urban Design Brief
- Planning Justification Report
- Draft Zoning By-law Amendment

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.



## **Notice of Intention to Amend Sign By-law 399-2002: 8177 Torbram Road – Ward 8**

Pursuant to Procedure By-Law 160-2004, as amended, take notice that the City of Brampton intends to consider site-specific amendments to the Sign By-law 399-2002, as amended.

On **Monday, March 8, 2021, at 7:00 pm**, via regular meeting with electronic participation, the Planning and Development Committee will consider the following proposed amendment to the Sign By-law:

- **2499511 Ontario Inc. – 8177 Torbram Road – Ward 8**

### **Notice:**

**In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requirements for physical distancing between persons, in-person attendance at this Committee meeting will be limited to Members of Council and essential City staff only. The meeting will be convened virtually, in accordance with the City's Procedure By-law.**

Persons wishing to delegate on this matter must contact the [City Clerk's Office to register](#) and receive instructions to participate in the virtual meeting.

Members of the public may watch the meeting live from the City of Brampton website at: <https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or <http://video.isilive.ca/brampton/live.html>

Correspondence related to agenda business to be considered at the Committee Meeting may be submitted via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) up until the start of the meeting.

During the Committee Meeting, the public may submit questions regarding decisions made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

A key map and site plan showing the location of the proposed sign is attached. Anyone interested in speaking to this matter at the Committee meeting or making a written submission, should contact the [City Clerk's Office](#), no later than 4:30 pm, on March 4, 2021.

Information is available for review on the [City website](#). Further information is available by contacting:

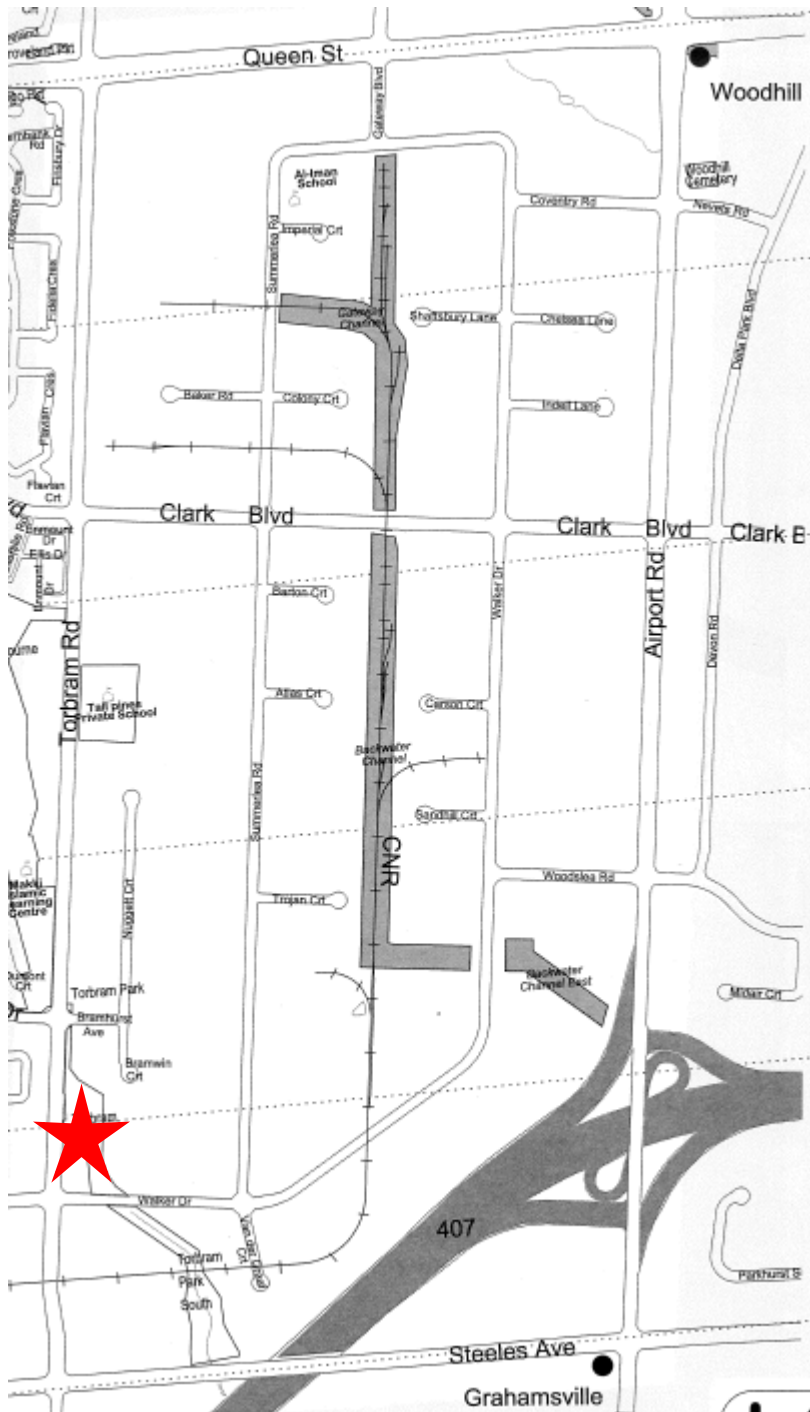
Elizabeth Corazzola  
Manager of Zoning & Sign By-law Services, Building Division,  
905-874-2092, [elizabeth.corazzola@brampton.ca](mailto:elizabeth.corazzola@brampton.ca)

In the event that Committee chooses to refer or defer consideration of the matter, no further public notice will be given.

Dated February 25, 2021

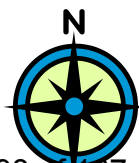
P. Fay, City Clerk  
2 Wellington St. W., Brampton, ON L6Y 4R2  
905.874.2116 TTY: 905.874.2130 Fax: 905.874.2119  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)





## Schedule 1

BVD Group  
8177 Torbram Road  
Location Map

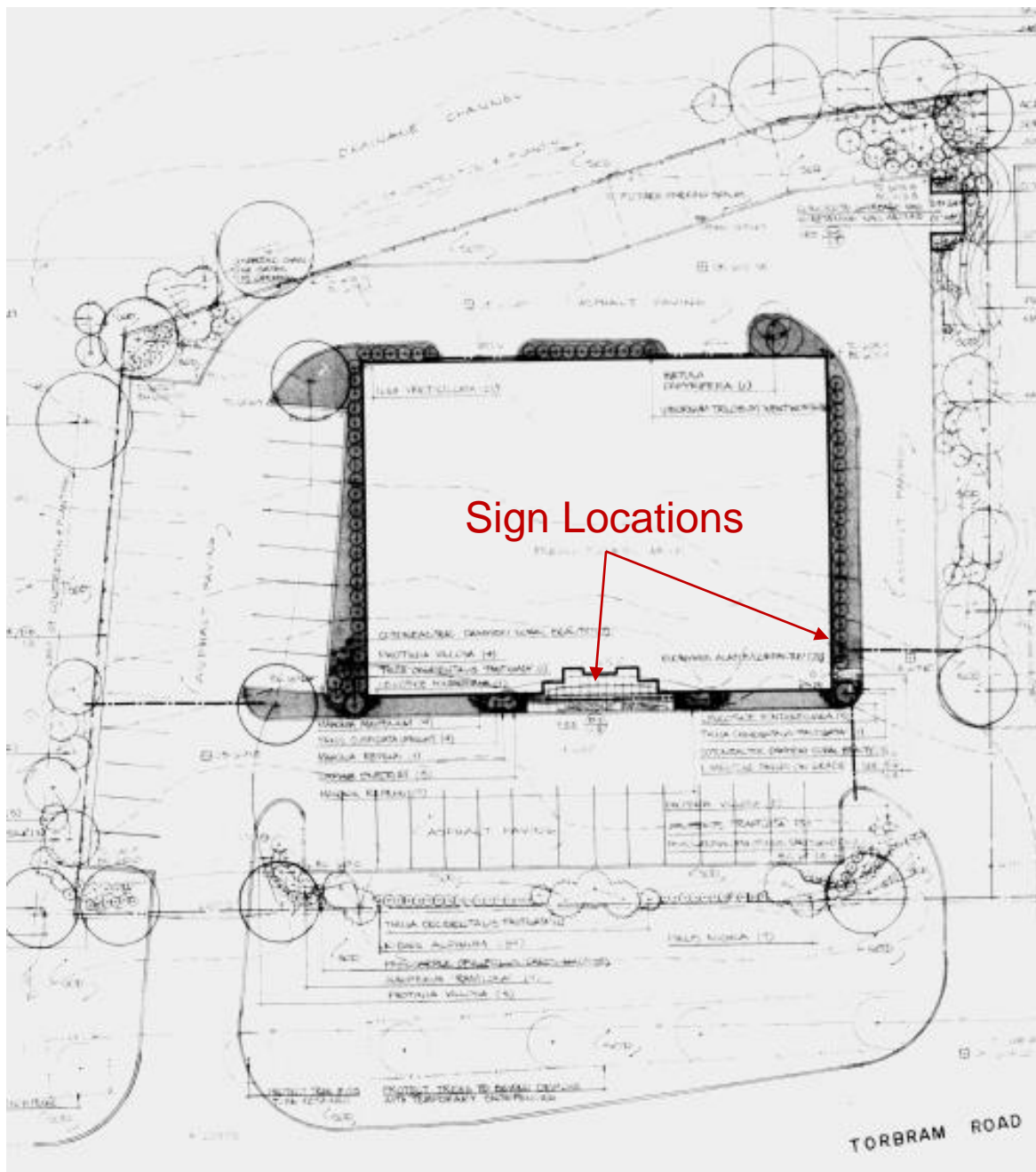


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## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division





## Schedule 2

BVD Group  
8177 Torbram Road  
Site Plan



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## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division





## 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](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

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

[C08E08.008](#)

Meeting Date Requested: [March 8, 2021](#)

Agenda Item (if applicable):

Name of Individual(s): [Tony Moracci](#)

Position/Title:

[Local Residence](#)

Organization/Person  
being represented:

[Tony Moracci](#)

Full Address for Contact: , Brampton, Ontario,

Telephone:

Email:

Subject Matter  
to be Discussed:

[C08E08.008](#)

Action  
Requested:

[Refuse application to re- zone property](#)

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: [in person](#)

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.



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**To:** City Clerks Office  
**Subject:** RE: [EXTERNAL]C08E008 1965 Cottrelle Blvd ward 8

**From:** Azad Goyat < >  
**Sent:** 2021/02/19 3:44 PM  
**To:** City Clerks Office <[City.ClerksOffice@brampton.ca](mailto:City.ClerksOffice@brampton.ca)>  
**Subject:** [EXTERNAL]C08E008 1965 Cottrelle Blvd ward 8

Hello, I wish to delegate in this meeting please put me on roll.  
Thank you.



**Date:** 2021-02-04

**Subject:** **Site Specific Amendment to the Sign By-Law 399-2002, as amended, 2499511 Ontario Inc, 8177 Torbram Road – Ward 8**

**Contact:** Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Building Division, 905-874-2092, elizabeth.corazzola@brampton.ca

**Report Number:** Planning, Bld & Ec Dev-2021-195

**Recommendations:**

1. That the report titled: Site Specific Amendment to Sign By-Law 399-2002, 2499511 Ontario Inc, 8177 Torbram Road – Ward 8, to the Planning & Development Committee meeting of March 8, 2021, be received; and
2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed site-specific amendment.

**Overview:**

- **BVD Group has installed two second storey wall signs with exposure to Torbram Road and Walker Drive. The signage is intended to offer increased exposure for their business.**
- **The proposed signage does not comply with the prescriptive requirements of the sign by-law for Wall Signs, which would only permit signage on the upper storey of an office building up to 2% of the wall face area. The sign area of the west elevation sign is 2.68% of the associated wall face, and the sign area of the south elevation sign is 3.76% of the associated wall face.**
- **Staff are supportive in part, of the proposed site specific amendment and recognize that the increased upper storey exposure based on the partial obstruction of the sign by the existing foliage. Approval is recommended for one (1) oversized top storey sign on the west elevation.**



**Background:**

The subject property is a single tenant office building, located near the intersection of Torbram Road and Walker Drive. After consulting with Sign By-law Services Staff and being informed that the proposed signs would not comply with the Sign By-law the tenant (BVD Group) proceeded to have oversized signs installed on the west and south elevations without obtaining a permit.

**Current Situation:**

The Sign By-law permits an office building to have two (2) top storey wall signs that shall not exceed a maximum of 2% of the building wall face or 30m<sup>2</sup>, whichever is less. The top storey signs must be located on separate elevations.

The applicant is requesting an amendment to the Sign By-law to permit two (2) top storey wall signs each with an area of 7.97m<sup>2</sup>. The following table demonstrates the percentage of wall face area of the proposed wall signs:

Elevation	Total Sign Area	Percentage of wall face area
South	7.97m <sup>2</sup>	3.76%
West	7.97m <sup>2</sup>	2.68%

As the wall signs exceed 2% of the elevations wall face area, they do not comply with the prescriptive requirements of the Sign By-law.

Staff has considered that the sign on the west elevation is partially obscured by existing foliage on the property and the road right-of-way. Additionally, the visibility of the existing ground sign is also affected by this foliage, resulting in the sign only being visible when traveling north bound on Torbram Road. Given the size and scale of the building, Staff is recommending approval of one (1) oversized top storey sign on the west elevation of building.

**Corporate Implications:**Financial Implications:

There are no financial implications associated with this report.

Other Implications:

Staff of the Urban Design Section has reviewed the proposed signage and has recommended approval of only one sign on this building.



Transportation Planning staff has also reviewed the proposed signage and have no concern with the proposed amendment.

**Term of Council Priorities:**

This report is consistent with the “A City of Opportunities” theme. Approval of this request is consistent with the priority of attracting investment and employment.

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’.

**Conclusion:**

Staff is supportive in part, of the proposed site specific amendment and recognizes the increased sign area will assist with site identification from Torbram Road, given the existing foliage partially obscures the existing wall and ground signs.

Staff does not believe that this amendment will create an undesirable precedent for other similar signage given the unique site issues created by the existing foliage.

Authored by:

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Elizabeth Corazzola,  
Manager, Zoning and Sign By-law  
Services

Approved by:

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Richard Forward, MBA, M.Sc., P.Eng.,  
Commissioner of Planning, Building &  
Economic Development

Reviewed by:

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Rick Conard,  
Director of Building and Chief Building Official

Submitted by:

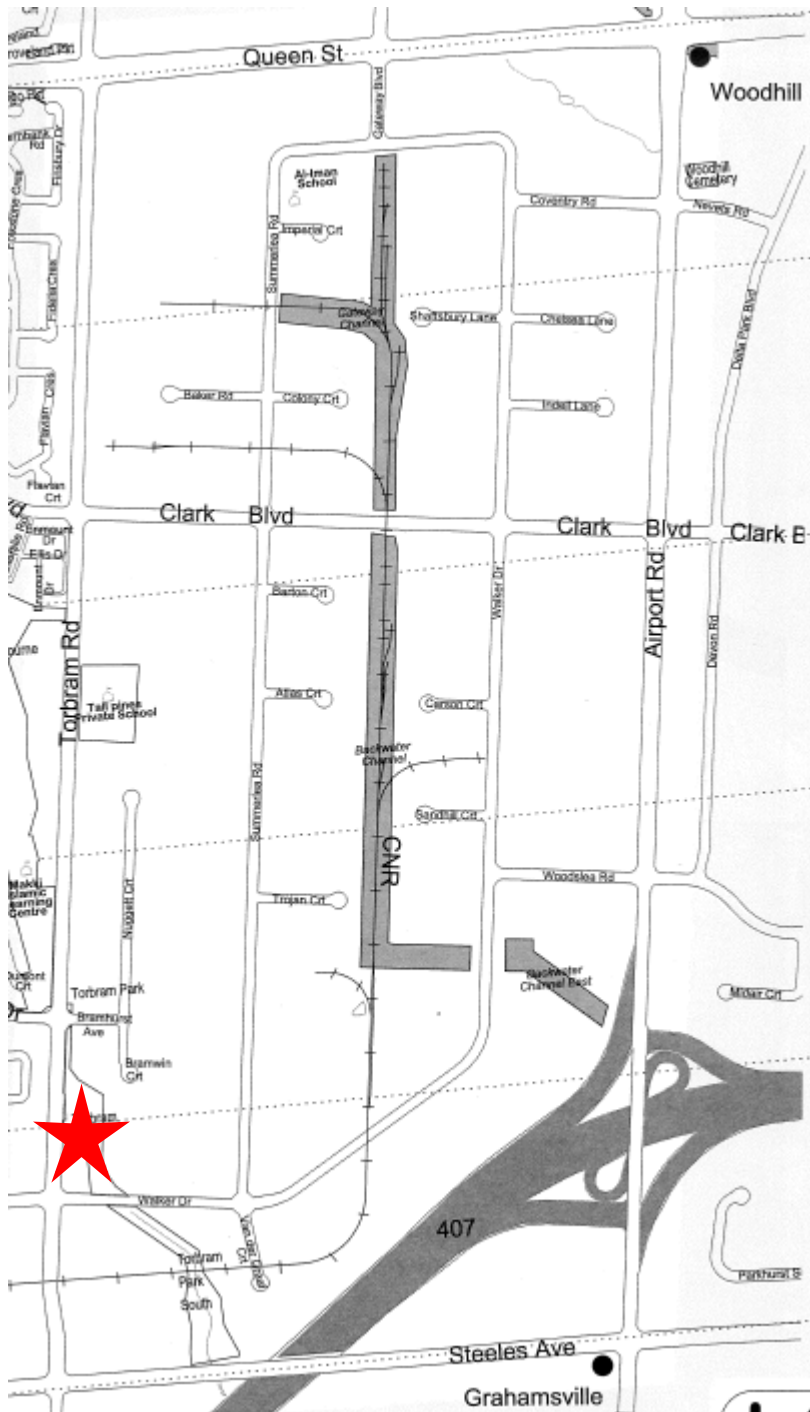
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David Barrick,  
Chief Administrative Officer

**Attachments:**

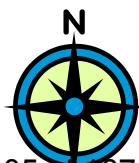
Schedule 1 – Location Map  
Schedule 2 – Site Plan  
Schedule 3 – Proposed Signage  
Schedule 4 – Site Photographs





## Schedule 1

BVD Group  
8177 Torbram Road  
Location Map

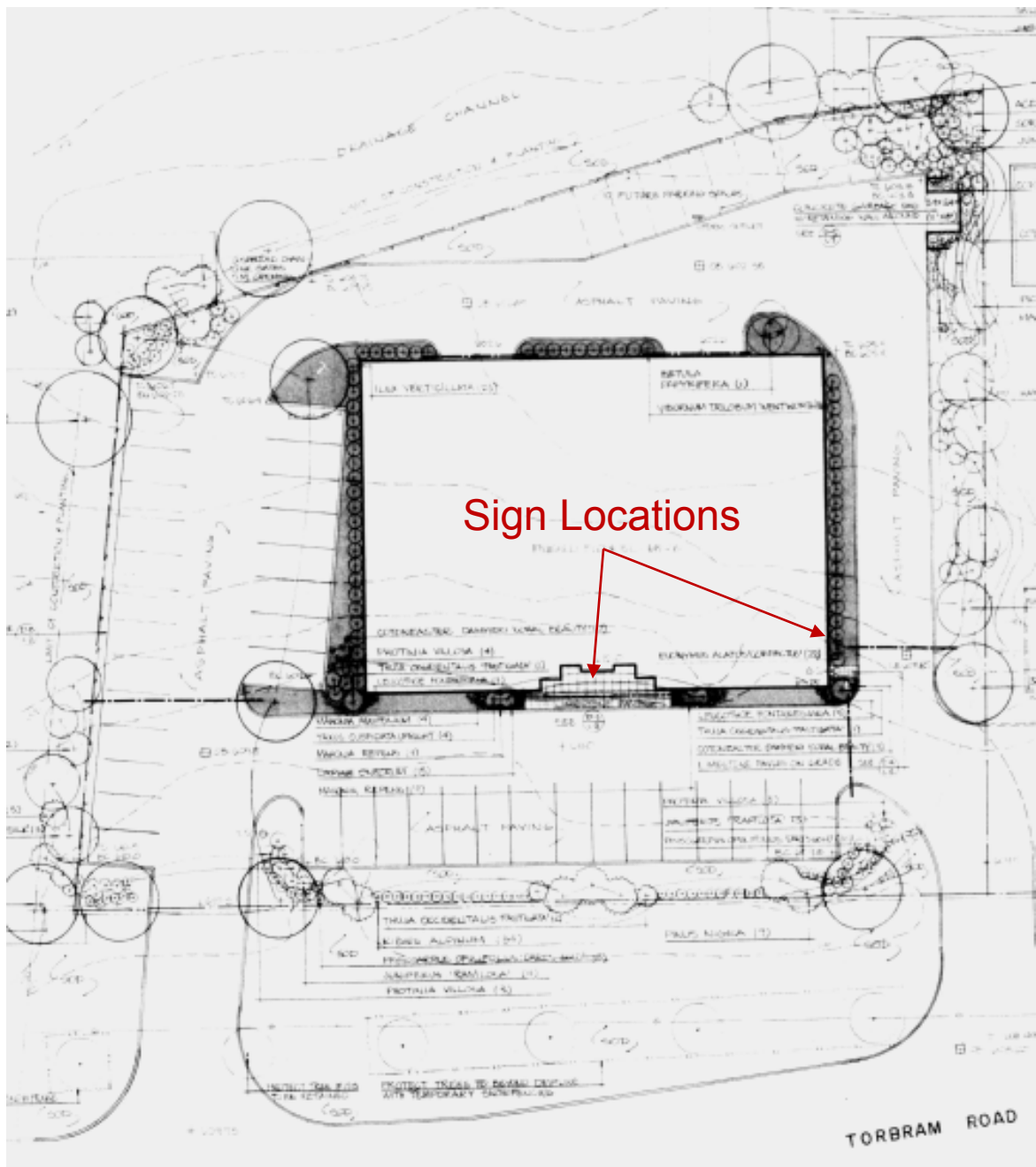


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## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division





## Schedule 2

BVD Group  
8177 Torbram Road  
Site Plan



## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division









West Elevation



South Elevation



**Date:** 2021-01-29

**Subject:** **RECOMMENDATION REPORT**

**Secondary Title:** Application to Amend the Official Plan and Zoning By-Law  
*(To permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of twelve (12) residential units per block for a total of twenty-four (24) stacked, residential townhouse units.)*

**Jindal Developments Ltd. – GeForce Planners**

1965-1975 Cottrelle Boulevard

West of McVean Drive, south of Cottrelle Boulevard

Ward: 6

**Contact:** Shelby Swinfield, Development Planner I, Planning, Building and Economic Development, 905-874-3455; and  
Steve Ganesh, Manager, Planning, Building and Economic Development, 905-874-2089

**Report Number:** Planning, Bld & Ec Dev-2021-099

**Recommendations:**

1. **THAT** the report titled: **Application to Amend the Zoning By-law, Jindal Developments Ltd. – GeForce Planners**, 1965-1975 Cottrelle Boulevard, Ward 6 (Planning, Bld & Ec Dev-2021-099 and File C08E08.008), to the Planning and Development Committee Meeting of March 8, 2021, be received;
2. **THAT** Official Plan Amendment and Zoning By-law amendment applications submitted by GeForce Planners on behalf of Jindal Developments Ltd., Ward: 6, Files C08E08.008 and Report Number: Planning, Bld & Ec Dev-2021-099, as revised, be approved, on the basis that it does represent good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Grown Plan for the Greater Golden Horseshoe, The Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report, dated January 29, 2021;
3. **THAT** the amendments to Schedule A2 of the Official Plan and the Bram East Secondary Plan (Area 41a), as generally attached as Appendix 7 to this report be adopted; and



4. **THAT** the amendments to the Zoning By-law, as generally attached as Appendix 8 to this report be adopted.

**Overview:**

- This application is proposing to amend the Official Plan and Zoning By-law to permit the development of the lands with a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) blocks of stacked, residential townhouses containing a total of 24 units, and a single two (2) storey office building intended to facilitate the headquarters for the property owner's company.
- A Public Meeting was originally held for this application on July 11, 2018. At that time a different development configuration was proposed, which consisted of a three-storey mixed use building with commercial uses on the ground floor and residential apartment units on the second and third floors.
- A second Public Meeting for the application was held on July 6, 2020 for a revised version of the proposal, due to the extensive changes to the concept.
- The applicant revised the application in response to significant feedback received from the community and recommendations of the City's Urban Design Review Panel.
- The property is designated "Residential" in the Official Plan and "Neighbourhood Retail" in the Bram East Secondary Plan (Area 41a). An amendment to the Secondary Plan is proposed to remove a portion of the property from this designation and permit the proposed residential uses under a "High Density Cluster Residential" designation.
- The property is zoned "Commercial Two – Special Section 1851 (C2-1851)" by By-Law 270-2004, as amended. The application proposes to amend the Phase 2 portion of the lands to R4A(3)-2569 to permit the proposed apartment building and stacked townhouses.
- Staff recommend that the Official Plan Amendment and Zoning By-law Amendment be approved. The proposal is in conformity with the Provincial, Regional Policy Framework and the provisions of the City's Official Plan.



**Background:**

The application was submitted on March 9, 2018 with additional materials submitted on May 23, 2018. This application was reviewed for completeness and found to be complete in accordance with Section 51 (19.1), Section 35 (10.4), and Section 22 (6.1) of the *Planning Act* as of May 23, 2018. A formal Notice of Complete Application was provided to the applicant on May 31, 2018.

The easterly half of the subject property was developed as an initial phase with a commercial plaza. This application proposes revisions to the policy designation and zone of the westerly half of the site to accommodate its development as the second and final phase.

*Initial Public Meeting*

The subject application was originally brought forward to a Public Meeting on July 11, 2018. The proposal at that time consisted of a three storey mixed-use building with commercial uses on the ground floor and residential apartment units on the second and third floors. Significant feedback from area residents was received during the meeting, and several concerns were raised such as potential impacts on local schools and traffic, and concerns relating to the visibility of existing backyards from the proposed building. Following the public meeting, the application was reviewed by the Urban Design Review Panel (UDRP), which recommended a number of design changes to the proposed development.

The applicant significantly revised the proposal based on the feedback from both the residents who spoke at the meeting and the advice of the UDRP. Revisions included a complete redesign of the residential component, as follows:

1. An increase in height to a portion of the condo apartment building that is located away from the adjacent residences, from three (3) to seven (7) storeys;
2. Redeployment of the proposed density using a stepped design that allows the building to be only two (2) storeys high in proximity to the westerly lot line, adjacent to single detached dwellings. The height of the building becomes taller as it is located further away from the adjacent residential dwellings, increasing up to seven (7) storey in height. (See Appendix 1a for proposed building elevations.); and
3. Introduction of three-storey townhouse dwellings and a small amenity area.

Upon review by the Region of Peel and due to restrictions regarding waste collection, the proposed standard townhouses were revised to be stacked townhouses of the same number of floors and with the same massing as standard townhouses.

*Second Public Meeting*



The revised concept was presented at a Virtual Public Meeting on July 6, 2020. At the meeting, 15 members of the public provided delegations and 29 people provided written correspondence, expressing a variety of concerns related to the proposed development, including but not limited to crime, traffic, privacy, and adequacy of adjacent school sites.

Staff also received a petition with approximately 900 signatures in opposition of the development. Staff have specifically listed and responded to those concerns within Appendix 10 “Response to Public Meeting Comments”. A summary of the main concerns and issues is presented below in the “Other Implications” section of this report. Following the Public Meeting, two further pieces of written correspondence were received.

### **Current Situation:**

#### Property Description and Surrounding Land Use (Refer to Appendix 6):

The lands have the following characteristics:

- an approximate total site area of 1.8 hectares (4.46 acres)
- comprised of two parts that will be developed in phases;
  - Phase I:
    - Has an approximate area of 1.003 ha (2.49 ac);
    - Contains three (3) existing commercial buildings;
    - Has an approximate commercial gross floor area of 2,224 sq.m. (23,938.94 sq.ft);
    - Has an existing 119 parking spaces.
  - Phase II:
    - Has an approximate area of 0.79 ha (1.9 ac);
    - Is currently vacant;
    - Has a shared access with Phase I onto Cottrelle Boulevard.

The surrounding land uses are described as follows:

North: Cottrelle Boulevard, beyond which is Calderstone Middle School and Bay Lawn Circle;

East: McVean Drive, beyond which is Bainsville Circle;

South: Single detached dwellings; and

West: Single detached dwellings.

#### Proposal:

The applicant is proposing to amend the Official Plan and Zoning By-law to permit the development of a stepped, seven (7) storey condominium apartment building with 72



residential units, and two (2) stacked townhouse blocks comprised of twelve (12) residential units per block for a total of 24 stacked townhouse units.

Details of the proposal are as follows:

- To permit residential (apartment and stacked townhouse dwellings) on the lands;
- To utilize the existing access onto Cottrelle Boulevard;
- To create a total of 96 residential units; and
- To develop the lands with a net residential density of approximately 50.52 units per net acre.

## **Summary of Recommendations**

This report recommends that Council enact the Official Plan amendment as generally attached hereto as Appendix 7, and the Zoning By-law amendment as generally attached hereto as Appendix 8.

### Analysis

The proposed Official Plan Amendment and Zoning Amendment were evaluated with regard to Matters of Provincial Interest, the Provincial Policy statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan. The detailed analysis of those documents can be found in Appendix 9.

### Summary

The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement and in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region's Official Plan. The proposal is also consistent with the Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*.

## **Corporate Implications:**

### Financial Implications:

All financial contribution requirements (i.e. securities, Development Charges and Cash in Lieu of Parkland Requirements) will be provided for in the required Site Plan Application to develop the lands. Revenue that is collected through the application fees are accounted for in the approved operating budget.

### Other Implications:

#### *Housing Type*

The housing types proposed within this application help to fill the “missing middle” of housing in Brampton. In 2019 the Housing Measuring and Monitoring Report prepared



by the Region of Peel determined that out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments.

### *Market Analysis*

The applicant has provided, in support of the application, a “Commercial Needs Opinion Letter” and supporting “Commercial Needs Assessment Study”, prepared by Tate Economic Research Inc. This study and associated expert opinion provides that the use of the Phase II lands for residential purposes will not negatively impact the ability of the existing commercial area to serve the needs of the surrounding community.

### *Resident Concerns*

At both public meetings and throughout the process, feedback was received from area residents in regard to their concerns about the proposal. Below is a summary of the main issues that were raised and how the applicant revised the proposal or provided additional information to respond to the issue. A more detailed analysis of each issue can be found in Appendix 9 – Detailed Planning Analysis.

### *Crime*

The applicant has submitted a Crime Prevention Through Environmental Design (CPTED) Report which includes an analysis of the project through the lens of creating safety through the overall design of the site. The Report notes that through careful design of the residential units, which will be further refined through a Site Plan Application, multiple forms of natural surveillance will be provided on the site, helping to satisfy CPTED principles.

### *Traffic*

The applicant submitted a Traffic Impact Study and Functional Design which have been approved by the City’s Transportation Planning Division. This study demonstrates there will be a need for the applicant to provide an additional turning lane on Cottrelle Boulevard to accommodate safe traffic flow in and out of the site. The construction of this turning lane will be at the expense of the owner. Further, it is noted that the property is directly serviced by two bus transit routes.

### *Privacy*

In regard to the proposed apartment building, the applicant has taken design steps to accommodate and transition to the low density residential surrounding the site. There is currently a 1.8m masonry acoustic fencing surrounding both Phase I and Phase II of the site, which assists in providing some privacy. In addition, the stepped nature of the building is respectful of sightlines from all sides of the property. Following the feedback from the second public meeting, the applicant reduced the size of the 4<sup>th</sup> and 5<sup>th</sup> floors to create even more distance between the apartment building and the single detached residential.



With regard to the stacked townhouses, the applicant has relocated any upper floor balconies to the interior of the site so they overlook the parking lot rather than the adjacent residential dwellings, which assists with maintaining privacy for the adjacent dwellings and creating natural security for the subject site.

#### *Adequacy of Parks and Schools*

Schools - The Peel District School Board and Dufferin Peel Catholic District School Board have confirmed the anticipated student yield from this development would be able to be accommodated in the existing area schools. The school boards have also provided a requirement for the applicant to advise future residents of this development that any students who cannot be accommodated at the area schools may be bussed to further schools. The capacity of schools is pre-determined by the Province and School Board.

Parks - this proposal includes its own private park to satisfy the amenity needs of the residents in the development. This is intended to alleviate any additional crowding the local parks may experience.

There are no other implications associated with these amendments to the Official Plan and Zoning By-law.

#### **Term of Council Priorities:**

This application is consistent with the 2019-2022 Term of Council, in particular “A Well-run City (Good Government)” priority. The previous Information Report and the associated public meeting contribute to compliance of this priority with respect to encouraging public participation by engaging the community.

Further, this application is also considered to be consistent with the “City of Opportunities”. This proposal provides an opportunity to develop a housing type that is underrepresented within the City, providing Brampton with a more diverse housing stock to align with its diverse population.

#### Living the Mosaic – 2040 Vision

The subject proposal by GeForce Planners on behalf of Jindal Developments Ltd aligns with the vision the Brampton will be a mosaic of complete neighbourhoods. The proposed increase in housing supply will create opportunities for current or new residents to reside within a 15 minute commute to work. In turn, this contributes to the effort to work, live and play in the same city.

#### **Conclusion:**

The Development Services Department undertook a circulation of the application to ensure that all technical and financial matters have been satisfactorily addressed.



Staff recommends approval of the Official Plan Amendment and Zoning By-law Amendment as the following requirements have been satisfied:

Staff is satisfied that the Official Plan and Zoning By-law amendment application represents good planning, and that it is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the Peel Region Official Plan. Further, the applications are consistent with the principles and overall policy direction of the City of Brampton Official Plan.

Authored by:

Reviewed by:

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Shelby Swinfield  
Development Planner  
Planning, Building & Economic Development

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building & Economic Development

Approved by:

Submitted by:

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Richard Forward, MBA, M.Sc., P.Eng.  
Commissioner  
Planning, Building & Economic Development

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David Barrick  
Chief Administrative Officer

**Attachments:**

Appendix 1 – Concept Plan  
Appendix 1a – Conceptual Elevations  
Appendix 2 – Location Map  
Appendix 3 – Official Plan Designation  
Appendix 3a – Official Plan Schedule A2 Designation  
Appendix 4 – Secondary Plan Designations  
Appendix 5 – Zoning Designations  
Appendix 6 – Existing Land Uses  
Appendix 7 – Draft Official Plan Amendment and Schedule  
Appendix 8 – Draft Zoning By-law Amendment and Schedule  
Appendix 9 – Detailed Planning Analysis  
Appendix 10 – Results of Public Meeting  
Appendix 11 – Response to Comments and Correspondence Received

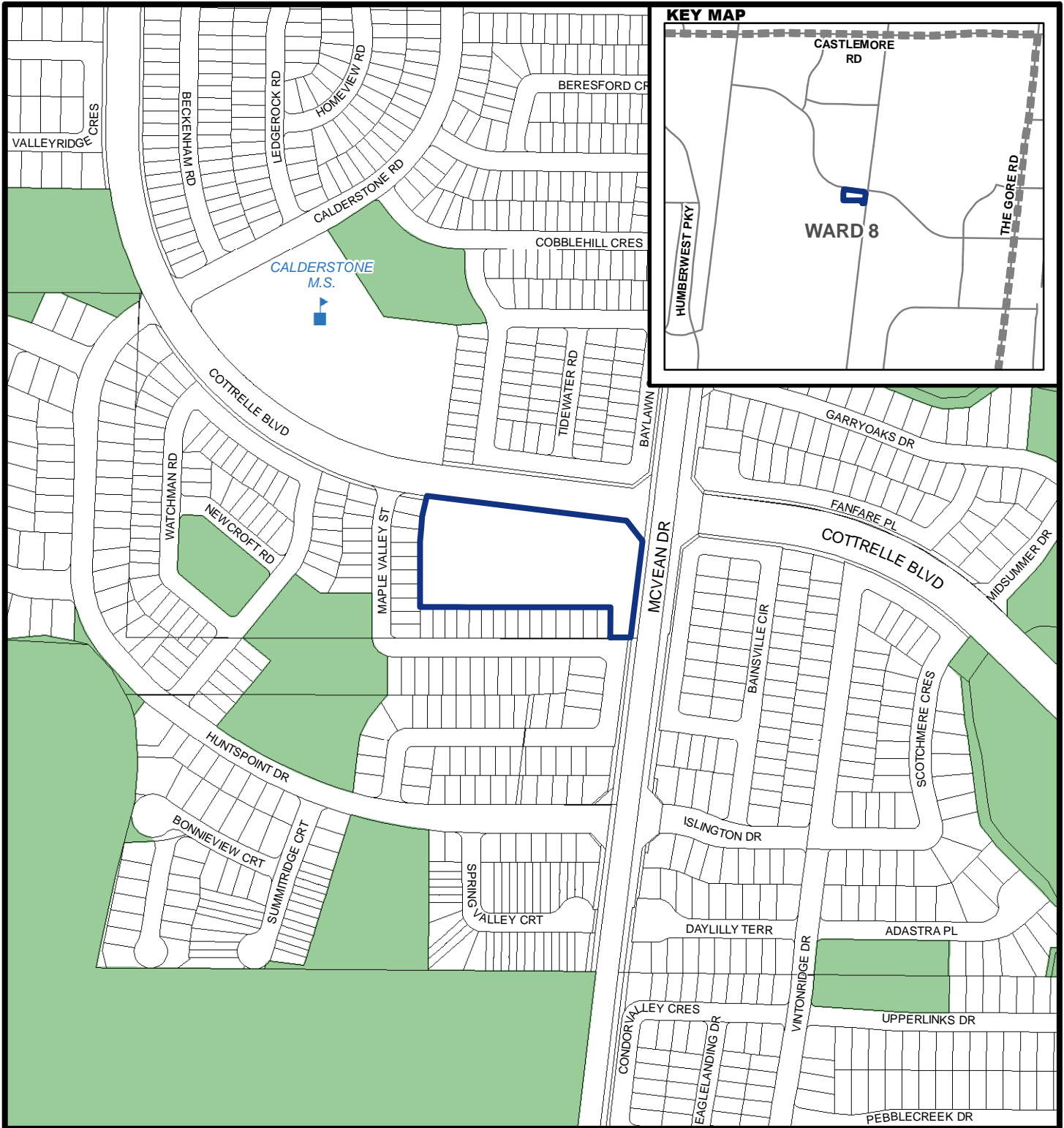












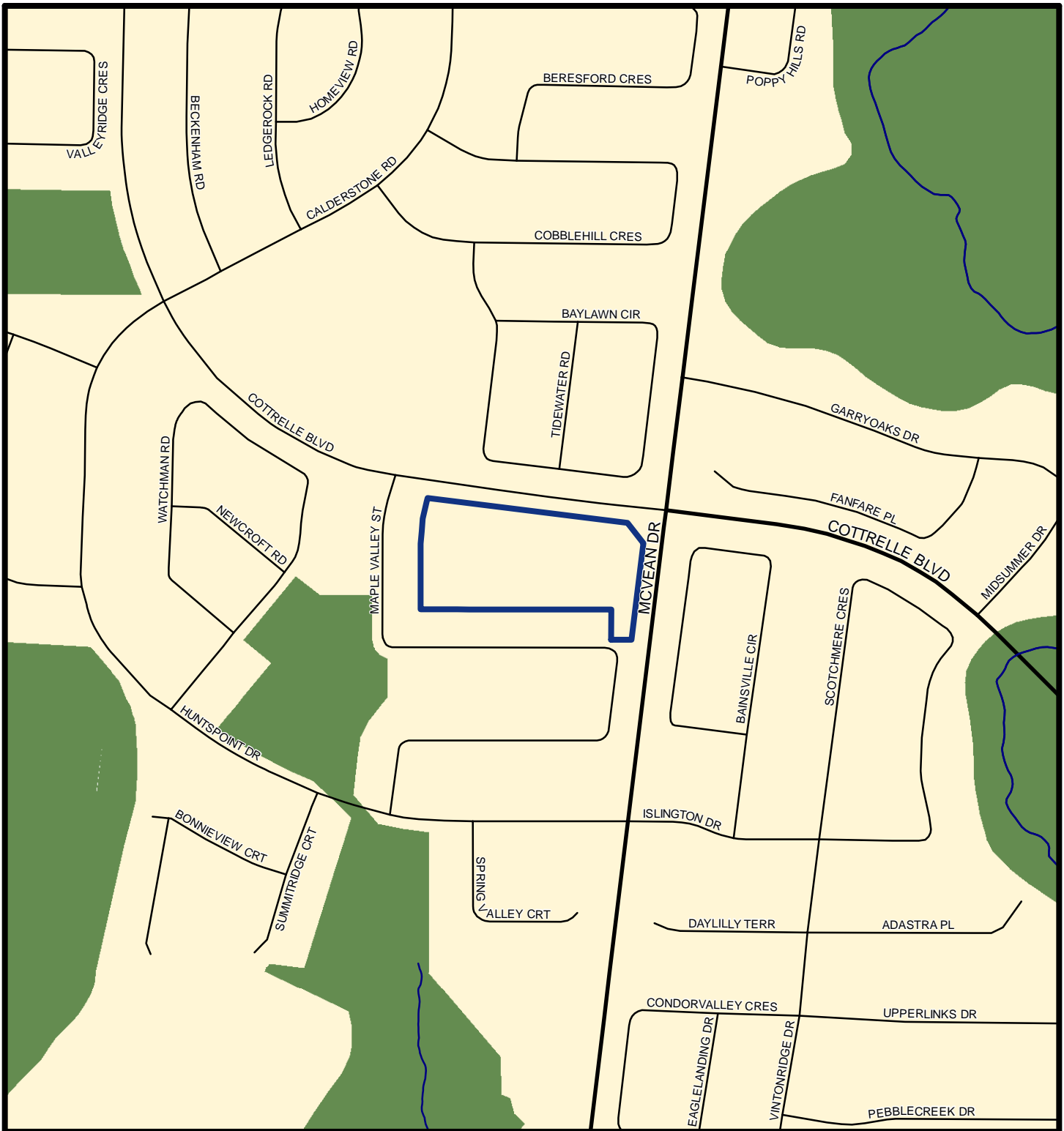
KEY MAP



-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE
-  SCHOOLS







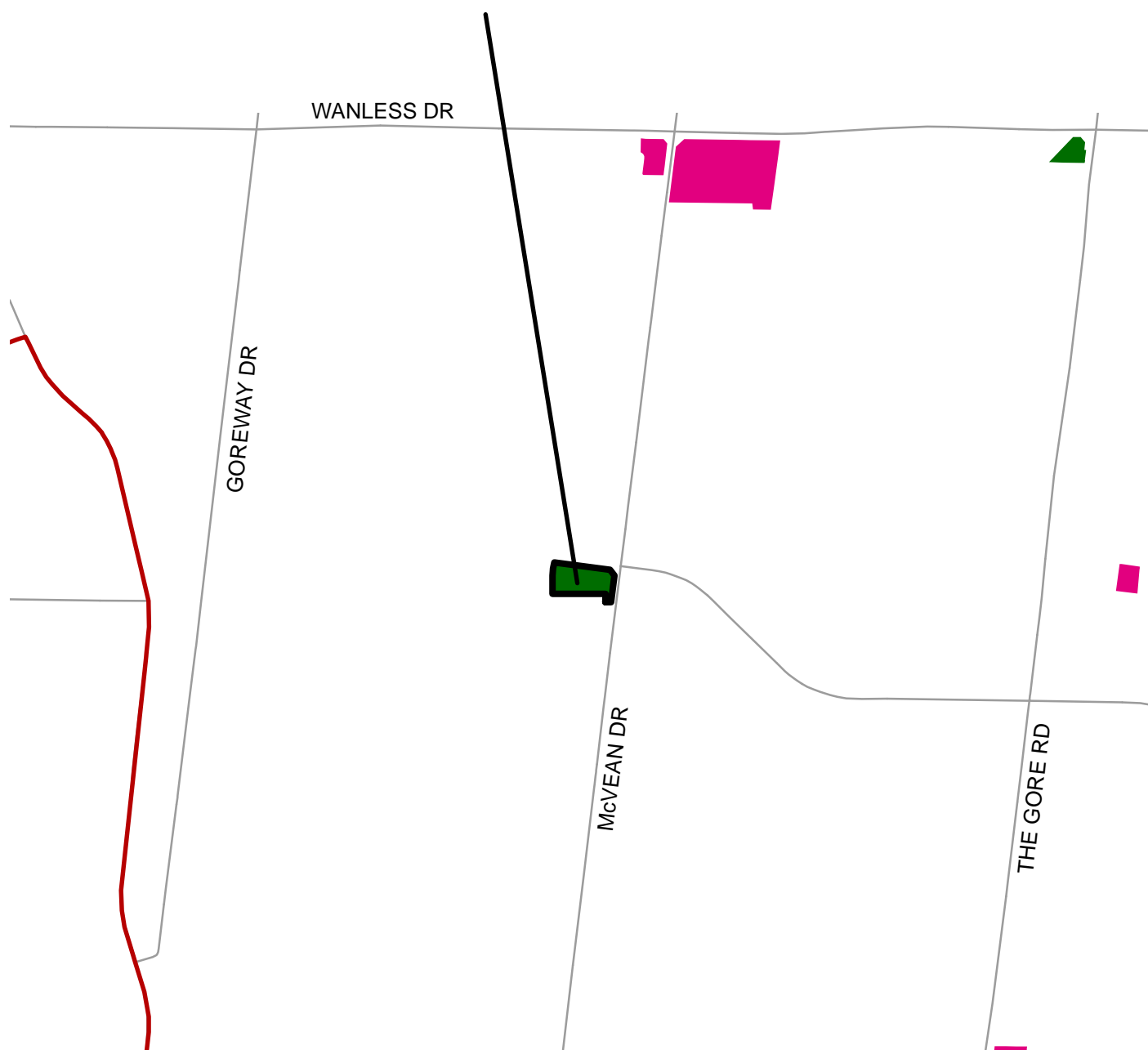
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE





SUBJECT LANDS

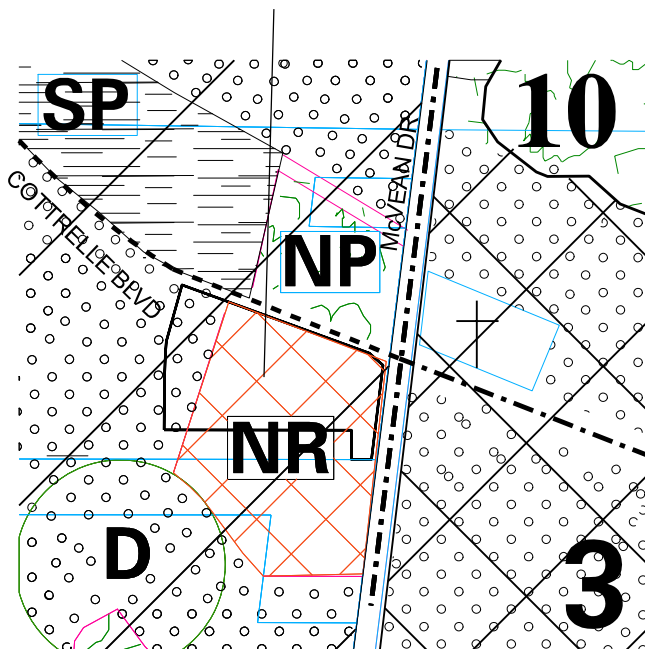


EXTRACT FROM SCHEDULE A2 (RETAIL STRUCTURE) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- CONVENIENCE RETAIL
- NEIGHBOURHOOD RETAIL
- L.B.P.I.A. OPERATING AREA



## SUBJECT LANDS

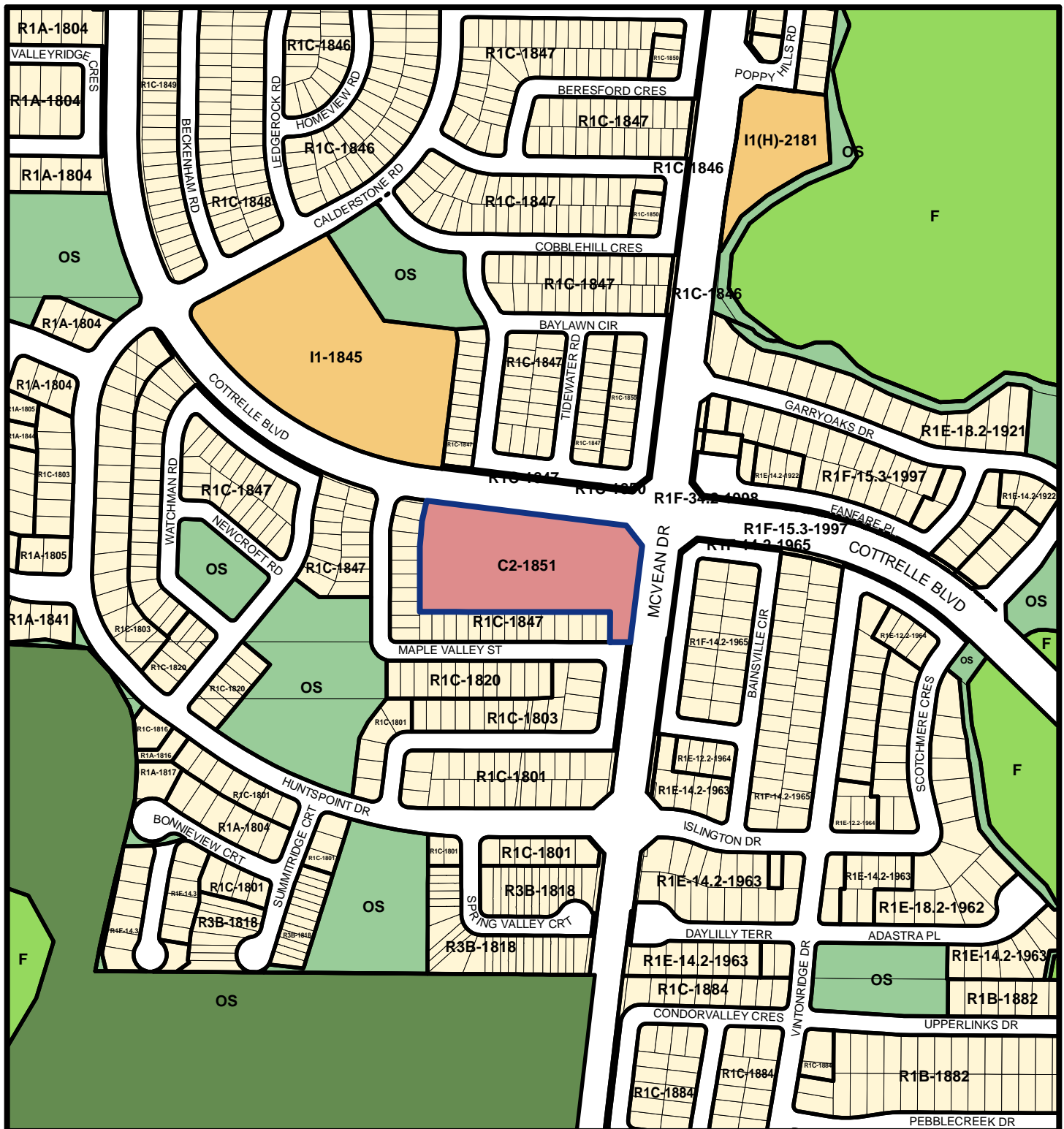





EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

	<b>RESIDENTIAL LANDS:</b> <b>Low / Medium Density</b>		<b>Local Road</b>
	<b>EMPLOYMENT LANDS:</b> <b>Neighbourhood Retail</b>		<b>OPEN SPACE:</b> <b>Valleyland</b>
	<b>Neighbourhood Retail</b>		<b>Neighbourhood Park</b>
	<b>Storm Water Management Facility</b>		<b>INSTITUTIONAL:</b> <b>Senior Public School (6-8)</b>
	<b>Special Policy Area 3 ( Upscale Executive Housing )</b>		<b>Place Of Worship</b>
	<b>Special Policy Area 4 (McVean Corridor)</b>		
	<b>Special Policy Area 10 (Riverstone)</b>		
	<b>Special Policy Area 10 (Riverstone)</b>		







 SUBJECT LAND
  COMMERCIAL
  OPEN SPACE  
 RESIDENTIAL
  INSTITUTIONAL
  FLOODPLAIN



**APPENDIX 5**  
**ZONING DESIGNATIONS**  
GFORCE URBAN PLANNERS  
JINDAL DEVELOPMENTS LTD.










Page 123 of 167  
CITYFILE: C08E08.008





AERIAL PHOTO DATE: SPRING 2019

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		







THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2020

To adopt Amendment Number OP 2006 -  
to the Official Plan of the  
City of Brampton Planning Area

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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 XX day of XXXX, 2021.

Approved as to form. 20__/_/month/day [insert name]
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\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to content. 20__/_/month/day [insert name]
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\_\_\_\_\_  
Peter Fay, City Clerk

(City file: C08E08.008)



AMENDMENT NUMBER OP 2006 – XXX  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to amend the City of Brampton Official Plan and Bram East Secondary Plan to change the land use designation of the lands shown outlined on Schedule 'A' to this amendment to permit a high density residential development.

2.0 Location:

The lands subject to this amendment are located on the southwest corner of Cottrelle Boulevard and McVean Drive in the City of Brampton. The lands subject to the amendment include PHASE II of the property known as 1955-1975 Cottrelle Boulevard. The subject lands, OF WHICH PHASE II FORMS A PART, are legally described as Block 454, Plan 43M1678, Brampton. S/T Easement in Gross over PT1, 43R29963, as in PR1653188; S/T Easement in Gross over PT 1, PL 43R32587 as in PR1653188.

3.0 Amendment and Policies Relevant Thereto:

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

- a. By amending Schedule A2: Retail Structure of the Official Plan by deleting the 'Neighbourhood Retail' designation from PHASE II of the subject property, as shown outlined on Schedule A to this amendment; and,
- b. By adding to the list of amendments pertaining to Secondary Plan Area Number 41: The Bram East Secondary Plan as set out in Part II: Chapter 41 of the Secondary Plans thereof, Amendment Number OP 2006-\_\_\_\_\_.

3.2 The document known as Bram East Secondary Plan, being Chapter 41 (a), of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

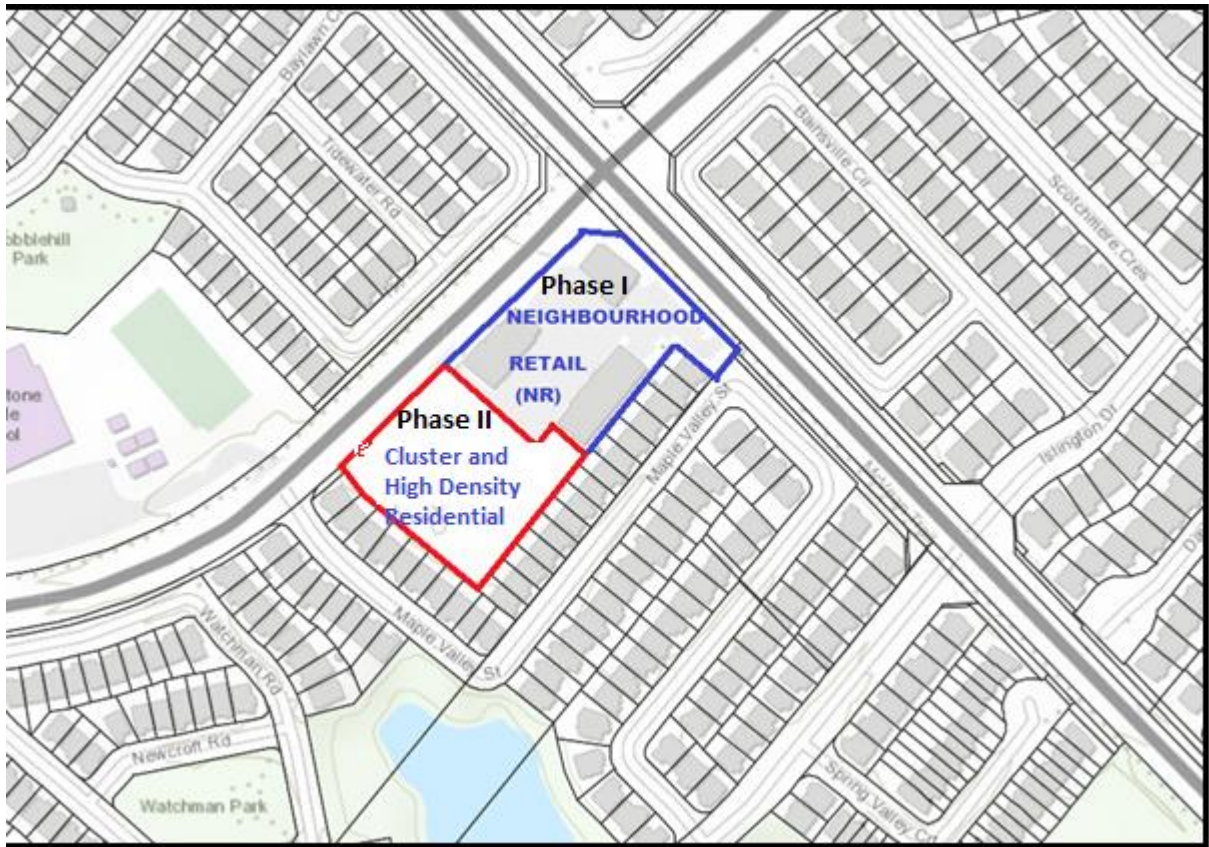
- a. By amending Schedule 41(a), of Chapter 41(a) of Part II by deleting the 'Neighborhood Retail' designation over PHASE II of the subject property, as outlined on Schedule A to this amendment, and removing the lands from "Special Policy Area 4" and replacing it with a "Cluster and High Density Residential" designation on Schedule 41(a) and as shown outlined in Schedule B to this amendment.

Approved as to Content:

\_\_\_\_\_  
Allan Parsons, MCIP, RPP

Director, Planning, Building and Economic Development





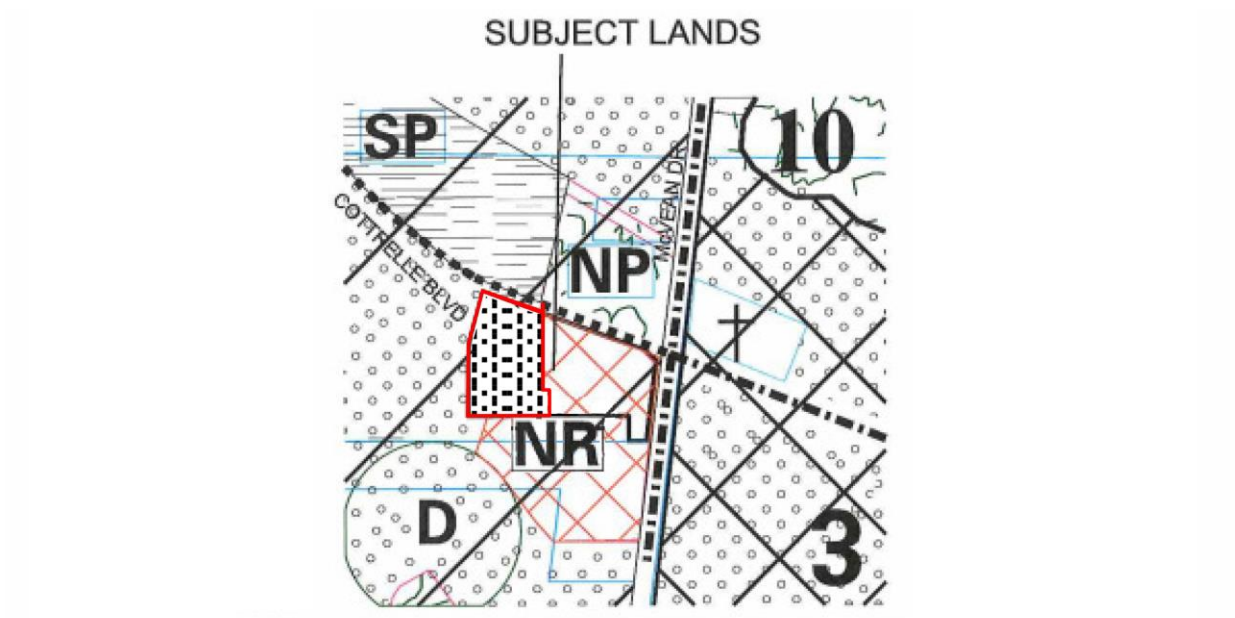
LEGEND



LAND SUBJECT TO AMENDMENT

 <p><b>BRAMPTON</b> FlowerCity PLANNING, DESIGN AND DEVELOPMENT</p> <p>Date: _____ Drawn By: _____ File no. _____</p>		<p><b>OFFICIAL PLAN AMENDMENT OP2006 #.</b></p> <p><b>Schedule A</b></p>
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EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

	<b>RESIDENTIAL LANDS:</b> <b>Low / Medium Density</b>		<b>Local Road</b>
	<b>Cluster / High Density</b>		<b>OPEN SPACE:</b> <b>Valleyland</b>
	<b>EMPLOYMENT LANDS:</b> <b>Neighbourhood Retail</b>		<b>Neighbourhood Park</b>
	<b>ROAD NETWORK :</b> <b>Minor Arterial</b>		<b>Storm Water Management Facility</b>
	<b>Collector Road</b>		<b>INSTITUTIONAL:</b> <b>Senior Public School (6-8)</b>
	<b>Special Policy Area 3 ( Upscale Executive Housing )</b>		<b>Place Of Worship</b>
	<b>Special Policy Area 4 (McVean Corridor)</b>		
	<b>Special Policy Area 10 (Riverstone)</b>		

LEGEND

LAND SUBJECT TO AMENDMENT

<p><b>BRAMPTON</b> FlowerCity brampton.ca PLANNING, DESIGN AND DEVELOPMENT</p>		<p><b>OFFICIAL PLAN AMENDMENT OP2006 #.</b></p>
		<p><b>Schedule B</b></p>
<p>Date: _____ File no: _____</p>	<p>Drawn By: _____</p>	



# BY-LAW

To amend Comprehensive Zoning By-law 270-2004, as amended

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

LANDS	From:	To:
PHASE I	COMMERCIAL TWO Section 1851 (C2-1851)	COMMERCIAL TWO Section 1851 (C2-1851)
PHASE II	COMMERCIAL TWO Section 1851 (C2-1851)	RESIDENTIAL APARTMENT A (3) - 2569 (R4A(3)-2569)

i.	Minimum Area of a dwelling unit	56 m <sup>2</sup>
ii.	Minimum Lot Width	No Requirement



iii.	Minimum Lot Depth	No Requirement
iv.	Minimum Setbacks to a building	
	a. Minimum Front Yard setback	3.0m
	b. Minimum Interior Side Yard setback	7.0m
	c. Minimum Exterior Side Yard	4.0m
	d. Minimum Rear Yard Setback	6.5m
	e. Minimum Setback to a hydro transformer:	5.5m.
	f. Minimum Setback to a hydro transformer enclosure	2.0m
v.	Minimum Landscape Setbacks	
	a. Minimum Front Yard setback	3.0m
	b. Minimum Interior Side Yard setback	3.0m
	c. Minimum Exterior Side Yard	0.0m
	d. Minimum Rear Yard Setback	1.6m
vi.	Maximum FSI	1.5
vii.	Maximum Number of Apartment Units	72
viii.	Maximum Number of Stacked Towns	24
ix.	Permitted Yard Encroachments:	
	a. Window Bays, with or w/o foundation:	1.0m
	b. Decks/Balconies:	1.5m
	c. Porches and exterior stairs:	2.0m
	d. Sills, belt courses, cornices, gutters, chimneys, pilasters, eaves, parapets or canopies:	0.6m
	e. Entry feature columns	0.0m
x.	Minimum below grade Setback:	
	a. Front Yard Setback:	2.5m
	b. Interior Side Yard Setback:	3.0m
	c. Exterior Side Yard Setback:	4.2m
	d. Rear Yard Setback:	6.5m
xi.	Maximum Height	26m
xii.	Maximum Lot Coverage	45%
xiii.	Minimum Landscape & Open Space	40%



- xiv. Maximum Area under Office Use 200m<sup>2</sup>
- xv. The provisions of Section 6.27 shall not apply.
- xvi. The provisions of Section 10.2 shall not apply.
- xvii. Minimum Distance between Buildings 3.0m
- xviii. Minimum Parking requirements for Phase II 170 spaces
  - 1) For Residential Apartments & Stacked Town Homes (Phase II)
    - a. 1 Bedroom Units 1.25 space
    - b. 2 Bedroom Units 1.4 spaces
    - c. 3 Bedroom Units 1.75 spaces
    - d. Visitors per unit 0.25 spaces
- 2569.4 The following will apply to lands zoned COMMERCIAL TWO Section 1851 (C2-1851) Phase I
  - i. Minimum Rear Landscape open space 0.0m
  - ii. Minimum loading space 1 loading space
  - iii. Minimum Parking Requirements 1/20m<sup>2</sup>

ENACTED and PASSED this [enter date] day of [enter month], 2021

\_\_\_\_\_  
Patrick Brown, Mayor

\_\_\_\_\_  
Peter Fay, City Clerk




SCHEDULE A



LEGEND:



LAND SUBJECT TO AMENDMENT

PART OF LOT 15 CONCESSION 1 PLAN 43R 15646		CITY OF BRAMPTON Planning and Building Services
SCHEDULE A BY-LAW _____		Date:  File:



**DETAILED PLANNING ANALYSIS**

City File Number: C08E08.008

**Matters of Provincial Interest**

This application is consistent with matters of provincial interest as identified in the *Planning Act* in terms of:

- Section 2(j): the adequate provision of a full range of housing, including affordable housing;
- Section (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- Section 2 (r): the promotion of built form that:
  - (i) Is well-designed;
  - (ii) Encourages a sense of place.

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

The stacked townhouse and apartment housing types proposed within this application help to fill the “missing middle” of housing in Brampton. In 2019 the Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments. The proposed units within this development range from one, up to three bedroom units which will positively support the provision of a full range of housing within the City.

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

The proposed development is located immediately adjacent to a commercial plaza containing a variety of services, including restaurants and a bank. The design of the site will allow the residents of the residential development to efficiently access these commercial services. Additionally, the subject property is located within a 10-15 minute walking distance (between 800m and 1000m) from three (3) elementary schools and one (1) middle school, which contributes positively to pedestrian travel between the property and nearby schools. It is also noted that the subject property is directly serviced by two bus routes.

*Section 2(r): the promotion of a built form that (i) is well-designed and (ii) encourages a sense of place*

The proposed development is designed in conformity with the City’s Development Design Guidelines document which encourages high quality design and materials to be



incorporated into the development. The stepped shape of the proposed apartment building will contribute to creating a sense of place adjacent to two major roadways (McVean Drive and Cottrelle Boulevard). Through the Site Plan process, the design of the building will be further refined in accordance with the City's design standards.

## **Provincial Policy Statement**

Part IV of the Provincial Policy Statement (PPS) presents the Vision for Ontario's Land Use Planning System. This vision statement outlines that the long term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. In order to achieve this vision, the document sets out a range of policies related to different aspects of land use planning. Through a detailed review, it has been determined that, overall, the proposal is consistent with the Provincial Policy Statement.

The PPS outlines policies related to Housing; specifically, Section 1.4; policies within this section encourage the provision of 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 in a variety of ways.

Section 1.4.3(b) provides that planning authorities shall accomplish this by permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment. It advises that this shall be achieved in accordance with Policy 1.1.3.3, which directs that municipalities shall promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. The subject proposal represents the development of a more intense form of development that provides a housing type that is lacking within the City's overall home ownership.

Section 1.4.3(d) advises that municipalities should promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The subject property is directly serviced by at least two municipal bus routes, and the location of the development adjacent to a commercial plaza encourages pedestrian and other modes of active transportation.

Section 1.4.3(f) provides that municipalities should establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. This proposal involves an intensification of residential uses within a neighbourhood that contains a relatively homogenous range of housing types. The development will offer an opportunity for residents to obtain a more affordable housing type while remaining within an established, well serviced area of the City.



Based on the above analysis, the subject proposal is considered to be in compliance with the objectives of the Provincial Policy Statement.

## **2020 Growth Plan for the Greater Golden Horseshoe**

The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe (GGH). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal is consistent with the policies and objectives of the Growth Plan.

Policy 1.2.1 identifies the “*Guiding Principles*” of the GGH, including how land is developed and how resources are managed and protected. These include, but are not limited to:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

The Guiding Principles of the GGH provide support for the achievement of complete communities that aim to meet people’s needs for daily living and support a range and mix of housing options to serve all household sizes, incomes and ages.

The subject proposal includes 72 apartment units (including 1, 2, and 3 bedroom units) and 24 stacked townhouse units. Both of these housing types are severely underrepresented within the City of Brampton. The 2019 Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments. This type of infill development will contribute positively to providing a mix of housing that serves a variety of household sizes, incomes and ages.

Policy 2.2.7.1 states that “*new development in designated greenfield areas will be planned, designated, zoned and designed in a manner that support the achievement of complete communities*”. The subject application contributes positively to the goal of creating complete communities by adding to the supply of housing of a neighbourhood that provides a generally limited range of housing options.

The proposed development of 72 apartment units and 24 stacked townhouse units will create additional housing opportunities for households of different sizes, ages and income. In addition, the subject lands are located within close proximity to various amenities and services which meet people’s needs for daily living throughout a lifetime, including but not limited to schools, transit, parks, and commercial retail establishments.



Based on the above analysis, the subject proposal is considered to be in compliance with the policies of the Growth Plan for the Greater Golden Horseshoe.

### **Regional Official Plan**

The subject application is within the “Urban System” area as established in the Regional Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- 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 5.3.1.4);
- Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary (Section 5.3.2.2);
- To promote crime prevention and improvement in the quality of life (Section 5.3.1.6);
- Support the design of communities to minimize crime by the use of such approaches as Crime Prevention through Environmental Design (CPTED) Policies (Section 5.3.2.6 d));

The subject application is within the “Urban System” area as established in the Regional Official Plan (ROP). The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities.

Section 5.3.1.4 directs municipalities to achieve an 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. The subject proposal represents an intensified form of development for this neighbourhood, while providing an appropriate transition and scale as it relates to the surrounding single detached dwellings. Through the use of building design and shadow studies, and the feedback received from the City’s Urban Design Review Panel the applicant has presented a concept that transitions effectively into the surrounding neighbourhood while utilizing existing vacant lands that are serviced by both community services and transit.

Section 5.3.1.6 encourages municipalities to minimize crime and improvement of quality of life, while Section 5.3.2.6 d) directs that municipalities should support the design of communities to minimize crime by the use of such approaches as Crime Prevention through Environmental Design (CPTED) Policies. As part of the review of this application, the applicant was required to submit an analysis of the project through the lens of CPTED and provide specific information regarding how the project will be designed to minimize crime. Through design features of the site which encourage natural security by directing views from a majority of the residential units within the



development itself, and some planned functional features such as cameras and signage, contribute overall to minimizing crime and specifically utilizes the CPTED polices of design.

Section 5.3.2.2 policies direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary. Given that the property is located within the Urban System, this location is considered to be appropriate for growth within this context.

The proposal is considered to maintain the objectives of and conform to the Policies of the Region of Peel Official Plan.

Through the review of the application, the Region of Peel has worked with the applicant to establish satisfactory arrangements related to both servicing and waste collection for the proposed development. The Region of Peel has provided their clearance for this application to proceed, indicating that all of their comments and concerns have been addressed as it relates to the Official Plan and Zoning By-law Amendment applications. An opportunity to further refine these details will be available during the forthcoming Site Plan Application.

### **Official Plan**

The property is designated “Residential” in the Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. No amendment is required to this designation for the proposed development.

The property is also designated “Neighbourhood Retail” on Schedule A2, Retail Structure, which is defined as a group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet. Through this amendment, the lands will be removed from this designation.

The existing commercial development on the Phase I lands, with an existing 2,222.02 square metres (23917.62 square feet) of commercial floor area including a grocery store, financial institution, medical and dental offices, and other retail uses, will not be changed by these amendments.

Section 4.2 of the Official Plan outline objectives of residential policies to this plan. The proposal has been evaluated against the Residential policies of the Official Plan to ensure that it conforms to and maintains the objectives of the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- (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; and

- (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 4.2.1.14) 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

#### *Section 4.2.1.2 & Section 4.2.1.3 – Range of Housing*

This section encourages the City to provide a range and mixture of types and densities of housing in order to accommodate a wide range of households and income levels.

2019 the Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, within the City of Brampton, townhouse and apartment style dwelling units represent less than 19% of total homeownership. This development proposal will add a total of 24 stacked townhouse units and 72 apartment units to the housing stock within the City. Of the apartment units, there will be a distribution of one, two, and three bedroom units which will accommodate a range of households. Within the existing neighbourhood, the housing stock is almost completely comprised of single detached dwellings which accommodate a more narrow range of households and income levels. The addition of these townhouse and apartment units within this development will provide opportunities to accommodate a new range of household types within the neighbourhood.

#### *Section 4.2.1.14 – Key Design Elements for Residential Development*

This section provides key design elements that should be included within residential developments in the City, in addition to conforming to the Development Design Guidelines relevant to the project.



The subject proposal accomplishes a number of these key guidelines through its location, built form, and high quality architectural design. The project provides two distinct housing styles that incorporate multiple dwelling units, and it is located within a neighbourhood of a relatively homogenous housing stock. The property's corner location at the south-west of McVean Drive and Cottrelle Boulevard allows it to create an upgraded focal location using the unique elevation of the stepped apartment building. The overall material choice and design details for the subject proposal will be consistent with and complimentary to the existing commercial development.

The proposed Official Plan and Zoning By-law amendments are considered to maintain the objectives of and conform to the Residential policies of the Official Plan.

## **Secondary Plan**

The property is designated "Neighbourhood Retail" and "Low Medium Density" in the Bram East Secondary Plan (Area 41a).

The application proposes to amend Schedule 41(a), of Chapter 41(a) of Part II by deleting the subject 'Neighbourhood Retail' designation over Phase II of the subject property and removing said lands from the "Special Policy Area 4" designation and replacing it with a "Cluster and High Density Residential" designation.

The "Neighbourhood Retail" designation is intended to facilitate a larger group of retail establishments that are typically anchored by a supermarket, pharmacy, or smaller scale home improvement outlet. The Phase I lands of the project are developed with a convenience style retail plaza that provides commercial services including, but not limited to, takeout restaurants, a financial institution and a pharmacy. These lands are proposed to remain within the "Neighbourhood Retail" designation.

The re-designation of the Phase II lands to "Cluster and High Density Residential" will facilitate the development of the residential product at a higher density than previously contemplated for the single detached dwellings that were proposed within the area at that time. This designation permits a density up to 200 units per net acre (80 units per net hectare), which will facilitate the development of the residential units that are proposed.

The proposed re-designation of the Phase II lands for "Cluster and High Density Residential" to facilitate the proposed development of an apartment building and stacked townhouses is considered to maintain the objectives of the Official Plan and its policies, specifically around housing provision.

## **Zoning**

The subject lands are zoned "Commercial Two – Special Section 1851 (C2-1851)" by Zoning By-law 270-2004, as amended. A Zoning By-law Amendment is required to permit the proposed residential land use. The Zoning By-law Amendment proposes to



rezone the Phase II lands within the site to a site specific “Residential Apartment 4(A) (R4A(3))” zone to permit the proposed apartment and stacked townhouse uses.

The proposed site specific zone will set a maximum number of apartment units and stacked townhouse units to be permitted, as well as establishing performance standards such as setbacks and required landscaping for the proposed development.

The Zoning By-law Amendment will also regulate the required parking standards for the site. The subject proposal includes parking standards that exceed the rate of requirement within the parent R3A zone.

Within the R3A provisions, there is a minimum parking requirement of 1.0 parking space for residents and 0.20 parking spaces for visitors. The proposed Zoning By-law Amendment has a requirement of a minimum of 1.25 parking spaces for residents and 0.25 parking spaces for visitors.

## **Urban Design**

A revised Urban Design Brief completed by John G. Williams Limited, Architect and Strybos Barron King Ltd., Landscape Architecture, dated October 10, 2019 was submitted in support of the subject application. The Brief was revised based not only on the new concept for the property, but also feedback received from the surrounding neighbourhood at the public meeting, the City’s Urban Design Review Panel, and comments received from Urban Design Staff.

The objectives and principles described within the Brief are based upon realizing key objectives of a number of City of Brampton policies including:

- Bram East Secondary Plan (Area 41);
- The City of Brampton’s Development Design Guidelines;
- The Flower City Strategy;
- The Gateway Beautification Program;
- The Pathways Master Plan; and
- The Street Corridor Master Plan.

No further revisions to the Urban Design Brief are required. The final design of the apartment building and the stacked townhouses, along with the parkette area, will be further refined and then finalized through a Site Plan Application.

## **Sustainability Score and Summary**

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieves a score of 69 points which meets the silver threshold of sustainability defined by the City.

## **Housing Type**



The housing types proposed within this application help to fill the “missing middle” of housing in Brampton. In 2019, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments.

## **Resident Concerns**

At both public meetings and throughout the process, feedback was received from area residents in regard to their concerns about the proposal. Below is a summary of the main issues that were raised and how the applicant revised the proposal or provided additional information to respond to the issue.

### *Crime*

The applicant has submitted a Crime Prevention Through Environmental Design Report which includes an analysis of the project through the lens of creating safety through the overall design of the site. The Report notes that through careful design of the residential units, which will be further refined through a Site Plan Application, a number of measures relating to encouraging multiple forms of natural surveillance in addition to implementing physical barriers and signage related to safety on site.

### *Traffic*

The applicant has submitting a Traffic Impact Study and Functional Design which have been approved by the City’s Transportation Planning Division. This study demonstrated that there will be a need for the applicant to provide an additional turning lane on Cottrelle Boulevard to accommodate safe traffic flow in and out of the site. The construction of this turning lane will be at the expense of the owner. Further, it is noted that the property is directly serviced by two bus transit routes, which provide a convenient, alternative mode of transportation that single vehicles.

### *Privacy*

In regard to the apartment building, the applicant has taken design steps to accommodate and transition to the low density residential surrounding the site. There is currently 1.8m masonry acoustic fencing surrounding both Phase I and Phase II of the site, which assists in providing some privacy. In addition, the stepped nature of the building is respectful of sightlines from all sides of the property. Following the feedback from the second public meeting, the applicant to further scaled back the 4<sup>th</sup> and 5<sup>th</sup> floors to create even more distance between the apartment building and the single detached residential.

With regard to the stacked townhouses, the applicant has relocated any upper floor balconies to the interior of the site so that they are overlooking the parking lot rather than the adjacent residential, which assists with maintaining privacy for the adjacent dwellings and creating natural security for the subject site.

### *Adequacy of Parks and Schools*



The capacity of the school is pre-determined by the Province and School Board, and if there is no capacity at an existing school, the students generated from the new development are bussed to a further school where there is capacity. The Peel District School Board and Dufferin Peel Catholic District School Board has confirmed at this time that the anticipated student yield from this development would be able to be accommodated in the existing area schools. These school boards have also have provided a requirement for the applicant to advise future residents of this development that students who cannot be accommodated at the area schools may be bussed to further schools.

In regard to parks, this proposal includes its own private park to satisfy the amenity needs of the residents in the development. This is intended to alleviate any additional crowding the local parks may experience.



November 9, 2020

Glen Schnarr & Associates Incorporated  
Attn: John Henderson

**Sent via e-mail**  
[Jonathanh@gsai.ca](mailto:Jonathanh@gsai.ca)

Re: **Application to Amend the Official Plan and Zoning By-Law (to permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of six (6) residential units per block for a total of twelve (12) residential townhouse units, and the addition of one (1) commercial retail unit to an existing commercial building on site.) – Jindal Developments Ltd. – GForce Planners – 1965-1975 Cottrelle Boulevard – West of McVean Drive, south of Cottrelle Boulevard – Ward 8 (I 42/2020 and File C08E08.008),**

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The following recommendation of the Planning and Development Committee Meeting of July 6, 2020 was approved by Council on July 8, 2020:

- PDC075-2020
1. That the staff report re: **Application to Amend the Official Plan and Zoning By-Law (to permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of six (6) residential units per block for a total of twelve (12) residential townhouse units, and the addition of one (1) commercial retail unit to an existing commercial building on site.) – Jindal Developments Ltd. – GForce Planners – 1965-1975 Cottrelle Boulevard – West of McVean Drive, south of Cottrelle Boulevard – Ward 8 (I 42/2020 and File C08E08.008),** to the Planning and Development Committee Meeting of July 6, 2020, be received;
  2. That Planning, Building and Economic Development staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal;
  3. That an additional 'town hall' meeting be convened by the developer with concerned residents, by November 2020, via electronic means if necessary;
  4. That the following delegations re: **Application to Amend the Official Plan and Zoning By-Law (to permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of six**

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**(6) residential units per block for a total of twelve (12) residential townhouse units, and the addition of one (1) commercial retail unit to an existing commercial building on site.) – Jindal Developments Ltd. – GForce Planners – 1965-1975 Cottrelle Boulevard – West of McVean Drive, south of Cottrelle Boulevard – Ward 8 (I 42/2020 and File C08E08.008)** to the Planning and Development Committee Meeting of July 6, 2020, be received:

1. Manni Chauhan, Jindal Developments
2. Nisha Sandhu, Brampton resident, via pre-recorded audio
3. Geetesh Bhatt, Brampton resident
4. Amit Gupte, Brampton resident
5. Rajesh Rathi, Brampton resident
6. Snehal Kantawala, Brampton resident
7. Ravi Virk, Brampton resident
8. Cynthia Sri Pragash, Brampton resident
9. Rupinder Singh, Brampton resident, via pre-recorded audio
10. Jasbeer Kaur Kharbanda, Brampton resident, via pre-recorded audio
11. Ranjit Saini, Brampton resident, via pre-recorded audio
12. Gurrinder Singh, Brampton resident, via pre-recorded audio
13. Shadab Manzar, Brampton resident
14. Azad Goyat, Brampton resident
15. Fabio Martinello, Martinello Designs
16. Tony, Brampton resident
17. Rajan Kanwar, Brampton resident

5. That the following correspondence re: **Application to Amend the Official Plan and Zoning By-Law (to permit the development of a stepped, seven (7) storey condominium apartment building with 72 residential units, two (2) townhouse blocks comprised of six (6) residential units per block for a total of twelve (12) residential townhouse units, and the addition of one (1) commercial retail unit to an existing commercial building on site.) – Jindal Developments Ltd. – GForce Planners – 1965-1975 Cottrelle Boulevard – West of McVean Drive, south of Cottrelle Boulevard – Ward 8 (I 42/2020 and File C08E08.008)** to the Planning and Development Committee Meeting of July 6, 2020, be received:
  1. Tony Moracci, Brampton resident, dated July 2, 2020
  2. Amit Gupte, Brampton resident, dated July 2, 2020
  3. Sandeep Kaur Sandhu, Brampton resident, dated July 2, 2020
  4. Cynthia Sri Pragash, Brampton resident, dated July 2, 2020
  5. Mayank Bhatt, Brampton resident, dated July 2, 2020
  6. Gurdev and Jatinder Kenth, Brampton residents, dated July 2, 2020

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7. Manpreet Panesar, Brampton resident, dated June 26, 2020
8. B. Moore, Brampton resident, dated June 17, 2020
9. Nisha Sandhu, Brampton resident, dated June 25, 2020
10. Joe Kwok, Brampton resident, dated June 17, 2020
11. Linda Sookram, Brampton resident, dated June 25, 2020
12. Aeysha Ahmad, Brampton resident, dated June 19, 2020
13. Dhaval Mehta, Brampton resident, dated June 24, 2020
14. Lalit Ahluwalia, Brampton resident, dated June 17, 2020
15. Andriett Ebanks, Brampton resident, dated June 17, 2020
16. Ravina Sangha, Brampton resident, dated June 28, 2020
17. Geeta Gupte, Brampton resident, dated July 2, 2020
18. Jyoti Singh, Brampton resident, dated July 2, 2020
19. Ravi Virk, Brampton resident, dated July 2, 2020
20. Gurdev and Jatinder Kenth, Brampton residents, dated July 2, 2020
21. Paresh Naik, Brampton resident, dated July 1, 2020
22. Rawel Riar, Brampton resident, dated June 30, 2020
23. Snehal Kantawala, Brampton resident, dated July 2, 2020
24. Chaudhary Shahzad, Brampton resident, dated July 2, 2020
25. Geetesh Bhatt, Brampton resident, dated July 2, 2020
26. Shedab Manzar, Brampton resident, dated June 29, 2020
27. Rupinder Singh, Brampton resident, dated July 2, 2020
28. Anupriya Dewan, Brampton resident, dated July 4, 2020
29. Cynthia Sri Pragash, on behalf of Brampton Matters, dated July 5, 2020, including a petition of objection containing approximately 900 signatures



Yours truly,

*Shauna Danton*

Shauna Danton  
Legislative Coordinator  
City Clerk's Office  
Tel: 905-874-3952 Fax: 905-874-2119  
e-mail: [shauna.danton@brampton.ca](mailto:shauna.danton@brampton.ca)

(PDC-5.9,6.1, 14.8)

cc: Regional Councillor P. Fortini  
City Councillor C. Williams  
A. Parsons, Director, Planning, Building and Economic Development  
S. Swinifield, Planner, Planning, Building and Economic Development  
Jindal Developments Ltd. 12 Janetville Street, Brampton, ON L5R 3K6  
Tony Moracci,  
Geetesh Bhatt,  
Cynthia Sri Pragash,  
Kamaljit Gidda,  
Prabhjot Dhillon  
Rajesh Rathi,  
Harkamal Singh,  
Glen Seebalack,  
Michelle Morrison,  
Julie Vernon,  
Joseph Vernon,  
Jasber Kharbanda and Rupinder Kharbanda

Gurdip Saini,  
Amarjit Badhan,  
Gurwinderjit Rubal,  
Joe Kwok, sent via email  
Prabhjot Dhillon, sent via e-mail  
Dhaval Mehta,  
Manni Chauhan, via email  
Nisha Sandhu, , via email  
Amit Gupte, via email  
Rajesh Rathi, via e-mail  
Snehal Kantawala, via e-mail  
Ravi Virk, via e-mail  
Cynthia Sri Pragash, via e-mail  
Rupinder Singh, via email

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Jasbeer Kaur Kharbanda, via email  
Ranjit Saini, via email  
Gurrinder Singh, via email  
Shadab Manzar, via e-mail  
Azad Goyat, via email  
Fabio Martinello, Martinello Designs, via email  
Tony Moracci,  
Sandeep Kaur Sandhu, via e-mail  
Mayank Bhatt, via e-mail  
Gurdev and Jatinder Kenth, via e-mail  
Manpreet Panesar, via e-mail  
B. Moore, via e-mail  
Nisha Sandhu, via e-mail  
Joe Kwok, via e-mail  
Linda Sookram, via e-mail  
Aeysha Ahmad, via e-mail  
Dhaval Mehta, via e-mail  
Lalit Ahluwalia, via e-mail  
Andriett Ebanks, via e-mail  
Ravina Sangha, via e-mail  
Geeta Gupte, via e-mail  
Jyoti Singh, via e-mail  
Ravi Virk, via e-mail  
Gurdev and Jatinder Kenth, via e-mail  
Paresh Naik, via e-mail  
Rawel Riar, via e-mail  
Snehal Kantawala, via e-mail  
Chaudhary Shahzad, via e-mail  
Geetesh Bhatt, via e-mail  
Shedab Manzar, via e-mail  
Rupinder Singh, via e-mail  
Anupriya Dewan, via e-mail  
Cynthia Sri Pragash, on behalf of Brampton Matters, via email



**PUBLIC MEETING**  
City File Number: C08E08.008  
July 6, 2020

**Members Present via Electronic Participation**

Regional Councillor M. Medeiros – Wards 3 and 4 **(Chair)**  
Regional Councillor P. Fortini – Wards 7 and 8 **(Vice-Chair)**  
Regional Councillor P. Vicente – Wards 1 and 5  
Regional Councillor R. Santos – Wards 1 and 5  
Regional Councillor M. Palleschi – Wards 2 and 6  
Regional Councillor G. Dhillon – Wards 9 and 10  
City Councillor D. Whillans – Wards 2 and 6  
City Councillor J. Bowman – Wards 3 and 4  
City Councillor C. Williams – Wards 7 and 8  
City Councillor H. Singh – Wards 9 and 10

**Staff Present**

D. Barrick, Chief Administrative Officer

**Planning, Building and Economic Development:**

R. Forward, Commissioner  
A. Parsons, Director, Development Services  
R. Conard, Director of Building, and Chief Building Official  
B. Bjerke, Director, Policy Planning  
E. Corazzola, Manager, Zoning and Sign By-law Services  
C. Crozier, Manager, Development Planning  
D. Vanderberg, Manager, Development Services  
M. Gervais, Policy Planner  
N. Mahmood, Policy Planner  
M. Michniak, Development Planner  
S. Dykstra, Development Planner  
N. Jagtiani, Development Planner  
S. Swinfield, Development Planner

**Corporate Services Department**

A. Wilson-Peebles, Legal Counsel

**City Clerk's Office:**

P. Fay, City Clerk  
C. Gravlev, Deputy City Clerk  
S. Danton, Legislative Coordinator



### **Members of the Public:**

1. Manni Chauhan, Jindal Developments
2. Nisha Sandhu, Brampton resident, via pre-recorded audio
3. Geetesh Bhatt, Brampton resident
4. Amit Gupte, Brampton resident
5. Rajesh Rathi, Brampton resident
6. Snehal Kantawala, Brampton resident
7. Ravi Virk, Brampton resident
8. Cynthia Sri Pragash, Brampton resident
9. Rupinder Singh, Brampton resident, via pre-recorded audio
10. Jasbeer Kaur Kharbanda, Brampton resident, via pre-recorded audio
11. Ranjit Saini, Brampton resident, via pre-recorded audio
12. Gurrinder Singh, Brampton resident, via pre-record ed audio
13. Shadab Manzar, Brampton resident
14. Azad Goyat, Brampton resident
15. Fabio Martinello, Martinello Designs
16. Tony, Brampton resident
17. Rajan Kanwar, Brampton resident

### **Results of the Public Meeting:**

A special meeting of the 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. As indicated in the minutes of the meeting there were no members of the public in attendance.

17 members of the public attended to speak to the application or provided pre-recorded delegations with regard to the application.

Approximately 29 pieces of correspondence were received ahead of the public meeting with regard to the application, including a petition with approximately 900 signatures in opposition of the application. One piece of correspondence was received in support of the application.

Many of the concerns raised by members of the public were similar in nature across the provided submissions. Those concerns are summarized in the table below.



Table 1 – Response to matters Raised by the Public

Concerns Raised by the Public	Response to Concern
<p><i>Traffic:</i> The redevelopment of the lands will result in increased traffic on local roads and negatively impact parking for the surrounding area.</p>	<p>The applicant has submitting a Traffic Impact Study and Functional Design which have been approved by the City's Transportation Planning Division. This study demonstrated that there will be a need for the applicant to provide an additional turning lane on Cottrelle Boulevard to accommodate safe traffic flow in and out of the site. The construction of this turning lane will be at the expense of the applicant. Further, it is noted that the property is directly serviced by two bus transit routes.</p>
<p><i>Crime:</i> The addition of an apartment dwelling will increase crime in the neighbourhood.</p>	<p>The applicant has submitted a Crime Prevention Through Environmental Design Report which includes an analysis of the project through the lens of creating safety through the overall design of the site. The Report notes that through careful design of the residential units, which will be further refined through a Site Plan Application, multiple forms of natural surveillance will be provided to inhibit crime, in addition to implementing physical barriers and signage related to safety on site.</p>
<p><i>Privacy:</i> The height and design of the proposed apartment building and townhouse dwellings will impede upon privacy for adjacent dwellings.</p>	<p>In regard to the apartment building, the applicant has taken design steps to accommodate and transition to the low density residential surrounding the site. There is currently 1.8m masonry acoustic fencing surrounding both Phase I and Phase II of the site, which assists in providing some privacy. In addition, the stepped nature of the building is respectful of sightlines from all sides of the property. Following the feedback from the second public meeting, the applicant scaled back the 4th and 5th floors of the apartment building to create even more distance between the apartment building and the single detached residential. With</p>



	<p>regard to the stacked townhouses, the applicant has relocated any upper floor balconies to the interior of the site so that they are overlooking the parking lot rather than the adjacent residential, which assists with maintaining privacy for the adjacent dwellings and creating natural security for the subject site.</p>
<p><i>Schools:</i> The addition of residential units will negatively impact the capacity of surrounding schools.</p>	<p>The capacity of the school is pre-determined by the Province and School Board, and if there is no capacity at an existing school, the students generated from the new development are bussed to a further school where there is capacity. Nonetheless, the Peel District School Board and Dufferin Peel Catholic District School Board has confirmed at this time that the anticipated student yield from this development would be able to be accommodated in the existing area schools. The school boards have also have provided a requirement for the applicant to advise future residents of this development that students who cannot be accommodated at the area schools may be bussed to further schools.</p>
<p><i>Property Value:</i> The addition of an apartment dwelling and stacked townhouse dwellings will devalue adjacent residential properties.</p>	<p>Staff note that the value of a residential property is largely related to overall residential market demands and the subject proposal has not presented any concerns with regard to adjacent property value.</p> <p>Please note that property value is not a criteria listed in the Planning Act that is to be considered in determining the appropriateness of a planning application.</p>
<p><i>Shadows:</i> The apartment building will cast excessive shadows on adjacent properties.</p>	<p>The applicant has prepared a shadow study as part of the design process to demonstrate and aid in mitigating potential shadowing impacts from the apartment building.</p> <p>The study has demonstrated that the shadow from the building will cast</p>



	<p>minimal shadows for a vast majority of the year, with winter evenings experiencing a peak in shadow creation from the building. Staff are satisfied that the shadow impacts from the building will be minimal in nature.</p>
<p><i>Design/Dwelling Type Compatibility:</i> There are no other apartment or townhouse style dwellings in the neighbourhood.</p>	<p>Staff recognize that the surrounding neighbourhood largely consists of single detached dwellings. The proposed design of the development found to be sympathetic to this difference in dwelling type, and has used appropriate design considerations with respect to height, massing, and setbacks in this regard. Staff finds that it is appropriate to aim to provide a housing type that is largely underrepresented within the City of Brampton in order to try and satisfy significant demands for affordable home ownership.</p>
<p><i>Lack of Green Space:</i> The development of these lands will detract from green space in the neighbourhood.</p>	<p>The subject lands are currently vacant and were not intended to facilitate the provision of green space for the community. It is noted however that the proposed residential development consists of a private parkette that will provide green space within the development.</p>
<p><i>Crowding of Existing Plaza:</i> The addition of residential units will cause crowding at the existing commercial plaza.</p>	<p>The applicant has provided a Commercial Needs Assessment and Opinion Letter that demonstrate that the existing commercial plaza will be sufficient to serve the surrounding community and proposed residential units. It is also anticipated that residents of the new development would travel on foot to the plaza rather than by vehicle, thereby reducing the draw on parking.</p>



<p><i>Noise:</i> The development will cause noise impacts on adjacent residential dwellings.</p>	<p>The subject property is currently surrounded by an acoustic masonry wall intended to provide noise buffer between the subject property and adjacent residential properties. Further noise mitigation measures, as required, will be refined through the required Site Plan Application to develop the lands. Generally the residential use proposed will not generate any noise concerns that are to be mitigated as per Provincial requirements.</p>
<p><i>Lighting:</i> The lighting of the development will negatively impact adjacent residential dwellings.</p>	<p>Through the required Site Plan Application, the applicant will be required to design an appropriate lighting plan that meets all city standards with regard to lighting impacts upon adjacent properties.</p>





## Minutes

### Cycling Advisory Committee

#### The Corporation of the City of Brampton

**Tuesday, February 16, 2021**

**Members Present:** Rani Gill (Co-Chair)  
Pauline Thornham (Co-Chair)  
Leslie Benfield  
Alina Grzejszczak  
Stephen Laidlaw  
Dayle Laing  
Barry Lavallee  
Eric Lister  
Kevin Montgomery  
Lisa Stokes  
Regional Councillor Rowena Santos

**Members Absent:** Laura Bowman  
Patrick McLeavey

**Staff Present:** Henrik Zbogar, Sr. Manager, Active Transportation, Planning,  
Building and Economic Development  
Nelson Cadete, Project Manager, Active Transportation,  
Planning, Building and Economic Development  
Tammi Jackson, Legislative Coordinator



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1. **Call to Order**

Note: In consideration of the current COVID-19 public health orders prohibiting large public gatherings of people and requirements for physical distancing between persons, in-person attendance at this Committee of Council meeting was limited and physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 5:08 p.m. and adjourned at 7:06 p.m.

As this meeting of the Cycling Advisory Committee was conducted with electronic participation by Members of the Committee, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Rani Gill (Co-Chair), Pauline Thornham (Co-Chair), Leslie Benfield, Alina Grzejszczak, Stephen Laidlaw, Dayle Laing, Barry Lavallee, Eric Lister, Kevin Montgomery, Lisa Stokes, Regional Councillor Rowena Santos

Members absent during roll call: Laura Bowman, Patrick McLeavey

2. **Approval of Agenda**

CYC001-2021

That the agenda for the Cycling Advisory Committee Meeting of February 16, 2021, be approved, as published and circulated.

Carried

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

1. Dayle Laing declared a conflict of interest with respect to the Brampton Cycling Advisory Committee delegation to the Region of Peel as per CYC019-2020, as Ms. Laing was subcontracted by Punjabi Community Health Services to assist in the delivery of the Community Cycling Program (CCP).



#### 4. **Previous Minutes**

The minutes were considered by Planning and Development Committee on January 18, 2021, and were approved by Council on January 27, 2021. The minutes were provided for Committee's information.

#### 5. **Presentations / Delegations**

##### 5.1 Presentation by Stephen Laidlaw, Member, re: **Orenda Court Resurfacing**

Stephen Laidlaw, Committee Member, provided an overview of Orenda Court Resurfacing , and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Identified two other locations within Brampton that require curb cuts on properties owned by Brampton residents - Sandalwood Parkway and Bramalea Road and Steeles Avenue and Malta Avenue.
- Questions regarding the process of possibly contacting the property owner with respect to obtaining permission for a curb cut.
- Staff clarified the matter was beyond the scope of the road resurfacing project and that the property was not a City-owned asset.
- Suggestion was made to have staff investigate the opportunity to reach out to the private entity owner located where Trueman Street meets the Orenda Court properties access to the public pass.

The following motion was considered.

#### **CYC002-2021**

1. That the Delegation from Stephen Laidlaw, Member, to the Cycling Advisory Committee of February 16, 2021, re: **Orenda Court Resurfacing**, be received; and,
2. It is the position of the Cycling Advisory Committee that staff be requested to investigate the opportunity to reach out to the private entity owner located where Trueman Street meets the Orenda Court properties access to the public pass at Orenda Court on behalf of the Committee and ask them to consider a curb depression.

Carried



5.2 Presentation by Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: **Providing Year-Round Mobility – Current Winter Maintenance Practices**

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the Year-Round Mobility - Current Winter Maintenance Practices, and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Suggestion was made to refer the matter back to staff to work with the Brampton Cycling Advisory Committee Sub-Committee members for further recommendations with respect to the Winter Maintenance AT infrastructure and outline operations costs for implementation next winter season.
- Advised that when trails/bridges have not been cleared of snow, members of the public can contact the City at 311 to report the trail or bridge requires snow clearing. Staff will then be dispatched out to the location for snow clearing.
- Clarification was provided regarding recreation trail maintenance procedures and practices.
- Questions relating to the type of product used to salt the bridges within the trail paths in Brampton

The following motion was considered.

**CYC003-2021**

1. That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: **Providing Year-Round Mobility – Current Winter Maintenance Practices** be received; and,
2. That the matter be referred back to staff to work with the Brampton Cycling Advisory Committee on further recommendations with respect to the Winter Maintenance AT infrastructure and outline operations costs for implementation next winter season.

Carried



5.3 Presentation by Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: **2021 Active Transportation Project (\$1M)**

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the 2021 Active Transportation Project (\$1M) and outlined projects designated for implementation in 2021. Mr. Cadete advised that \$850,000 has been allocated for planned infrastructure from the \$1-million budget and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Clarification was provided regarding industrial area roads and developing cycling infrastructure.
- Advised that the \$1-million allocation is strictly for the purpose of the road resurfacing program.
- An information report will be going to a future Planning and Development Committee meeting outlining the list of infrastructures and the fix it program.

The following motion was considered.

**CYC004-2021**

That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: **2021 Active Transportation Project (\$1M)** be received.

Carried

6. **Reports / Updates**

Nil

7. **Other/New Business / Information Items**

7.1 Discussion Item at the request of Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re:

**BCAC delegation to the Region of Peel as per CYC019-2020 below:**

1. **That the presentation from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, Planning and Development, to the Cycling Advisory Committee Meeting of December 15, 2020, re:**



**Implementation of the Active Transportation Master Plan – Annual Report 2020/2021, be received;**

- 2. That a copy of the subject presentation be forwarded to the Region of Peel for information; and,**
- 3. That Dayle Laing, Committee Member, delegate the Region of Peel on behalf of the Cycling Advisory Committee on the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.**

Committee advised that due to a conflict of interest Dayle Laing, Committee Member will no longer be delegating on behalf of the Cycling Committee. Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development advised that Pauline Thornham will now be delegating at the Region of Peel on February 25, 2021 regarding need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.

Pauline Thornham, Co-Chair, provided an overview of the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goal, and responded to questions of clarification from Committee.

#### **CYC005-2021**

That the presentation from Pauline Thornham, Committee Member, to the Cycling Advisory Committee of February 16, 2021 re: **BCAC delegation to the Region of Peel as per CYC019-2020** be received.

Carried

#### **7.2 Cycling Advisory Committee - Sub-Committee Minutes - January 19, 2021**

The following motion was considered.

#### **CYC006-2021**

That the **Cycling Advisory Committee Sub-committee Minutes**, to the Cycling Advisory Committee of February 16, 2021 be received.

Carried



7.3 Discussion Item at the request of Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: **2021 Bike Month Campaign**

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the 2021 Bike Month Campaign and advised he would like to see the Committee more involved in the planning of the event. Mr. Cadete advised he would canvass members' availability to arrange a sub-committee meeting to start planning the campaign.

8. **Correspondence**

8.1 Correspondence from Michael Longfield, Interim Executive Director, Cycle Toronto, re: **2021 Bike Month Campaign**

The following motion was considered.

**CYC007-2021**

That the correspondence from Michael Longfield, Interim Executive Director, Cycle Toronto, to the Cycling Advisory Committee of February 16, 2021 re: **2021 Bike Month Campaign** be received.

Carried

9. **Question Period**

Nil

10. **Public Question Period**

Nil

11. **Adjournment**

The following motion was considered.

**CYC008-2021**

That the Cycling Advisory Committee do now adjourn to meet again on Tuesday, April 20, 2021 at 5:00 p.m. or at the call of the Chair.

Carried



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Pauline Thornham (Co-Chair)

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Rani Gill (Co-Chair)



February 20, 2021

City Of Brampton , Shelby Swinfield

City Clerks Office

Planning, Building and Economic Development

RE: **C08E08.008 Public Meeting**

Please be advised that I wish to that I would like a copy of the Recommendations Report.

**Please be advised that I wish to be a delegate at the upcoming meeting.**

Once again I will be expressing my objection to this Variance for many reasons some which I will touch on now.

Just to be clear this is not something that you can simply say or use the words NOT IN MY BACKYARD. I want to express to you that no matter how the City considers this phrase NOT IN MY BACKYARD this is a subject that must be cleared up. When the City decides to send out notices they most often go to toughs that are within proximity to the projects, these are the most effected and concerned people and in my view should have the most input as to what happens in their backyards. Regardless this is not in MY BACKYARD it is in my Community if I had not stopped to read the posted sign I would never had known of what was going on. Needless to say this is my community and I will stand with other community members when I see an abuse of our system when it comes to our community and in fact anywhere we need to stand up and be heard.

I will now ask, do we have in Brampton policies that allow height and density changes in the official plan and can you provide these policies.

Is it not true that nearby properties are protected from incompatible development, such as the purpose that we are dealing with now?

Is it true that the official plan does not have this land designated for this use and that according to the official plan this area was to be for future retail/shops that are considered a benefit for the community?

There is a lack of safe and easy access for pedestrians and vehicles for such a project.

I purchased my home with the understanding that I would have a place nearby at some point that would allow me to simply get everyday items without getting in my car or taking a Taxi or public transit.

The official plan did not in any way reflex this kind of change, this is not minor it is a completely new change to the existing zoning.

I must once again express that NOT IN MY BACKYARD is not in play with me, it is not in my backyard, I oppose the rezoning application.



I heard at the last meeting that the builder was doing this so that he could accommodate the elderly in the community. I can tell you from being in this community for so many years this is a ploy by the builder to gain support for our city, I caution you DON'T BE FOOLED this is as simple as it get money, money and more profit at the expense of the community.

We all know that at issue here is the fact that such a project was never envisioned nor should it be considered.

I was lead to believe by City and the developer that this was designated for a specific use and I will respectfully demand that this Variance be rejected keeping in mind it is not Minor in nature.

I can't argue that it will affect my privacy, cut down on the sky view/light, worry about noise, traffic, transit and safety issues and all the issue that are brought up by the people that are directly affected . These people are part of the community and should have the greatest say and should not be put down because it is in their backyards.

I have assessed the concerns of the people directly impacted by this change in Zoning and am in full agreement with them and the opposition to this Change in zoning.

All documentation I have when I purchased my home indicates future retail for this site, we know it was partially done and I have been waiting for it completion as we have all expressed the desire for this space to be completed as per the official plan. It is worth saying that the City was fully aware of this properties zoning as set out by the Developer before homes were purchased. This is not a case of BUYER BE WARE we knew what we signed up for and you knew what we were signing up for.

It is time for our elected representatives to work in protecting the vision that they have set forth and the vision we as community members rely on to make informative discussions.

If for some reason unforeseen at this time and I am unable to make the meeting and participate as a delegate then I would ask that this letter be read into the record.

Thanks

Tony Moracci



## Katyal, Himanshu

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**From:** Planning Development  
**Sent:** 2021/02/16 9:12 AM  
**To:** Katyal, Himanshu  
**Subject:** FW: [EXTERNAL]File OZS-2020-0034

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning Himanshu,  
Please see inquiry below.

Kind Regards,  
Sheryl

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**From:** Cathy Jazokas < >  
**Sent:** 2021/02/15 7:37 PM  
**To:** Planning Development <Planning.Development@brampton.ca>  
**Subject:** [EXTERNAL]File OZS-2020-0034

Good evening,

I would like to obtain more information about the above matter (property located at 1030 Queen Street West), including a copy of the notice and about preserving my appeal rights.

Thank you, Cathy Jazokas



## Katyal, Himanshu

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**From:** G M < >  
**Sent:** 2021/02/18 3:02 PM  
**To:** Katyal, Himanshu  
**Subject:** [EXTERNAL]Development Proposal, File: OZS-2020-0034

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr/Ms Katyal

I have a few comments regarding the proposed zoning amendment for the property at 1030 Queen Street West. I am opposed to the rezoning of this property to permit the building of a 15-storey tower.

The tallest building in this otherwise entirely low-rise area is the high school (David Suzuki S.S.) A 15-storey high-rise would be quite out of place, towering over its low-rise neighbours, as the only tall tower this far afield from downtown Brampton.

If the City of Brampton wants to increase density to meet provincial requirements, high-rise buildings should be located in areas that are already designated to handle the increased population and traffic, such as arterial street corridors with little to no subdivisions adjacent. I do not believe there is a shortage of these.

And going forward, the planned Riverwalk flood-control/redevelopment of Downtown Brampton will provide numerous opportunities to add tall towers on a scale that is most appropriate in our central downtown area and main transit corridor, not the far edges of town.

In addition, the intersection of Queen St. W. and Chinguacousy has a high volume of traffic and is already hazardous for pedestrians, especially students on foot from the nearby high school. Adding 179 units worth of additional cars will only worsen the situation, as cars exiting the proposed building's driveway will make u-turns very close to the traffic lights in order to travel east on Queen or either way on Chinguacousy. This is very unsafe for pedestrians and bicycles crossing at the already dangerously busy 6-lane intersection.

Thirdly, the approval of a high-rise at this location will set a precedent for all of the developer-assembled properties along the north side of Queen St. W. between Chinguacousy Rd. and Mississauga Rd. Towers could sprout all along that stretch of road. Lower-density buildings of 6 floors or less (or townhouses) like those in the Mount Pleasant subdivision would be closer in scale to existing homes in this area, while still increasing density.

Finally, it is likely that the shadow cast by such a tall structure will reduce the afternoon sunlight falling on properties in nearby subdivisions.

One of the reasons we choose to live away from central Brampton and not downtown, or in Toronto or central Mississauga is the lack of dense high-rise development. It is still possible to live at a healthier, more human scale out here, with fresh air, open spaces and a walkable environment.

Sincerely,  
Gayle Marks



## Katyal, Himanshu

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**From:** Suhail Rana < >  
**Sent:** 2021/02/23 9:00 AM  
**To:** Katyal, Himanshu  
**Subject:** [EXTERNAL]Objection on Changing bylaws.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Development Planner,  
Brampton

I am residing at Brampton.

I booked this property as a pre construction house around 5 years ago.

My preference was to live in a calm ,quiet ,peaceful and a place to enjoy my privacy.

We were told by the builder that our lot would be containing all the components we were looking for. We visited the area and saw a notice board of the Heritage area on the back side of our selected lot then we decided to buy this lot. The builder asked us for the extra amount to buy this lot as it was a ravine lot and there was no neighbor on our back side. We paid an extra amount to the builder.

Now I have received a letter mentioning that a high-rise building' plan is underconsideration which is very close to my house.

Being a legitimate resident of the city of Brampton I object to this proposal on the grounds that building a highrise at the Heritage property will be an illegal act which tantamounts to ruining this heritage land, natural beauty and scenic view.

A high-rise close to our backyard of our house would infringe the right of our privacy in particular while sitting in our backyard.

If the city had a plan to build a highrise at this pace, it should have been told us earlier so that we could have opted for a better choice.

There are so many other vacant places which can be easily used to build a highrise in the north west area of this city of flowers.

So we humbly request the committee to reject this proposal.

***Regards***  
***Rana Suhail***



## Katyal, Himanshu

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**From:** Rana Suhail < >  
**Sent:** 2021/02/23 6:35 PM  
**To:** Katyal, Himanshu  
**Subject:** [EXTERNAL]Objection on change of the zoning.

Hi, Development and Planning Officer Brampton.

I am living in a detached house at Brampton .

I bought this house to live in area of open atmosphere with natural attraction.

Privacy of my house was my first priority at the time of buying my house but now I have been told that the city is constructing an eight storey building near my house.

I liked this area because the builder had given us surety that it would be a private area having the natural beauty of a heritage zone to enjoy trees , walking trails and artificial lake.

Now I am afraid that i won't be able to enjoy the things which I was promised for if a highrise is built up here.

Thanks

Shagufta Suhail