



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

Date: June 21, 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

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 - Glen Schnarr & Associates Inc. - TFP Mayching Developments Ltd. - File OZS-2021-0007

To permit: 261 residential units and a mixed-use medium-density residential/commercial block

Location: 11687 Chinguacousy Road - Ward 6

Staff presentation by Carmen Caruso, Central Area Planner, Planning, Building and Economic Development

See Item 11.1

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

6.1. Delegations re: Application to Amend the Official Plan and Zoning By-law - Great Gulf Homes - Scottish Heather Developments Inc. and Brampton G&H Holdings Inc. - File OZS-2020-0011

1. Gloria Shan, Brampton resident

See Item 7.3

7. **Staff Presentations and Planning Reports**

- 7.1. Staff presentation re: Brampton Plan - Natural Environment, Climate Change and Resiliency, and Transportation and Connectivity

See Item 7.2

- 7.2. Staff report re: Brampton Plan Discussion Papers - Natural Environment, Climate Change and Resiliency, and Transportation and Connectivity - City-wide

To be received

See Item 7.1

- 7.3. Staff report re: Application to Amend the Official Plan and Zoning By-law - Great Gulf Homes - Scottish Heather Developments Inc. and Brampton G&H Holdings Inc. - File OZS-2020-0011

To permit: a residential development of 669 dwelling units

Location: west side of Mississauga Road between Embleton Road and Lionhead Golf Club Road - Ward 6

Recommendation

See Item 6.1

- 7.4. Staff report re: Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision - Your Home Developments (Ebenezer) Inc. - Candevcon East Ltd. - File OZS-2020-0012 & 21T-20004B

To permit: 78 stacked townhouse dwellings

Location: 4316 Ebenezer Road - Ward 8

Recommendation

- 7.5. Staff report re: Application to Amend the Zoning By-law - Humphries Planning Group Inc. - 1968610 Ontario Ltd. - File OZS-2020-0035

To permit: a single-storey, multi-unit warehouse building with associated office

Location: northwest corner of Inspire Boulevard and Dixie Road - Ward 9

Recommendation

- 7.6. Staff report re: Child Care Centres in Brampton - RM 44/2020

To be received

- 7.7. Staff report re: Council Appointment for Town and Gown Advisory Committee

Note: to be distributed prior to the meeting

8. Committee Minutes

- 8.1. Minutes - Age-Friendly Brampton Advisory Committee - May 25, 2021

To be approved

9. Other Business/New Business

10. Referred/Deferred Matters

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

11. Correspondence

- 11.1. Correspondence re: Application to Amend the Official Plan and Zoning By-law - Glen Schnarr & Associates Inc. - TFP Mayching Developments Ltd. - File OZS-2021-0007:

1. Parvi Singh, Brampton resident, dated May 10, 2021, including a petition of objection containing approximately 58 signatures

See Item 5.1

12. Councillor Question Period

13. Public Question Period

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

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

14. Closed Session

15. Adjournment

Next Meeting: Monday, July 26, 2021, at 7:00 p.m.

Date: 2021-05-13

File: OZS-2021-0007

Title: **Information Report**
Application to Amend the Official Plan and Zoning By-law, and for a Draft Plan of Subdivision
(To permit 261 residential units and a mixed-use medium density residential/commercial block)
Glen Schnarr & Associates Inc. – TFP Mayching Developments Ltd.
11687 Chinguacousy Road
Southeast corner of Chinguacousy Road and Mayfield Road
Ward: 6

Contact: Carmen Caruso, Central Area Planner, Development Services,
Planning, Building and Economic Development,
carmen.caruso@brampton.ca, 905-874-2439

Cynthia Owusu-Gyimah, Acting Manager, Development Services,
Planning, Building and Economic Development,
cynthia.owusugyimah@brampton.ca, 905-874-2064

Report Number: Planning, Bld & Ec Dev-2021-350

Recommendations:

1. **That** the report titled: **Application to Amend the Official Plan and Zoning By-law, and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – TFP Mayching Developments Ltd.**, 11687 Chinguacousy Road, Ward 6 (File: OZS-2021-0007), to the Planning and Development Committee Meeting of June 7, 2021, be received, and,
2. **That** 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 amend the Zoning By-law to permit the lands to be developed with 261 residential units and a mixed use medium density residential/commercial block.**

- **The Official Plan indicates that the lands are designated “Residential” and “Neighbourhood Retail” in Schedule A and Schedule A2 respectively. An amendment to the Official Plan is required.**
- **The Mount Pleasant Secondary Plan (Area 51) indicates that the property is designated “Neighbourhood Retail” and is listed as a Heritage Resource. An amendment to the Secondary Plan is required.**
- **The property is designated “Neighbourhood Commercial”, “NHS Channels/Buffer” and “Heritage Listed Resource” in Block Plan 51-2. An amendment to the Block Plan is required.**
- **The site is zoned *Agricultural – A*, which does not permit development to the extent proposed. An amendment to the Zoning By-law is required to facilitate the proposal.**
- **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:

This development application was received on March 26, 2021 and has been reviewed for completeness and found to be complete in accordance with the Planning Act. On May 10, 2021 a formal notice was issued deeming the application complete on May 7, 2021.

Current Situation:

Proposal:

The applicant is proposing to amend the Official Plan and Zoning by-law, and to subdivide the 8.06 ha (19.92 acre) property to permit a residential development that will include a mixed-use component.

Details of the proposal are as follows (see Appendix 1):

- A total of 261 residential lots including:
 - 22 single detached lots - lot width of 9.15 metre (30 ft.);
 - 8 single detached lots - lot width 11.6 (38 ft.);
 - 50 street townhouses – lot width 6.1 metres (20 ft.);
 - 70 dual frontage (rear-lane) townhouses – lot width 6.0 metres (20 ft.);
 - 110 back-to-back townhouses – lot width 6.4 metres; and,
 - 1 restored and relocated heritage house.
- A 1.03 hectare (2.55 acre) mixed-use, medium density/commercial block;
- 2 vehicular access points from Clockwork Drive located on the north and south side of Clockwork Drive;
- 3 pedestrian walkway blocks;

- 1 natural heritage system block;

Property Description and Surrounding Land-Use:

The site has the following characteristics:

- Is located at 11687 Chinguacousy Road on the southeast corner of Chinguacousy Road and Mayfield Road;
- Is divided by Clockwork Road;
- Has a total area of 8.06 hectares (19.92 acres);
- The portion of the site north of Clockwork Drive has frontage of approximately 116 metres (381 ft.) along Clockwork Road and 265 metres (869 ft.) along Chinguacousy Road;
- The portion of the site south of Clockwork Drive has frontage of approximately 114 metres (374 ft.) along Clockwork Road and 276 metres (905 ft.) along Chinguacousy Road;
- Has a listed heritage resource (Robert Hall House), and trees and low-lying vegetation and trees situated on the site.

The surrounding land uses are described as follows:

North: Mayfield Road, beyond are agricultural lands located in the Town of Caledon;

East: Single detached, townhouse units and a vacant parcel to be developed as a school site;

West: Chinguacousy Road, beyond are townhouses, a stormwater management pond and a future park; and,

South: Registered residential plan of subdivision currently under construction.

Technical Considerations:

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. A complete review of technical planning and development implications will be undertaken and discussed within a future Recommendation Report. At this time, staff has noted the following specific considerations that will need to be addressed:

- The appropriateness of the reduction of the amount of commercial development proposed shall be determined as part of this application.
- Appropriate conservation actions for the Robert Hall House shall be finalized as part of this application. These actions will be outlined in appropriate heritage documentation.

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 studies submitted by the applicant.

Public Meeting Notification Area:

The application was circulated to City Departments, commenting agencies, and property owners within 240 metres of the subject lands, exceeding *Planning Act* requirements. Notice of this public meeting was also published in the *Brampton Guardian*. 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 a Recommendation Report.

Economic Development Implications:

Staff will review the application for any economic development implications and provide further comments at the Recommendation Report stage.

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 "A Well-run City (Good Government)" priority with respect to encouraging public participation by actively engaging the community. The application will be reviewed to ensure that the development proposal meets or exceeds the Term of Council Priorities. Findings will be summarized in the future Recommendation Report.

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:

Carmen Caruso, MCIP, RPP
Central Area Planner
Planning Building & Economic
Development

Reviewed by:

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

Approved by:

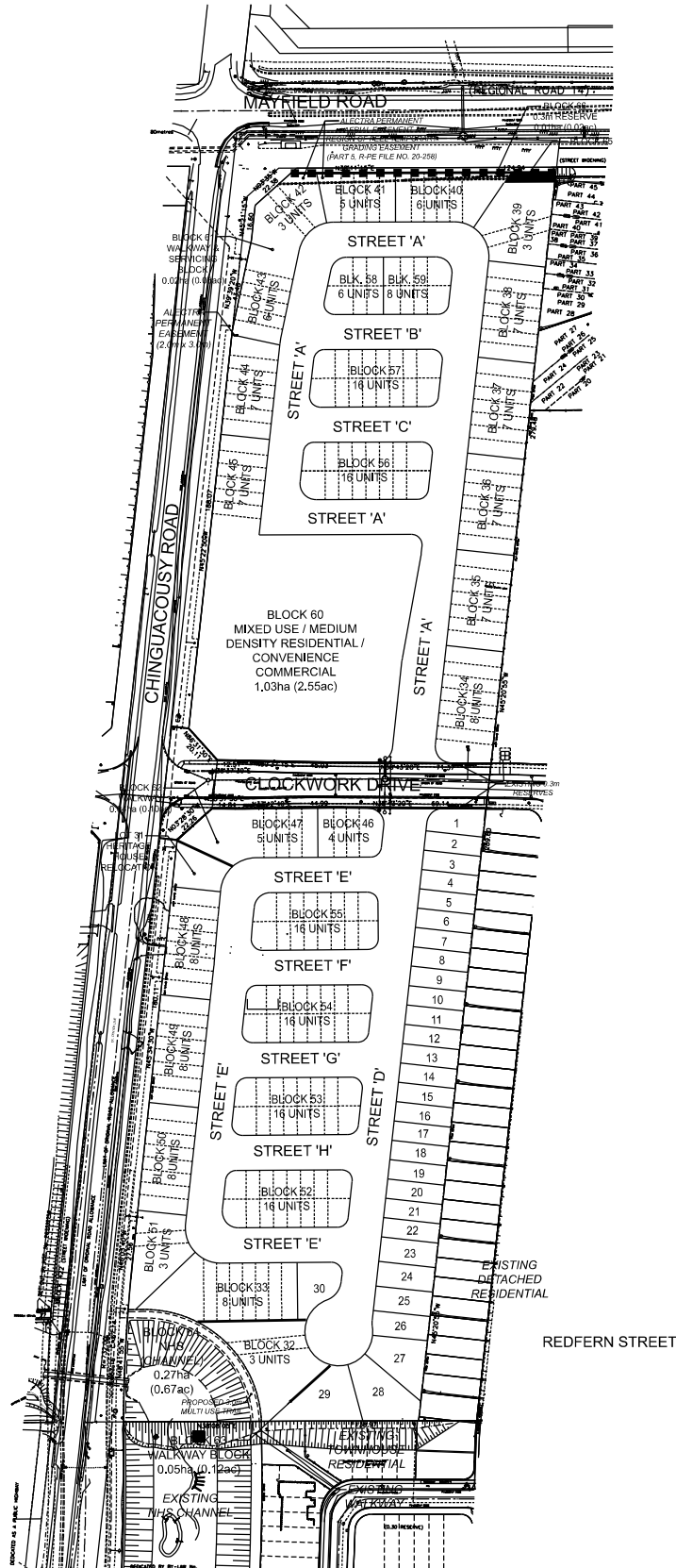
Submitted by:

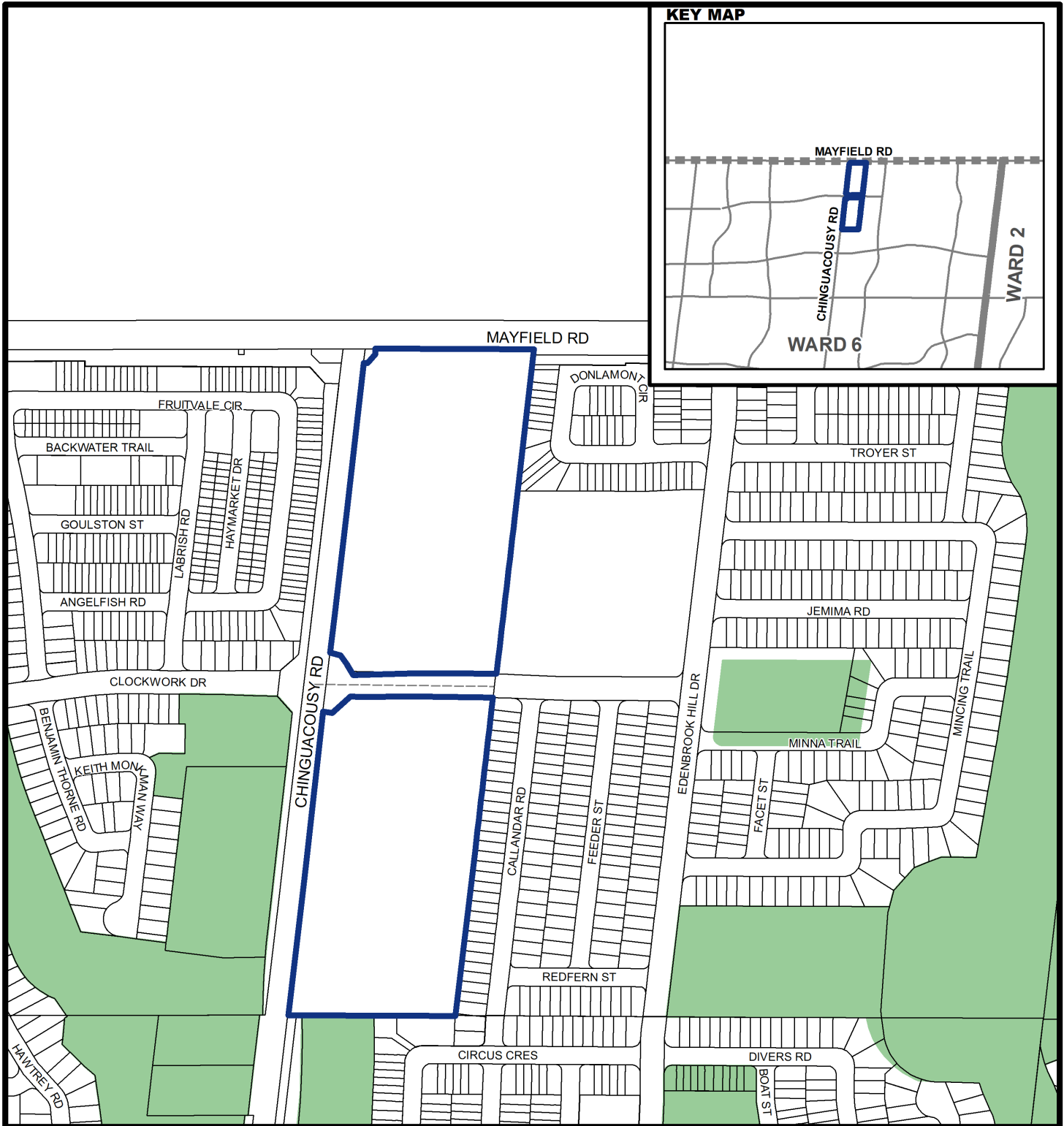
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning Building and Economic
Development

David Barrick
Chief Administrative Officer

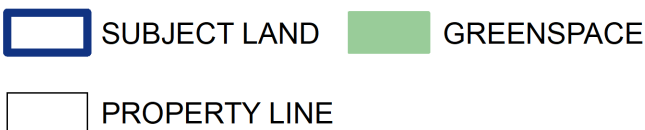
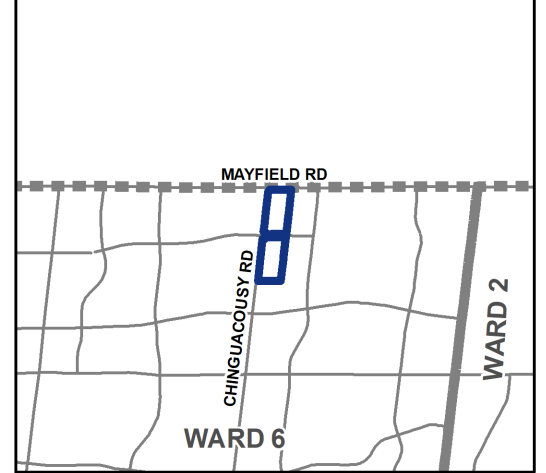
Attachments:

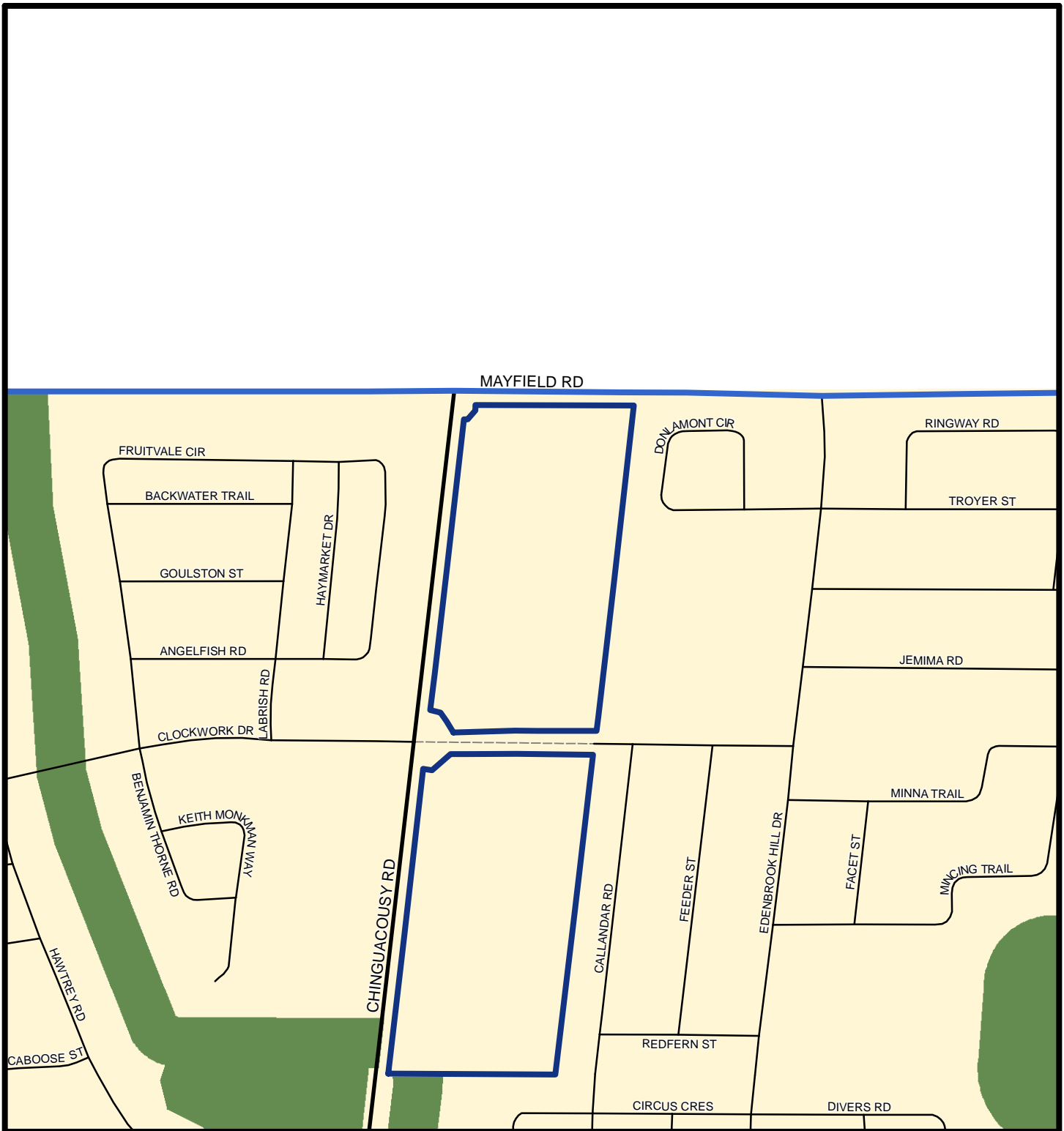
- Appendix 1: Concept Site Plan
- Appendix 2: Location Map
- Appendix 3: Official Plan Designations
- Appendix 4: Secondary Plan Designations
- Appendix 5: Zoning Designations
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Heritage Resources
- Appendix 8: Information Summary





KEY MAP



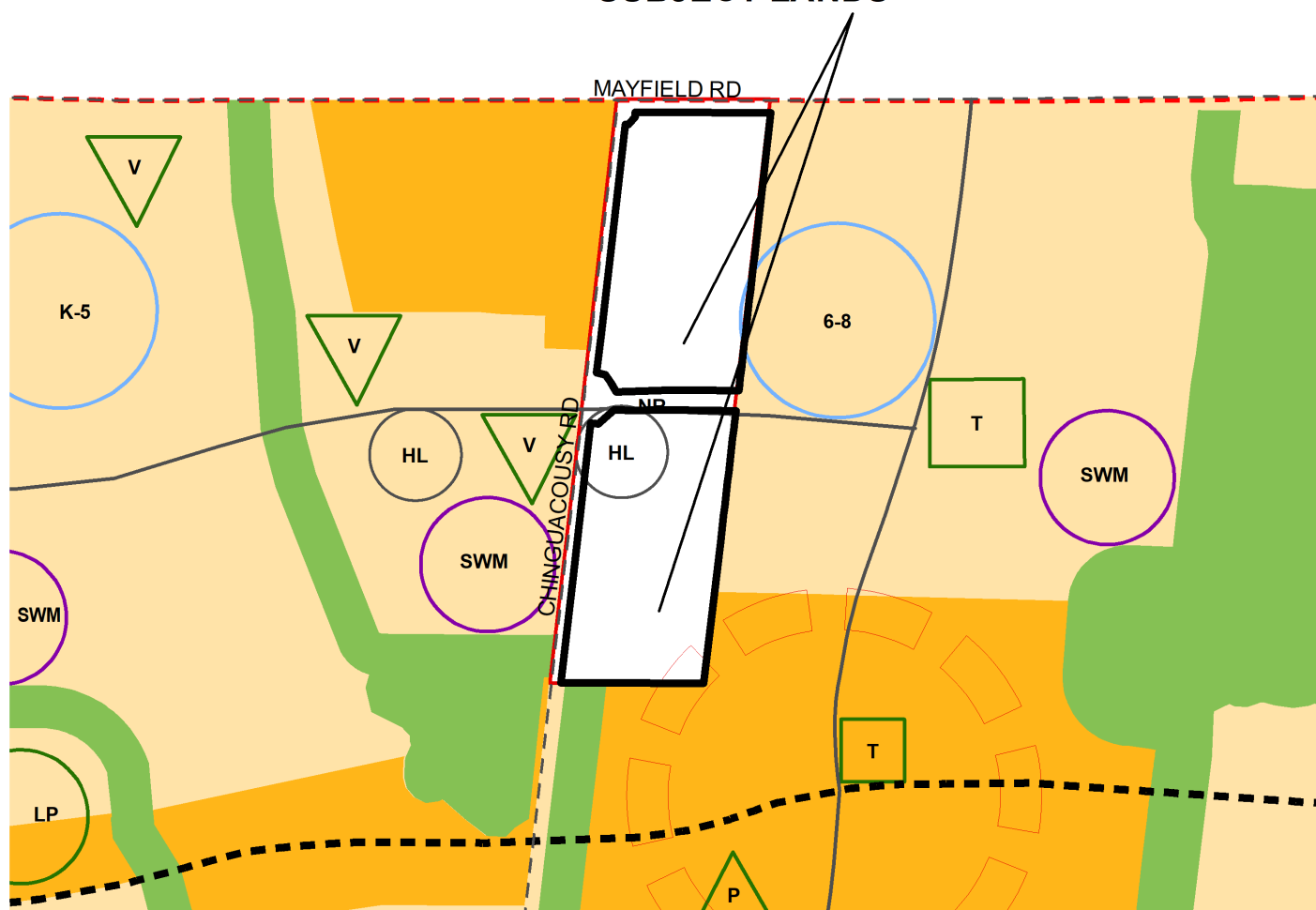


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- OPENSACE
- CITY LIMIT
- RESIDENTIAL



SUBJECT LANDS



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

ROAD NETWORK

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

NATURAL HERITAGE SYSTEM

- NATURAL HERITAGE SYSTEM AREA

RESIDENTIAL

- LOW / MEDIUM DENSITY
- MEDIUM DENSITY

INFRASTRUCTURE

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

INSTITUTIONAL

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

RECREATIONAL OPEN SPACE

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

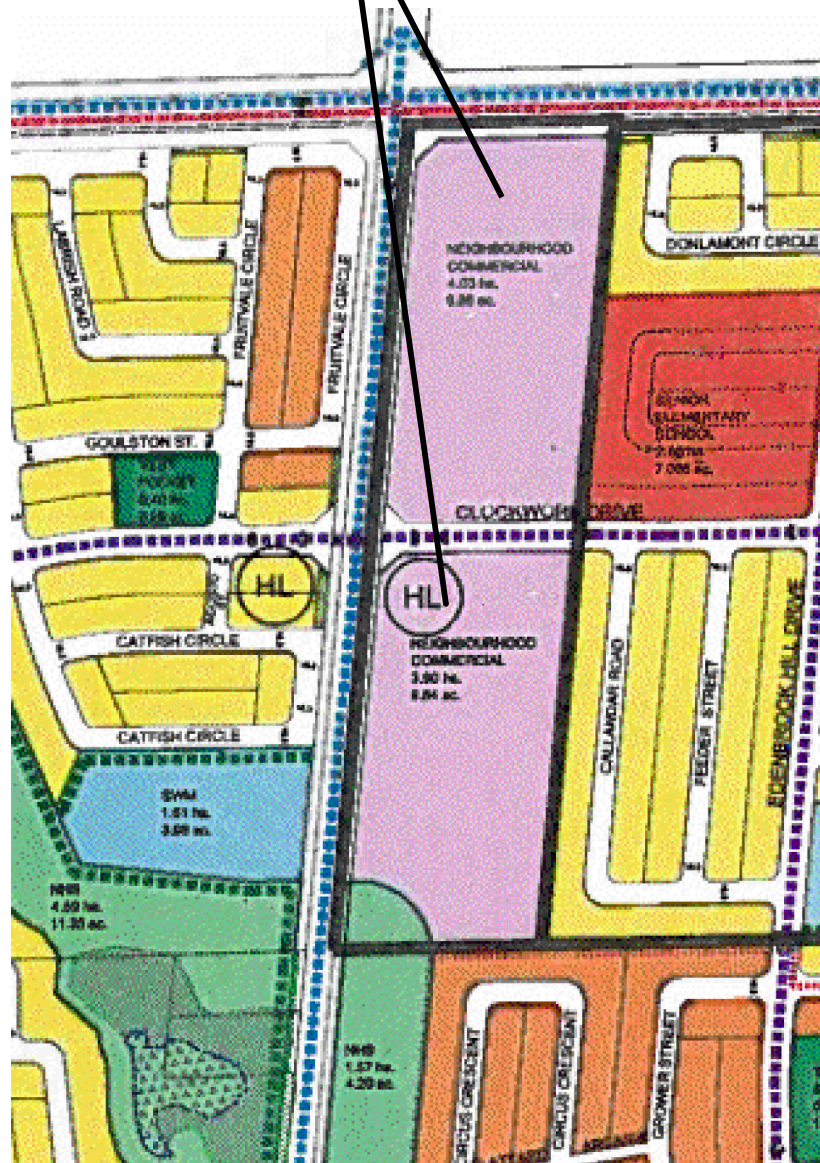
RETAIL

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

OTHER

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

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 51-2 OF 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:

- "THE LAND USES, FEATURES AND COMMUNITY INFRASTRUCTURE SHOWN ON THIS PLAN MAY BE REVISED THROUGH THE FINAL APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS."
- "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."
- "WHERE LANEWAYS HAVE A 90° DEFLECTION ADDITIONAL LAND FOR SNOW STORAGE WILL BE PROVIDED BY INTRODUCTION OF EYEBROWS OR OTHER MEASURES."



BRAMPTON
Flower City

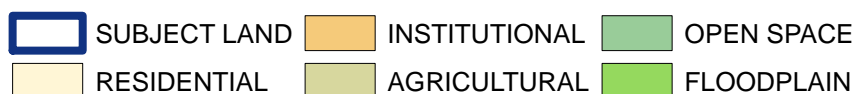
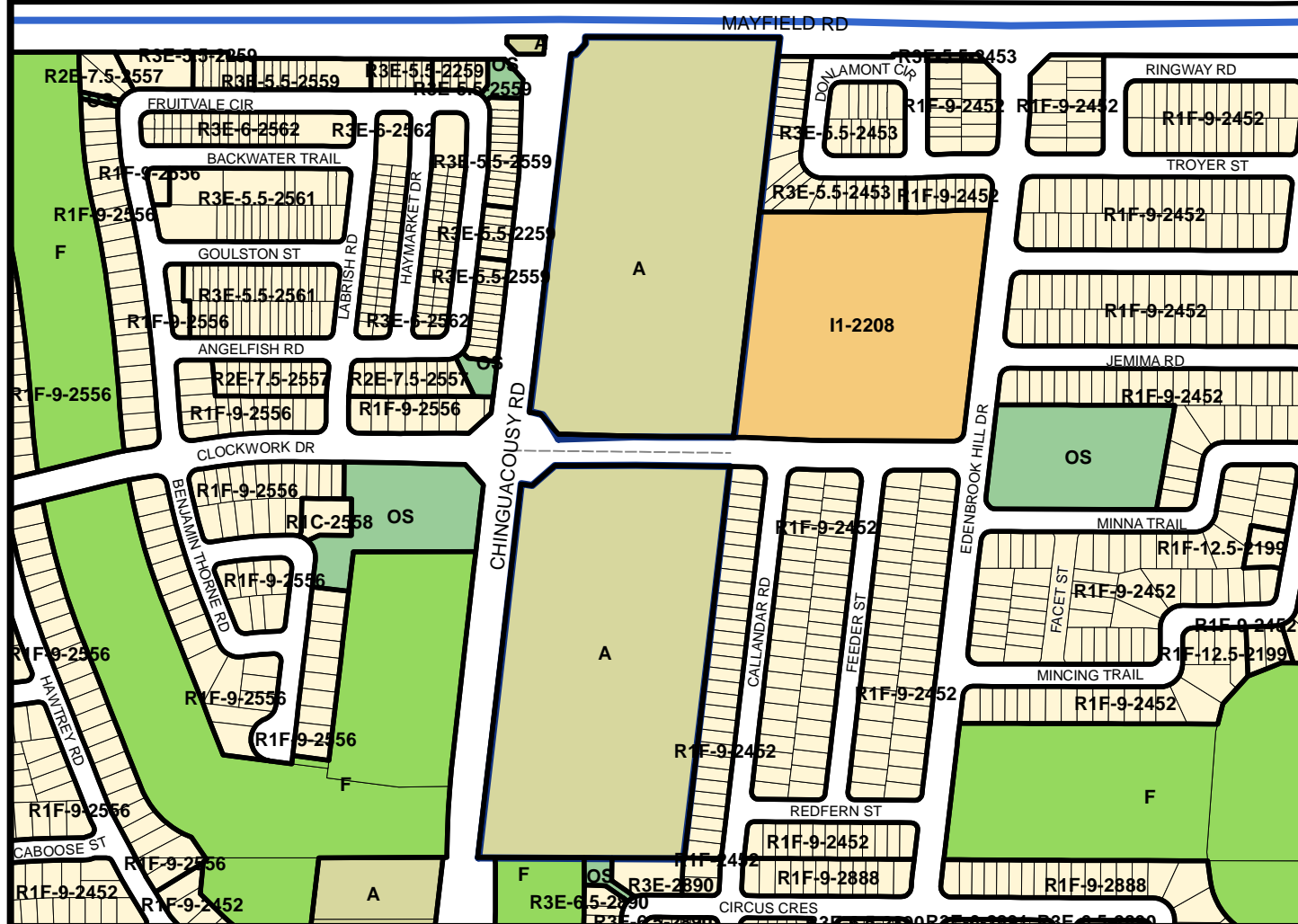
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



Drawn By: CJK
Date: 2021 05 05

APPENDIX 4A
BLOCK PLAN DESIGNATIONS
GLENN SCHNARR AND ASSOCIATES
TFP MAYCHING DEVELOPMENT LTD.

CITY FILE: OZS-2021-0007



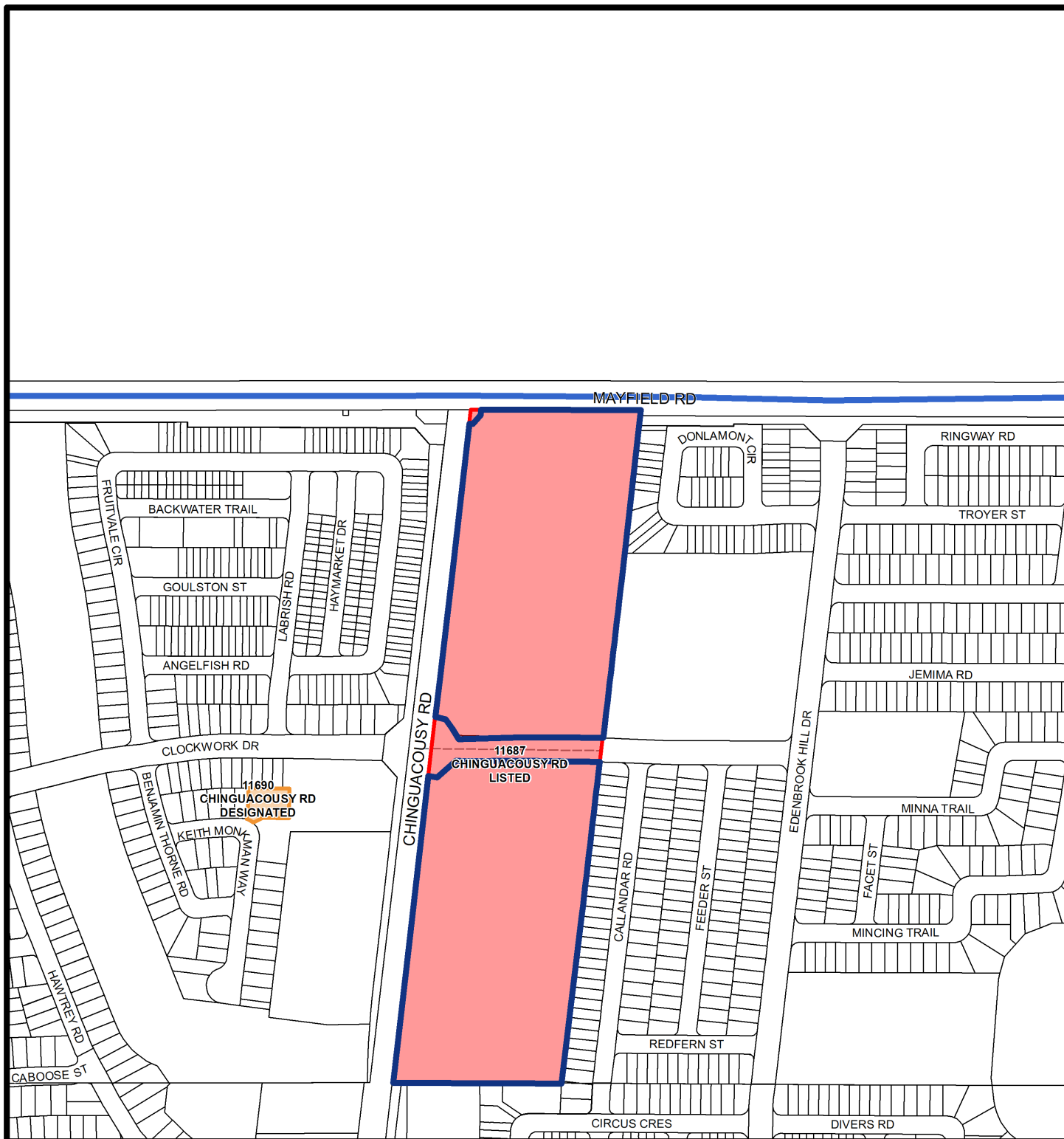






AERIAL PHOTO DATE: SPRING 2020

Legend

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





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



Information Summary OZS-2021-0007

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, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (Area 36).

Provincial Policy Statement (2020)

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement 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;*
 - b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- 1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.*

- 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;*
 - e) support active transportation;*
 - f) are transit-supportive, where transit is planned, exists or may be developed;*
- 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.*
- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.3.1 *Planning authorities shall promote economic development and competitiveness by:*
- 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;*
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.*
- 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and*

redevelopment and, if necessary, lands which are designated and available for residential development; and

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

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 *Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) 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.*

1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

1.7.1 *Long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness;*
 - e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- 2.1.2 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.4 *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe (Growth Plan) to ensure that the proposal conforms to the Plan. A preliminary assessment of the Growth Plan 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:*
- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and waste water systems; and*
 - iii. *can support the achievement of complete communities;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
 - d) *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- 2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

2.2.5.3 *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit. 4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

2.2.5.4 *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

2.2.5.15 *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.*

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*

- b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
- 2.2.6.3 *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.*
- 2.2.7.1 *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*
- 2.2.7.2 *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - 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.*
- 4.2.2.6 *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality: a) will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS.*
- 4.2.7.1 *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

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:

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *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.

- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary 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.*

North West Brampton Urban Development Policies

- 5.3.4.2.2c) *That a Phase 1 area and amount of development within the North West Brampton be defined in the Brampton Official Plan based on the amount of development that can be supported by the existing and planned arterial road network and transit systems, exclusive of a North South Transportation Corridor.*

Growth Management Objectives

- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

Growth Management Policies

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*

Intensification Objectives:

- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.
- 5.5.3.1.3 To revitalize and/or enhance developed areas.
- 5.5.3.1.4 To intensify development on underutilized lands.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.
- 5.5.3.1.6 To optimize all intensification opportunities across the Region.
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Intensification Policies

- 5.5.3.2.2 Facilitate and promote intensification.

Greenfield Density Objectives

- 5.5.4.1.1 To plan and designate greenfield to contribute to complete communities.
- 5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.
- 5.5.4.1.4 To optimize the use of designated greenfield area.
- 5.5.4.1.6 To manage greenfield growth to support Peel's economy.

Greenfield Density Policies

- 5.5.4.2.2 Development with 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.
- 5.5.4.2.6 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

Housing Objectives:

- 5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

Housing Policies:

- 5.8.2.2 Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:

b) cost-effective development standards for new residential development, redevelopment and intensification.

5.8.2.6 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 the Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

Transportation System Objectives:

5.9.1.2 To develop and promote a sustainable, safe, efficient and integrated multi-modal transportation system.

5.9.1.3 To support the provision of improved transportation mobility and choice to all residents, employees and visitors.

5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.

5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.

5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

Major Road Network Policies

5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.

Official Plan:

The site is designated 'Residential' in the Official Plan. This designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary commercial, institutional and public uses are also permitted.

The Official Plan indicates that the property is within a 'Designated Greenfield Area'. Lands within this designation is expected to contribute to the creation of complete communities by providing a diverse mix of land-uses and creating an urban form that supports walking, cycling and transit. A minimum density target of 50 people and jobs per hectare should be achieved. Notwithstanding this minimum target, the Mount Pleasant Block Plan 51-2 is to achieve a density of approximately 64 people and jobs combined per net hectare over the entire Mount Pleasant Block Plan area.

The City's Retail Structure in the Official Plan identifies the location of land uses primarily involving commercial establishments. This site is designated "Neighbourhood Retail" within the retail structure. Proposals to change the intent of the policies related to this designation requires a market impact/planned function analysis that demonstrates that there is limited need for neighbourhood retail at this location, and the need is satisfied elsewhere.

The Official Plan also indicates that this site exhibits heritage value and is designated as a 'Class B Heritage Resource'. On-site retention of heritage resources is preferred before resorting to relocation. Studies as outlined in the Heritage Section of this report are required to demonstrate that the heritage resource and its attributes are not adversely affected as a result of the proposed development. Appropriate measures to mitigate impacts on the heritage resource shall be implemented as part of any development approval.

An amendment to the Official Plan is required.

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

3.1 *Residential*

- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*

3.2.8 *Communities (excerpt)*

The City's new communities will develop in the Designated Greenfield Areas which is a finite land area given that Brampton's urban boundary extends to the municipal limits. Planning for new communities will be based on an ecosystem approach that integrates social, cultural, environmental and, economic considerations, ensures comprehensive natural heritage system planning and the principles of sustainability.

New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

- 3.2.8.3 *Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.*
- 4.2 *Brampton's residential policy will focus on the following:*
- i. *Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
 - iii. *Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
- 4.2.1.1 *The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.*
- 4.2.1.2 *The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.*
- 4.2.1.3 *The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- 4.2.1.15 *The City shall consider the following natural heritage planning principles in the design of residential development:*

- ii. *Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;*
- 4.3.2.2 *The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.*
- 4.3.2.6 *The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan:*
 - b) *Proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation;*
 - c) *Applications for the redesignation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable;*
- 4.3.5.4 *Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.*
- 4.3.5.5 *The Local Retail uses are defined as follows:*
 - a) *Neighbourhood Retail: 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.*
- 4.5.4.6 *The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*
- 4.5.4.23 *The City shall work with the Region to plan new Greenfield communities at a minimum density of 51 persons and jobs per hectare, a density that supports at least community level transit service.*
- 4.5.4.24 *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development.*
- 4.10.1.8 *Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in*

Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

- 4.10.1.9 *Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.*
- 4.10.1.10 *A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:*
- i. The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
 - ii. The current condition and use of the building or structure and its potential for future adaptive re-use;*
 - iii. The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
 - iv. Demonstrations of the community's interest and investment (e.g. past grants);*
 - v. 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,*
 - vi. Planning and other land use considerations.*
- 4.10.1.11 *A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.*
- 4.10.1.12 *All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:*
- i. On-site retention in the original use and integration with the surrounding or new development;*

- ii. On site retention in an adaptive re-use;
- iii. Relocation to another site within the same development; and,
- iv. Relocation to a sympathetic site within the City.

- 4.10.1.18 *The City's "Guidelines for Securing Vacant and Derelict Heritage Buildings" shall be complied with to ensure proper protection of these buildings, and the stability and integrity of their heritage attributes and character defining elements.*
- 4.10.1.19 *Adoption of the Guidelines may be stipulated as a condition for approval of planning applications and draft plans if warranted.*
- 4.11.3.3.2 *Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.*
- 4.11.3.3.4 *Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.4.1 *Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.*
- 4.11.3.4.3 *The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.*
- 4.15.7 *The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types and densities ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.*
- The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include significant retail and commercial opportunities situated in the general vicinity of Mississauga Road and Bovaird Drive West to be defined through the Secondary Plan. Any regional retail component will complement the transit-oriented mixed-use community in proximity to the Mount Pleasant GO Transit Station.*

Secondary Plan:

Mount Pleasant Secondary Plan (Area 51)

The property is designated "Neighbourhood Retail" in the Mount Pleasant Secondary Plan (Area 51). The Secondary Plan also indicates a "Heritage Listed Resource" on the property that is considered to be of value and intended to be retained.

The application will be evaluated against the Mount Pleasant Secondary Plan to ensure that the proposal conforms to the Plan. The current policy related to the "Neighbourhood Retail" designation of the site is:

5.3.3.2 *Notwithstanding Section 4.2.11 of the Official Plan, the Neighbourhood Retail designation at the southeast corner of Chinguacousy Road and Mayfield Road, shall have a maximum site area of 9 hectares (22 acres), a maximum floor area 23,225 square metres (250,000 square feet), shall permit only one supermarket or food store and development shall be in accordance with high standards of design, landscaping and/or building setbacks.*

An amendment to the Secondary Plan is required to allow the residential uses and the reduction of retail uses on the site.

The proposal will be evaluated against the General Vision and Objectives of the Secondary Plan. These include but are not limited to:

4.2.1 *To protect, restore and enhance the diversity and connectivity of natural features and their long-term ecological functions and biodiversity of the Natural Heritage System, while balancing it with other requirements of complete and compact community in accordance with the policies of the Provincial Growth Plan.*

4.2.2 *To recognize the diversity and connectivity of natural features and areas, including their ecological function in the development of the Natural Heritage System.*

4.2.4 *To provide a variety of housing types and densities, including Mixed-Use buildings and Live-Work units in strategic locations that are compatible with, and will benefit from, visual and physical connection to the ecologically sustainable features and functions of the natural environment and cultural landscape of the area.*

4.2.6 *To develop excellence in community living based on the application of the following principles:*

- i. a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;*
- ii. the promotion of excellence in civic design in both the public and private realm;*
- iii. an interconnected system of open space, including recreational areas and natural features and areas;*

- iv. *a range of recreational and community facilities that facilitate shared use where practical;*
- v. *integration of new development with existing residences and road patterns in and adjacent to the new community;*
- vi. *an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;*
- vii. *efficient transportation links;*
- viii. *LEED Neighbourhood design, where practical; and,*
- ix. *practical and cost effective innovations to support the development of a sustainable community that encourages where possible, the application of low impact development, approximate targets for an urban forest canopy and, the restoration, linkage and enhancement of natural features where appropriate.*

4.3

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Mount Pleasant Secondary Plan:

- i. *Plan for a Complete Community with a clear distinct structure, identifiable edges and gateways, local nodes, neighbourhoods and open space system.*
- ii. *Plan for a well-designed, Mixed-Use pedestrian friendly community that is of a superior built form for both public and private uses that provides a variety of housing forms and densities, employment opportunities and promotes public safety.*
- ix. *Ensure that the provisions of the Provincial Growth Plan, including a density and employment target, and the City's Growth Management Strategy are implemented to ensure that growth occurs in an orderly fashion commensurate with the availability of infrastructure and community services.*
- xi. *Include appropriate, cost effective and alternative planning and development standards to guide the development of the Mount Pleasant Community including, but not limited to, flexible zoning standards, on-street parking, bike lanes, reduced right-of way widths and laneways.*
- xvi. *To create an urban environment that provides for safe, functional and attractive residential neighbourhoods;*
- xvii. *To provide an integrated parks and open space network, that supports the Natural Heritage System and has a clear functional relationship to the overall community and the neighbourhoods served;*
- xix. *To promote a connective pathways, bike lanes and trails system to facilitate pedestrian and bicycle accessibility;*

- xx. *To establish urban design guidelines that encourage the development of attractive, safe, and where appropriate, compact urban and pedestrian scale built forms within the community;*
- xxi. *To establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;*
- xxiv. *To promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.*

The proposal will also be evaluated against the cultural heritage policies in the Secondary Plan. A preliminary assessment of these include but are not limited to:

- 8.2 *Schedule SP51 (a) and Appendix A of this Chapter identifies Cultural Heritage Resources “Recommended for Retention” by the approved Mount Pleasant Secondary Plan Cultural Heritage Component Study. These resources are considered to be of cultural heritage value or interest and are recommended to be retained and conserved on their original sites, when deemed feasible from a structural, land use, programming and financial perspective. If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere, failing which they may be demolished in accordance with municipal requirements. The provisions of Section 8.2 do not apply to the Alloa Cemetery at the south-west corner of Creditview Road and Wanless Drive. With respect to the Alloa Cemetery, the Cemeteries policies of Section 4.8.13 of the Official Plan shall apply, and the regulations set out 39 in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.*
- 8.4 *Cultural Heritage Resources will be identified for retention through the approved Heritage Study. The integration of identified Cultural Heritage Resources into new development proposals based on their original use or an adaptive reuse is to be guided by a suitable Conservation Plan for each property. City Council shall obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing Cultural Heritage Resources should be retained, relocated or demolished.*
- 8.5 *Where a development proposal will impact a cultural heritage resource identified for retention by the approved Heritage Study, the City shall require the applicant to prepare a Heritage Resource Assessment which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council.*
- 8.6 *Assuming that the resource identified in Section 8.5 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction*

of City Council, including heritage designation under the Ontario Heritage Act, as appropriate.

- 8.7 *All development adjacent to or incorporating a cultural heritage resource should, from a built form perspective be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.*
- 8.9 *Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the approved Heritage Study.*
- 8.10 *Those Cultural Heritage Resources identified for retention in the approved Heritage Study shall be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities shall be reduced or released accordingly.*

Mount Pleasant Block Plan 51-2:

The property is designated “Neighbourhood Commercial”, “NHS Channels/Buffer” and “Heritage Listed Resource” in Block Plan 51-2.

An amendment to the Block Plan is required to facilitate this proposal.

Zoning By-law:

The property is zoned “Agricultural – A” in Zoning By-law 270-2004. This zoning permits agricultural uses, single detached dwellings, group homes, a cemetery, an animal hospital, a kennel, a home occupation and purposes accessory to the permitted uses.

A Zoning By-law amendment is required to permit the proposed residential development.

Sustainability Score and Summary

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 51. This meets the City’s Gold threshold.

Documents Submitted in Support of the Application

- | | |
|--|---|
| • Planning Justification Report | • Arborist Report |
| • Draft Official Plan Amendment | • Phase 1 and Phase 2 Environmental Site Assessment |
| • Draft Zoning By-law | • Sustainability Score Overview and Summary Report |
| • Draft Plan of Subdivision | • Acoustical Report |
| • Traffic Operations Assessment | • Geotechnical Report |
| • Heritage Impact Assessment | • Functioning Servicing Report and Stormwater Management Report |
| • Commercial Needs Assessment | |
| • Community Design Guidelines Addendum | |

To:
Subject: RE: [EXTERNAL]Fwd: Request to delegate at June 21st Planning Committee meeting

From: Gloria Shan <>
Sent: 2021/06/04 5:17 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Subject: [EXTERNAL]Fwd: Request to delegate at June 21st Planning Committee meeting

Please set me as one of the delate for the upcoming June 21st Planning Committe meeting
Pls send the form and I will fill out and send it back to you
Thank you
Gloria

Sent from my iPhone

Date: 2021-06-21

Subject: Brampton Plan Presentation

Secondary Title: Natural Environment, Climate Change and Resiliency and
Transportation and Connectivity

Contact: Andrew McNeill, Manager, andrew.mcneill@brampton.ca

Report Number: Planning, Bld & Ec Dev-2021-688

Recommendations:

That the presentation by Andrew McNeil, Manager, Official Plan and Growth Management, to the Planning and Development Committee meeting of June 21, 2021, re: Brampton Plan Presentation Natural Environment, Climate Change and Resiliency and Transportation and Connectivity be received.



BRAMPTON PLAN



Public Open House #2

Brampton Plan – Official Plan Review

June 21, 2021



Housekeeping Items

● Please note this meeting is being recorded.



Your microphone will be muted the entire presentation.



If you are experiencing connection issues, we recommend turning off your camera.



Type your question or comment in the chat box.



For technical assistance please contact: tristan.costa@brampton.ca



Territorial Acknowledgment

We acknowledge that we are gathered here today on the treaty territory of the Mississauga's of the Credit, First Nation and before them the traditional territory of the Haudenosaunee, Huron and Wendat. We also acknowledge the many First Nations, Métis and Inuit peoples, and other global indigenous people that now call Brampton their home. We are honoured to live, work and enjoy this land.



Who's Listening Today?



- Bob Bjerke
- Andrew McNeill
- Anand Balram
- Tristan Costa
- Departmental Staff Experts
- Greg Bender
- Alejandro Cifuentes
- Andria Sallese
- Matt Rodrigues
- Brett Sears
- Matt Pinder
- Margaret Pugh
- Lisa Prime
- Nadia Dowhaniuk



Why Are We Here Today?

- To provide members of the public with an opportunity to learn about the **Brampton Plan**.
- To present the findings of the **Draft Discussion Papers**.
- To seek community input related to the various **policy recommendations** contained within the Discussion Papers.
- To outline **next steps** related to the Brampton Plan.



Overview of the Brampton Plan Project



What is the Brampton Plan?

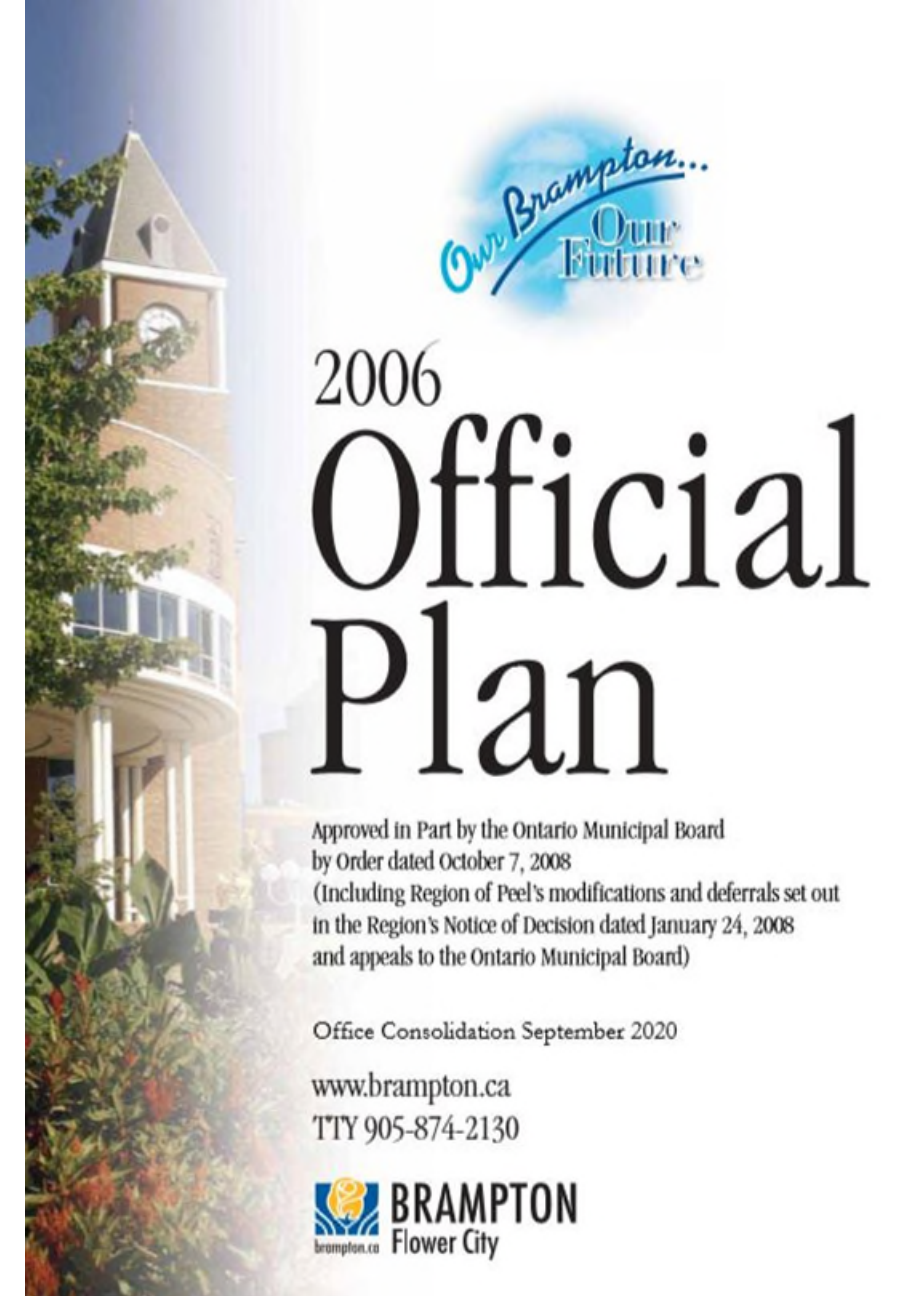
A New Brampton
Official Plan  **The Brampton
Plan**

- Clarifies and provides **city building objectives**
- Guides the realization of the **2040 Vision** for the future of Brampton
- Identifies and defines the components of the city – **not as they are today, but as they are envisioned**
- Provides a **policy framework** to make the vision real & guide decision-making
- Will be **adopted** by Brampton Council and Region of Peel Council



Why is the City reviewing the Official Plan?

- Brampton's current Official Plan was **approved in 2006**
- The Official Plan **no longer fully reflects City priorities or embodies best practices** in municipal planning
- **Provincial policy & legislation** governing municipal planning has been recently updated
- To align with the initiatives of **Brampton's 2040 Vision** and conform to the **Regional Official Plan**



The Brampton Plan Timeline



Discussion Paper Overview

		Arts and Cultural Heritage
		Attainable and Supportive Housing
		Natural Environment, Climate Change & Resiliency
		Implementation of the Growth Management Framework and Official Plan Structure
		Employment and Retail
		Transportation and Connectivity
		Urban Design, Open Spaces and Recreation

Discussion Papers have been prepared to account for new and emerging issues, trends, and topics.

The topics align with the seven core **2040 Vision Statement** Areas.



What is a Discussion Paper?

- The papers are meant to get readers thinking about solutions for solving problems and charting a course for the city's future.
- The Discussion Papers set the stage for subsequent policy direction.

When reading the Discussion Papers consider:

- Has the project team accurately captured the issues of importance to the city?
- Given this information, how do you see the city best developing and responding to current and potential future issues over the next 30 years?
- What ideas/solutions come to mind when reading the information?



Natural Environment, Climate Change and Resiliency Discussion Paper



Natural Environment Overview

- Brampton will continue to value, protect and enhance the Natural Heritage System and Natural Features
- Natural Heritage updates focus on recent changes to Provincial and Regional Policies
 - *Provincial Policy Statement, 2020*
 - *Growth plan for the Greater Golden Horseshoe, 2020*
 - *Greenbelt Plan, 2017*
 - *Region of Peel 2041*
 - *City of Brampton 2040 Vision.*



Natural Environment Overview

A focus on enhanced protection of the Natural Heritage System through implementation of best management practices:

Invasive Species

Naturalization

Road Ecology

Natural Heritage Planning

Mitigation Hierarchy



Natural Environment Overview

A focus on enhanced protection of the Natural Heritage System through implementation of best management practices:



Climate Change

Sustainability

Low-Impact Development

Bird Friendly Development

Noise and Light Pollution



Natural Environment Policy Recommendations

- Incorporate Growth Plan and Regional Greenlands updates, enhanced buffer requirements and variable setbacks
- Incorporate Conservation Authority Watershed Natural Heritage System Modelling and update policies to capture and protect locally significant features
- Develop policies to encourage enhancement and restoration for key natural heritage areas in the City



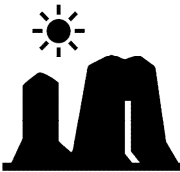
Natural Environment Policy Recommendations



- Establish and protect east-west linkages



- Establish an Urban Forest Policy



- Recognize and protect the ecosystem services of natural hazard lands



- Facilitate Low Impact Development (LID) techniques for Stormwater Management



Natural Environment Polling Question

- What do you think are the Natural Environment priorities for Brampton Plan?

Enhance connections between natural heritage features (i.e. natural corridors)

Restore habitat and increase forest coverage

Promote environmental stewardship

Explore opportunities to mitigate against climate change

Promote and Implement Low Impact Development (LID) and green infrastructure

Other



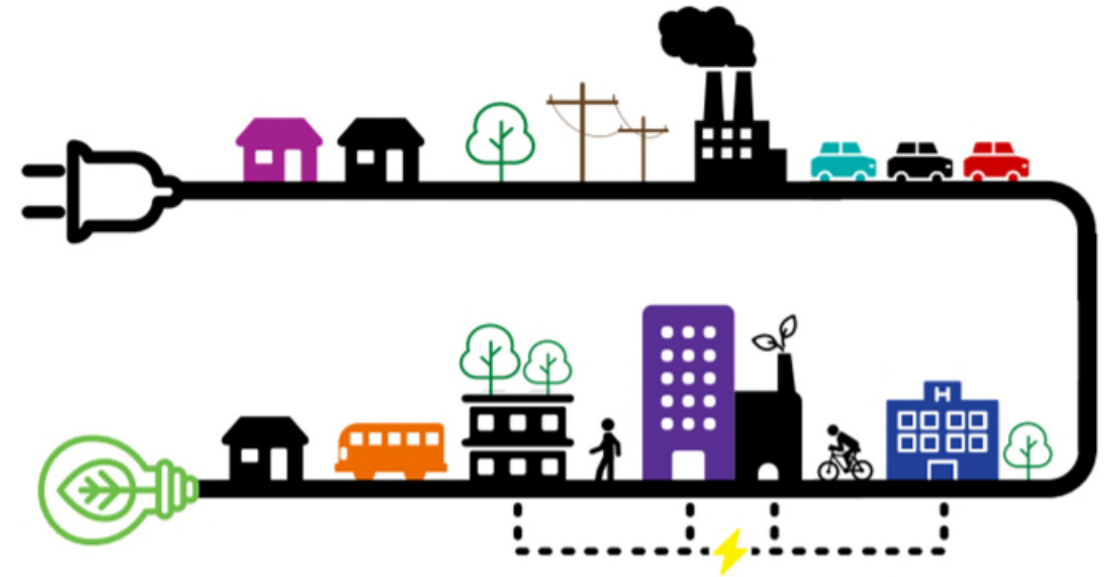
Climate Change and Resiliency Overview

- In June 2019, The City of Brampton bolstered their commitment to battling climate change when Council unanimously voted to **declare a climate emergency**.
- To address this crisis, the City must **urgently reduce GHG emissions** and **prepare for the consequences of a warming planet**.



Climate Change and Resiliency Overview

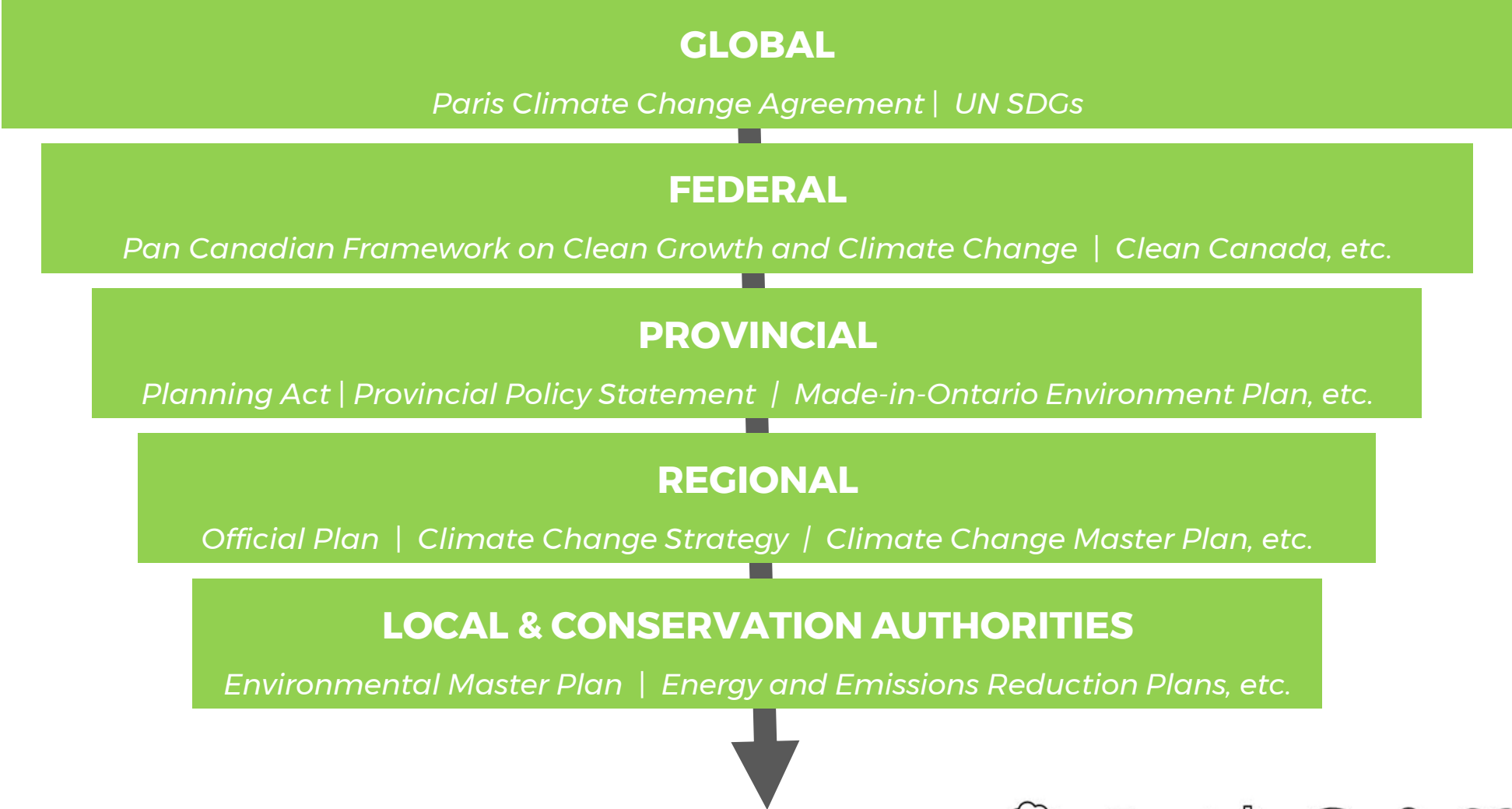
- Land use planning is identified as one of the most effective processes to facilitate local response to climate change.
- According to the Federation of Canadian municipalities, 45 percent of national GHG emissions in Canada are under the direct or indirect control of municipal governments.



Source: Brampton's Community Energy & Emissions Reduction Plan



Climate Change and Resiliency Overview



City of Brampton Strengths & Opportunities

The City of Brampton has advanced several successful initiatives that are improving the City’s environmental performance, quality of life, and economic development.

Some major initiatives include:

- New and/or updated strategic documents (e.g., TMP, EMP).
- The Sustainability Metrics Program.
- Renewable energy projects.
- Participation in the Peel Climate Change Partnership.

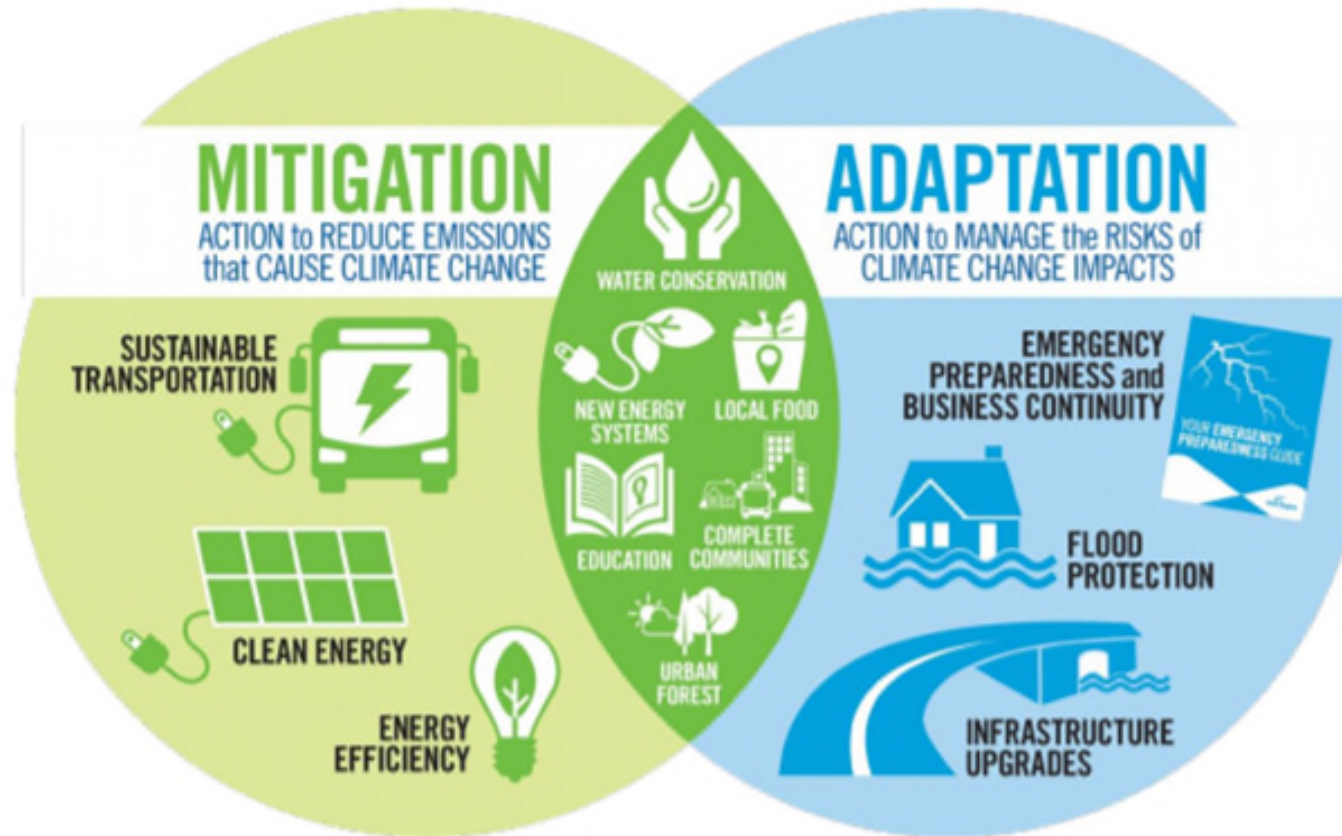
On Target	Progressing Toward Target	Off Target	No Target Established in Original EMP	Data Unavailable	Limited Data
City: Transit trips	City: Building energy use intensity	Comm: Vehicle km traveled	Comm: GHG emissions	Comm: Renewable energy	Comm: Energy intensity
City: NHS restoration	City: NHS in public ownership	Comm: Public participation in programs	City: GHG emissions	City: Waste diversion	
Comm: NHS restoration	City: Community environmental programs	City: Staff participation in programs	City: Watercourse channel naturalization		
	Comm: Waste Diversion	Comm: Potable water demand	City: Trees planted		
	Comm: Density	City: Potable water demand	Comm: Trees planted		

Source: Brampton’s Grow Green Environmental Master Plan



Key Areas for Policy Development

Municipalities are directed to develop policies around the following general themes, many of which are referred to in the current Official Plan:



Climate Change and Resiliency Policy Area Recommendations

Theme	Policy Recommendations
Green Communities	Improving the quality of life for residents by enabling more sustainable living through transit-oriented, mixed-use communities that are safe and accessible for all.
Energy Supply and Local Energy Systems	Transition the City towards low or zero carbon energy systems
Building Design, Construction, and Efficiency	<p>Supporting opportunities to reduce significant emissions from the home and building sector in Brampton.</p> <p>Support the development of safe and resilient spaces for residents that reduce heat island effect and improve air quality.</p>
Implementation	<p>Implementation methods include:</p> <ul style="list-style-type: none">• adopting active transportation networks and implementation plans;• continued monitoring and evaluation of the Sustainable Community Development Program; and• consideration of energy advantages to attract and retain economic investment.



Climate Change and Resiliency Polling Question

- How should the City plan for predicted impacts of climate change?
- What do you think are the climate change priorities for Brampton Plan?
- What do you think are the greatest impact on climate change through the Official Plan policy?



Transportation and Connectivity Discussion Paper



Transportation Planning in Brampton



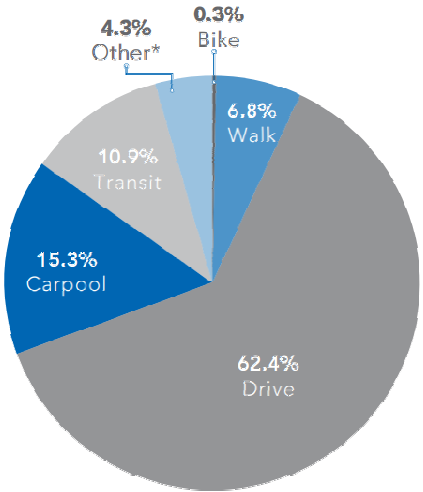
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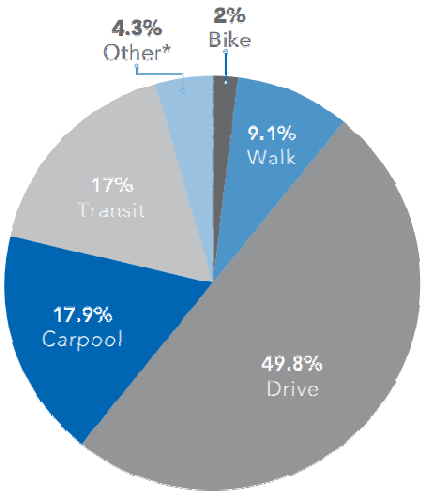
Policy Context



Peel 2011 Mode Shares



Peel Mode Share Vision for 2041



**Other* modes include school buses, taxis, and motorcycles.



Overarching Issues Related to Transportation

Sustainability

Health

Equity



Key Direction #1: Complete Streets

30



VISION: The street network in Brampton is built to safely and comfortably accommodate people walking, cycling, taking transit, and driving.



Key Direction #2: Vision Zero



VISION: Brampton’s street network is designed, built, and operated in a way that minimizes risk of injury and death for all road users.



Key Direction #3: Nodes and Corridors



VISION: New development in Brampton is focused around key areas (nodes) and streets (corridors) that are supported by quality transit service, where residents can meet all their needs with the choice to not use a car.



Key Direction #4: Emerging Technology



VISION: Brampton leverages emerging technologies to enhance and advance its broader mobility goals and move the city in a more sustainable and equitable direction



Transportation and Connectivity Polling Question

- Describe how you would like the future of transportation in Brampton to look, in one word.



Engaging with the Community



Our Commitment to Engagement



A comprehensive **Engagement Strategy** has been developed to engage all target audiences in the Brampton Plan process.



Introducing the Discussion Papers

Public Open House #1

June 7, 2021

Arts & Culture

Attainable & Supportive Housing

Public Open House #2

June 21, 2021

Environment & Climate Change

Transportation & Connectivity

Public Open House #3

July 26, 2021

Implementation of Growth Management

Employment & Economic Development

Urban Design, Open Spaces, & Recreation



Next Steps & Staying in Touch



Next Steps

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Getting Involved



Email us!

opreview@Brampton.ca



Visit the Project Webpage

www.Brampton.ca/BramptonPlan



Review and Comment on a Discussion Paper



Any questions?



BRAMPTON PLAN

YOUR CITY.
OUR FUTURE.
TELL US WHAT.
YOU THINK.

THANK YOU!



brampton.ca/bramptonplan

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Date: 2021-06-21

Subject: **INFORMATION REPORT: BRAMPTON PLAN**

Secondary Title: Discussion Papers: Natural Environment, Climate Change & Resiliency and Transportation & Connectivity – City Wide

Contact: Andrew McNeill, Manager Official Plan and Growth Management,
Planning, Building and Economic Development Department,
(905) 874-3491, andrew.mcneill@brampton.ca

Report Number: Planning, Bld & Ec Dev-2021-684

Recommendations:

THAT the report titled: Information Report: Brampton Plan – Discussion Papers: Natural Environment, Climate Change & Resiliency and Transportation & Connectivity – City Wide, to the Planning and Development Committee Meeting of June 21, 2021, be received.

Overview:

- The Planning Act requires municipalities to update their Official Plans no less frequently than ten years after a new plan comes into effect and every five years thereafter.
- A comprehensive review of Brampton's Official Plan is being undertaken to ensure conformity and consistency with provincial and regional legislative and policy frameworks as well as to align cross-departmental plans and strategies.
- Two discussion papers are attached that provide ideas pertaining to Natural Environment, Climate Change & Resiliency and Transportation & Connectivity that will evolve to become the basis for new policy direction for Brampton Plan.
- Brampton Plan is proposed to be completed by Q2 of 2022

Background:

The current City of Brampton Official Plan (the Official Plan) was adopted by Council in 2006 and approved by the Ontario Municipal Board in 2008. In October 2013, City staff received direction from the Planning, Design, and Development Committee to initiate a scoped review of the Official

Plan. However, in 2017, the scoped review was put on hold pending the outcome of the “Living the Mosaic – Brampton 2040 Vision” (the 2040 Vision) process. Commencing in Fall 2017, the 2040 Vision process broadly engaged residents and stakeholders across the community to foster public discussion about the future of Brampton. Following this extensive engagement, the City’s 2040 Vision was endorsed by City Council in June 2018.

The City’s Official Plan Review was subsequently re-launched in Fall 2019 to build on the work completed through the 2040 Vision, and to prepare a new Official Plan (hereinafter referred to as ‘Brampton Plan’) to guide growth and development over the next 30 years. At the January 22, 2020 Special Meeting of Council, Motion C025-2020 was carried as follows:

1. That the staff report titled: Brampton 2040 Plan (Official Plan Review) – Work Program (R 1/2020) (File JBA OPR 19), be received; and
2. That the work program identified in the above noted report be endorsed as the basis for Brampton’s Official Plan Review.

What is an Official Plan?

An Official Plan is developed under a framework established by the Province of Ontario to ensure that short and long-term growth is coordinated in a manner that meets local social, economic, built and natural environment needs and aspirations. Municipal Official Plans must be consistent with and conform to Provincial and Regional Plans, including, but not limited to, the ***Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe***, the ***Greenbelt Plan***, and the ***Region of Peel Official Plan***. These overarching policy documents provide direction to the City on land use planning matters. Official Plan policies establish:

- How to promote economic development and develop community improvement initiatives;
- How to protect and conserve cultural heritage resources;
- How to protect and enhance the city’s environmentally sensitive areas;
- Where new housing, industry, offices and shops will be located;
- What community services, such as roads, transportation, utilities, parks, trails and schools will be needed to accommodate growth and develop healthy and sustainable communities; and
- Where, and in what order, different parts of the community will grow.

The development of Brampton Plan offers an opportunity to adopt a contemporary and strategic set of policies that will guide growth and development over the 2051 planning horizon and direct physical change and its effects on the social, economic, built, and natural environment of the city.

Brampton Plan Program

The Brampton Plan process will be completed across five phases. An overview of the project timeline, including the purpose of the different phases is presented below. Each phase of this project is associated with major deliverables and tailored consultation and engagement tactics. The comprehensive Brampton Plan work program includes the following phases:

Phase 1 – Background Review & Community Engagement Strategy

- To introduce the project to the community and undertake a review of relevant background information.

Phase 2 – Test the Vision & Development Growth Scenarios

- To assess and identify growth scenarios to contribute to the development of population and employment forecasts.

Phase 3 – Policy Analysis and Community Structure

- To review existing Official Plan policy and confirm conformity with Provincial and Regional policy and plans. An updated community structure was proposed and community and stakeholder meetings were held to obtain feedback on the draft community structure.

Phase 4 – Discussion Papers and Policy Recommendations

- To prepare Discussion Papers to organize City priorities regarding emerging planning issues and report back on community feedback. A Policy Directions Report will be prepared to assess new and emerging planning policy and research on directions for the policies and schedules of Brampton Plan.

Phase 5 – Draft New Official Plan

- To undertake the technical writing, reviewing, testing and implementation of updates to Brampton Plan based on work completed to-date.

Current Situation:

What is a Discussion Paper?

The current phase of the Brampton Plan process includes the release of seven topic-based discussion papers, which align with the themes and findings of the Brampton 2040 Vision. The papers are meant to get people thinking about some key ideas and directions that will help guide the next phase of the process - which is policy direction.

Purpose of a Discussion Paper

Building on the work completed during the 2040 Vision, as well as in 2019 and 2020, a number of discussion papers are being prepared to guide more focused subject matter reviews as part of developing Brampton Plan. The entire process can be considered a funnel. In the beginning, during the visioning part of the process, the community put forward their ideas and aspirations for Brampton. We have been testing those ideas and discussions papers begin to narrow the process to where we produce policy direction for Brampton Plan. While never losing site of the community aspirations contained within the 2040 Vision, discussion papers begin to merge those aspirations with technical reality and planning conformity. Continued community engagement is critical through this and all future steps of the process so we maintain true to the 2040 Vision.

The topics of the seven discussion papers are identified below:

1. Arts and Cultural Heritage
2. Attainable and Supportive Housing
3. Natural Environment, Climate Change and Resiliency
4. Implementation of Growth Management Framework and Official Plan Structure
5. Employment and Retail
6. Transportation and Connectivity
7. Urban Design, Open Spaces and Recreation

Transportation & Connectivity Discussion Paper

This Discussion Paper, attached hereto as **Appendix A**, examines Transportation & Connectivity and is intended to be an opportunity to engage in a discussion on key transportation issues that should be considered in Brampton Plan. It will compliment work being undertaken as part of the City's Transportation Master Plan. This discussion paper introduces bold visions and new ideas for Brampton's transportation network over the next 30 years, to help Brampton meet its growing needs, meet its sustainability objectives and ultimately provide a network that works for everyone. Four "Key Directions" are introduced and each contains several policy directions that elaborate further on how the "Key Directions" can be achieved. Underpinning the entirety of this paper are three high-level issues that matter dearly to Bramptonians: sustainability, health, and equity.

1. The first key direction, **Complete Streets**, refers to constructing Brampton's streets in a way that supports the movement of all modes of transportation. This section discusses a prioritized investment in public transit, using new ways to measure the performance of the street network, improving active transportation network connectivity, improving how crossings and accesses are built to arterial streets and exploring new alternatives to six-lane widening projects.
2. The second key direction, **Vision Zero**, is a focus on enabling everyone to move about safely in Brampton. This section discusses prioritizing safety of vulnerable road users, addressing motor vehicle speed as a major cause of collisions and thinking more about the movement of large trucks in the city.
3. The third key direction, **Nodes and Corridors**, discusses how transportation and development can be more closely linked to provide people more options for getting around and making walking and transit possible for more trips. This section discusses mixed-use development as a way to bring destinations closer to where people live, identifying certain streets where movement of vehicles is not the primary objective and using high-quality transit service to allow people to make longer trips.
4. The final key direction, **Emerging Technology**, explores how Brampton can leverage new trends, technologies and data to improve travel for residents. This section discusses ways to support electrification of cars, buses and other modes, leveraging innovative technologies like ride-hailing and electric scooters and finding new sources of "big data" to support better decision-making.

This is a starting point for generating discussion about transportation bold visions and new ideas for implementation in Brampton Plan. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

Natural Environment, Climate Change & Resiliency Discussion Paper

This Discussion Paper, attached hereto as **Appendix B**, examines the Natural Environment, Climate Change and Resiliency. While this Paper combines two themes, it should be noted that they are distinct.

The Natural Environment component of this Discussion Paper (Section 2) has been prepared to affirm the importance of Natural Heritage to the City of Brampton and to implement recently updated Provincial and Regional Policies, including the **Provincial Policy Statement, 2020**, the **Greenbelt Plan, 2017**, the **Growth Plan for the Greater Golden Horseshoe, 2020**, the Region of Peel 2041+ and incorporate the City's 2040 Vision. This Discussion paper outlines key policy updates to provide enhanced protection of the Natural Heritage System through implementation

of best management practices for natural heritage planning, sustainability, climate change, naturalization, invasive species, road ecology, noise and light pollution, low-impact development, bird friendly development and mitigation hierarchy.

The Discussion Paper offers policy recommendations to be considered for incorporation into Brampton Plan around the following areas:

- **Natural Heritage System:** Delineate a natural heritage system to include the Growth Plan mapping, Regional Greenlands system updates, and recommendations from Conservation Authority watershed natural heritage system modelling to capture locally significant features;
- **Feature-Based Policies:** Define and protect locally significant woodlands and wetlands, and update buffer/Vegetation Protection Zones for consistency;
- **Restoration and Enhancement:** Develop new policies surrounding management and restoration plans for key natural heritage areas in the city;
- **Buffers:** Recognize the importance of variable setbacks and enhanced buffers for a variety of natural features, functions and habitat;
- **Ecological Linkages:** Prioritize the establishment of east-west linkages through establishing/ protecting wildlife corridors, implementing road ecology best management practices, green infrastructure, utility corridors, and parks;
- **Urban Forest:** Establish a new subsection of Brampton Plan to address Urban Forests which includes preparation of an Urban Forest management plan, consideration of canopy targets, climate change, and development of mitigation requirements for tree removals;
- **Natural Hazards:** Recognize and protect the ecosystem services of natural hazard lands through remediation and restoration to improve water quality, stormwater management, reduce soil erosion/improve slope stability, etc.; and
- **Stormwater Management:** Develop policies to facilitate the use of Low Impact Development (LID) techniques in new developments and to identify full lifecycle costs of stormwater management and develop long term funding options.

The Climate Change & Resiliency component of this Discussion Paper (Section 3) has been prepared to assist in affirming the City of Brampton's commitment to respond to climate change. In alignment with global action on climate change, Brampton City Council declared a climate emergency in June 2019. This represented a significant step towards meeting the City's goal of reducing GHG emissions in Brampton by 80 percent by 2050. This declaration also aligned with unanimous endorsement of the City's first Community Energy and Emissions Reduction Plan (CEERP).

This Discussion Paper highlights the many efforts advanced by the City of Brampton in alignment with regional, provincial, national, and international efforts in response to the climate crisis as well as areas of opportunity to further advance the City's ability to manage the risks associated with climate change. As one of the fastest-growing cities in Canada, Brampton Plan is a crucial document to incorporate climate change policy into municipal decision-making and service delivery. The policy recommendations provided in this Discussion Paper support a systems approach to the planning and design of transit-oriented, energy efficient communities that support development, quality of life and social equity while addressing climate change. To support this, climate change should be integrated across policy areas of Brampton Plan. Policy recommendations provided in this Discussion Paper include, but are not limited to, the following areas:

- **Green Communities:** Improving the quality of life for residents by enabling more sustainable living through transit-oriented, mixed-use communities that are safe and accessible for all. Green communities should be designed to respond to future climate change impacts to protect the corporation and community from potential risks (e.g., flooding, major storm events);
- **Energy Supply and Local Energy Systems:** Transition the city towards low or zero carbon energy systems by supporting district energy systems, alternative forms of renewable energy and energy from waste streams and encouraging a range and mix of housing types and compact forms of development;
- **Building Design, Construction, and Efficiency:** Supporting opportunities to reduce significant emissions from the home and building sector in Brampton and to support the development of safe and resilient spaces for residents that reduce heat island effect and improve air quality. Policy options include retrofitting programs, energy and water conservation, tree planting and preservation opportunities, green infrastructure for stormwater management and intensified compact forms of development; and
- **Implementation:** Methods and means to support implementation of climate change objectives across the corporation include adopting active transportation networks and implementation plans, continued monitoring and evaluation of the Sustainable Community Development Program and consideration of energy advantages to attract and retain economic investment.

This is a starting point for generating discussion about Natural Environment, Climate Change and Resiliency issues and recommendations. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

Virtual Open House – June 21, 4:00pm to 6:00pm

Prior to Planning and Development Committee (PDC) on June 21, 2021, a virtual Open House will be held to provide an opportunity to share in detail the ideas contained within the two discussion papers and provide an opportunity for the public to provide feedback. Notice for the Open House and PDC meeting was provided via social media pages and the Brampton Plan project webpage: www.Brampton.ca/BramptonPlan.

Corporate Implications:

Financial Implications:

There are no financial implications identified at this time.

Other Implications:

Technical policy planning implications associated with the attached discussion papers will be considered and inform a future Policy Directions Report.

Term of Council Priorities:

Brampton Plan is noted as a Term of Council priority under the following:

Council Priority: A City of Opportunities

Strategic Priority: 1.4 Prioritize Jobs Within Centres

Project Number: 1.4.3 Develop a New Official Plan that aligns all master plans with Brampton 2040.

Conclusion:

The attached Discussion Papers pertaining to Transportation & Connectivity and Natural Environment, Climate Change & Resiliency are two of seven papers that are being prepared to advance Brampton Plan. The seven Discussion Papers will build upon the work completed in Phases 1-3 of the Brampton Plan process to establish a foundation from which to develop more detailed policy directions. This is a starting point for generating discussion about Natural Environment, Climate Change & Resiliency and Transportation & Connectivity issues. Recommendations will evolve through the development of the Policy Directions Report which will outline detailed changes proposed for Brampton Plan. The ideas presented in these two papers will be refined through continued engagement with the public and relevant stakeholders.

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Attachments:

Appendix A – Transportation & Connectivity Discussion Paper

Appendix B - Natural Environment, Climate Change & Resiliency Discussion Paper

Appendix C – Presentation



NATURAL ENVIRONMENT CLIMATE CHANGE & RESILIENCY

















EXECUTIVE SUMMARY

The City of Brampton is preparing a new Official Plan to guide growth and development over the next 30 years. The new Official Plan, titled “**Brampton Plan**”, builds on the extensive work completed through the 2040 Vision.

A component of the Brampton Plan project involves studying issues in more detail, as identified through the work on the 2040 Vision, or identified through engagement with Council, stakeholders, and the public. To ensure these issues are appropriately addressed and considered through the development of policy, seven Discussion Papers are being prepared, which generally align with the themes and findings of the Brampton 2040 Vision. These Discussion Papers are noted below and represent a starting point for generating discussion about general policy issues that will be addressed in subsequent phases of the Brampton Plan Project. Brampton Plan comprises five phases, with multiple opportunities for residents to engage with the City and shape the future of Brampton’s growth.

		Arts and Cultural Heritage
		Attainable and Supportive Housing
		Natural Environment, Climate Change & Resiliency
		Implementation of the Growth Management Framework and Official Plan Structure
		Employment and Retail
		Transportation and Connectivity
		Urban Design, Open Spaces and Recreation

Focus Areas of the Official Plan Review

While there are seven distinct Discussion Papers, the themes within each paper often connect with concepts or ideas discussed in another paper. The Discussion Papers are also written through a lens of accessibility, diversity, sustainability and inclusion to ensure the recommendations consider multiple perspectives and raise awareness related to socio-economical issues impacting City of Brampton residents.

This Discussion Paper examines Natural Environment, Climate Change and Resiliency. While this Paper combines two themes, it should be noted that they are distinct.

The Natural Environment component of this Discussion Paper (Section 2) has been prepared to affirm the importance of Natural Heritage to the City of Brampton, to implement recently updated Provincial and Regional Policies, including the **Provincial Policy Statement, 2020**, the **Greenbelt Plan, 2017**, the **Growth Plan for the Greater Golden Horseshoe, 2020**, the Region of Peel 2041, and incorporate the City’s 2040 Vision. This Discussion paper outlines key policy updates to provide enhanced protection of the Natural Heritage System, through implementation of best management practices for natural heritage planning, sustainability, climate change, naturalization, invasive species, road ecology, noise and light pollution, low-impact development, bird friendly development, and mitigation hierarchy.

The Discussion Paper offers policy recommendations to be considered for incorporation into Brampton Plan around the following areas:



- **Natural Heritage System:** Delineate a natural heritage system to include the Growth Plan mapping, Regional Greenlands system updates, and recommendations from Conservation Authority watershed natural heritage system modelling to capture locally significant features.
- **Feature-Based Policies:** Define and protect locally significant woodlands and wetlands, and update buffer/Vegetation Protection Zones for consistency.
- **Restoration and Enhancement:** Develop new policies surrounding management and restoration plans for key natural heritage areas in the City, including the continuum of conservation (Protection, Maintain, Mitigate).
- **Buffers:** Recognize the importance of variable setbacks and enhanced buffers for a variety of natural features, functions and habitat.
- **Ecological Linkages:** Prioritize the establishment of east-west linkages through establishing/ protecting wildlife corridors, implementing road ecology best management practices, green infrastructure, utility corridors, and parks.
- **Urban Forest:** Establish a new subsection of Brampton Plan to address Urban Forests which includes preparation of an Urban Forest management plan, consideration of canopy targets, climate change, and development of mitigation requirements for tree removals.
- **Natural Hazards:** Recognize and protect the ecosystem services of natural hazard lands through remediation and restoration to improve water quality, stormwater management, reduce soil erosion/improve slope stability, etc.
- **Stormwater Management:** Develop policies to facilitate the use of Low Impact Development (LID) techniques in new developments, and to identify full lifecycle costs of stormwater management and develop long term funding options.

The Climate Change & Resiliency component of this Discussion Paper (Section 3) has been prepared to assist in affirming the City of Brampton's commitment to respond to climate change. In alignment with global action on climate change, Brampton City Council declared a climate emergency in June 2019. This represented a significant step towards meeting the City's goal of reducing GHG emissions in Brampton by 80 percent by 2050. This declaration also aligned with unanimous endorsement of the City's first Community Energy and Emissions Reduction Plan (CEERP).

This Discussion Paper highlights the many efforts advanced by the City of Brampton in alignment with regional, provincial, national, and international efforts in response to the climate crisis as well as areas of opportunity to further advance the City's ability to manage the risks associated with climate change. As one of the fastest-growing cities in Canada, Brampton Plan is a crucial document to incorporate climate change policy into municipal decision-making and service delivery.

The policy recommendations provided in this Discussion Paper support a systems approach to the planning and design of transit-oriented, energy efficient communities that support development, quality of life, and social equity while addressing climate change. To support this, climate change should be integrated across policy areas of Brampton Plan. Policy recommendations provided in this Discussion Paper include, but are not limited to, the following areas:



- **Green Communities:** Improving the quality of life for residents by enabling more sustainable living through transit-oriented, mixed-use communities that are safe and accessible for all. Green communities should be designed to respond to future climate change impacts to protect the corporation and community from potential risks (e.g., flooding, major storm events).
- **Energy Supply and Local Energy Systems:** Transition the City towards low or zero carbon energy systems by supporting district energy systems, alternative forms of renewable energy and energy from waste streams and encouraging a range and mix of housing types and compact forms of development.
- **Building Design, Construction, and Efficiency:** Supporting opportunities to reduce significant emissions from the home and building sector in Brampton, and to support the development of safe and resilient spaces for residents that reduce heat island effect and improve air quality. Policy options include retrofitting programs, energy and water conservation, tree planting and preservation opportunities, green infrastructure for stormwater management, and intensified compact forms of development.
- **Implementation:** Methods and means to support implementation of climate change objectives across the corporation include adopting active transportation networks and implementation plans, continued monitoring and evaluation of the Sustainable Community Development Program, and consideration of energy advantages to attract and retain economic investment.

This is a starting point for generating discussion about Natural Environment, Climate Change and Resiliency issues and recommendations. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

The directions and recommendations presented in this discussion paper will be refined through subsequent consultation with the public. Engagement opportunities for a full range of stakeholders to provide input and perspective on these policy issues will be available in the coming months.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan project website: Brampton.ca/BramptonPlan.

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the Brampton Plan project website or emailed to opreview@brampton.ca.



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1 INTRODUCTION

1.1 Background

The current City of Brampton Official Plan (the Official Plan) was adopted by Council in 2006 and approved by the Ontario Municipal Board in 2008. In October 2013, City staff received direction from the Planning and Development Committee to initiate a scoped review of the Official Plan. However, in 2017, the scoped review was put on hold pending the outcome of the “Brampton 2040 Vision: Living the Mosaic” (the 2040 Vision) process. Commencing in Fall 2017, the 2040 Vision process broadly engaged residents and stakeholders across the community to foster public discussion about the future of Brampton. Following this extensive engagement, the City’s 2040 Vision was endorsed by City Council in June 2018.

The City’s Official Plan Review was subsequently re-launched in Fall 2019 to build on the work completed through the 2040 Vision and to prepare a new Official Plan (hereinafter referred to as ‘Brampton Plan’) to guide growth and development over the next 30 years.

The drivers for undertaking a review of the Official Plan is three-fold:

Driver #1: Provincial Policy Consistency and Conformity

First, the City is required to review its Official Plan in accordance with the requirements of the **Planning Act** to ensure consistency with the **Provincial Policy Statement**, 2020 and to ensure conformity with the **Growth Plan for the Greater Golden Horseshoe**, including Amendment 1 (2020), applicable Provincial Plans, and the Region of Peel Official Plan.

Driver #2: Region of Peel Official Plan Conformity

Second, the Region of Peel initiated the Peel 2041+ Municipal Comprehensive Review (MCR) to bring the Regional Official Plan (ROP) into conformity with the current Growth Plan and guide the Region’s population and employment growth to 2051. Brampton Plan is required to conform to the ROP.

Driver #3: Reflecting the 2040 Vision

Third, the 2040 Vision is intended to re-imagine Brampton to 2040 and proposes a future structure of the community, including areas of growth and intensification that respond to the seven key focus areas of the Vision. The 2040 Vision provides guidance for new Brampton Plan policy and sets overarching objectives for community and stakeholder engagement.

To Learn More

The Regional Official Plan is currently under review! Email [Regional Planning and Growth Management](#) to join their stakeholder list, stay up to date on upcoming meetings, and submit comments.

1.2 What is an Official Plan?

Official Plans are developed under a framework established by the Province of Ontario to ensure that short-and long-term growth is coordinated in a manner that meets local social, economic, built and natural environment needs and aspirations. Municipal Official Plans must be consistent with the **Provincial Policy Statement, 2020** (PPS, 2020) issued under the **Planning Act**, and must conform to, or not conflict with any applicable Provincial and Regional Plans, including the **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020** including amendment 1 (the Growth Plan), the **Greenbelt Plan, 2017** and the Region of Peel Official Plan, as they relate to the City of Brampton.

These overarching policy documents provide direction to the City on land use planning matters. Overall, Official Plan policies establish:

- How to promote economic development and develop community improvement initiatives;
- How to protect and conserve cultural heritage resources;
- How to protect and enhance the city's environmentally sensitive areas;
- Where new housing, industry, offices and shops will be located;
- What community infrastructure, such as roads, transportation, utilities, parks, trails and schools will be needed to accommodate growth and develop healthy and sustainable communities; and
- Where, and in what order, different parts of the community will grow.

The development of Brampton Plan offers an opportunity to adopt a contemporary and strategic set of policies that will guide growth and development over the planning horizon and direct physical change and its affects on the social, economic, built, and natural environment of the city.

1.3 Brampton Plan Program

The Brampton Plan process will be completed across five phases. An overview of the project timeline, including the purpose of the different phases is presented in Figure 2 and listed below. Each phase of this project is associated with major deliverables and tailored consultation and engagement tactics.

The Brampton Plan work program includes the following phases:

Phase 1 – Background Review & Community Engagement Strategy

To introduce the project to the community and undertake a review of relevant background information.

Phase 2 – Test the Vision & Development Growth Scenarios

To assess and identify growth scenarios to contribute to the development of population and employment forecasts.

Phase 3 – Policy Analysis and Community Structure

To review existing Official Plan policy and confirm conformity with Provincial policy and plans. An updated community structure is proposed, and community and stakeholder meetings are being held to obtain feedback on the draft community structure.

Phase 4 – Discussion Papers and Policy Recommendations (current phase)

To prepare Discussion Papers to organize City priorities regarding emerging planning issues and report back on community feedback. A Policy Directions Report will also be prepared to assess new and emerging planning policy and research on directions for the policies and schedules of Brampton Plan.

Phase 5 – Draft Brampton Plan

To undertake the technical writing, reviewing, testing, and implementation of updates to Brampton Plan based on work completed to-date.

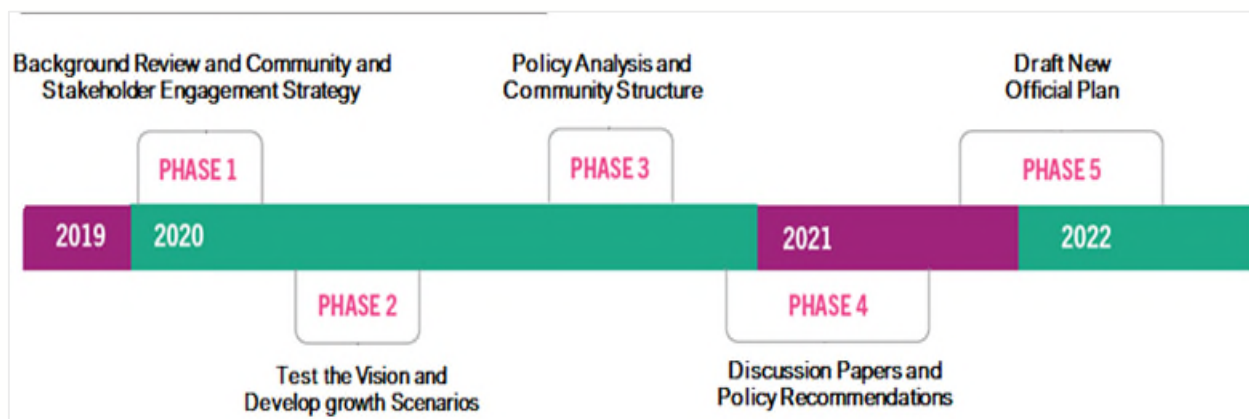


Figure 1: Brampton Plan project timeline

1.4 What is a Discussion Paper?

The current phase of the development of Brampton Plan includes the release of seven topic-based Discussion Papers, which align with the themes and findings of the Brampton 2040 Vision.

The papers are meant to get readers thinking about solutions for solving problems and charting a course for the city's future. The Discussion Papers set the stage for subsequent policy direction.

Some things to consider when reading the papers, include:

- Has the project team accurately captured the issues of importance to the city?
- Given this information, how do you see the city best developing and responding to current and potential future issues over the next 30 years?
- What ideas/solutions come to mind when reading the information?

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the [Brampton Plan Project website](#) or email to opreview@brampton.ca!

1.5 Purpose of this Discussion Paper

Building on the work completed in 2019 and 2020, seven Discussion Papers are being prepared as the first deliverable of Phase 4 of Brampton Plan work program to guide focused subject matter reviews. Deliverables of the first phases of Brampton Plan process included the following:

- **Document Review and Gaps Analysis**, to understand key gaps and topics that need to be addressed in Brampton Plan;
- **Policy Benchmarking Exercise**, to ensure that recent policy changes at the Provincial and Regional levels have been accounted for and their implications understood.
- **Policy Conformity Matrix**, to identify specific policies in the current Official Plan and determine how they meet the requirements of Provincial and Regional Policy;
- **Preliminary City Structure**, which was presented for community input; and,
- **Secondary Plan Consolidation Strategy**, to understand the role of Secondary Plans in Brampton Plan.

Building upon work completed in earlier phases of Brampton Plan process, Discussion Papers are themed according to seven (7) areas identified in Figure 2.

While there are seven specific Discussion Papers, the themes within each paper are not exclusive and often connect with concepts or ideas discussed in another paper. These papers are also written with accessibility, diversity, sustainability and inclusion lenses to ensure the policy recommendations are prepared considering multiple perspectives and to raise awareness related to socio-economical issues impacting City of Brampton residents.

This Discussion Paper examines Natural Environment, Climate Change and Resiliency. While this Paper combines two themes, it should be noted that they are distinct.

The Natural Environment component of this Discussion Paper (Section 2) has been prepared to affirm the importance of Natural Heritage to the City of Brampton, to implement recently updated Provincial and Regional Policies, including the **Provincial Policy Statement, 2020**, the **Greenbelt Plan, 2017**, the **Growth Plan for the Greater Golden Horseshoe, 2020**, the Region of Peel 2041, and incorporate the City's 2040 Vision. This Discussion paper outlines key policy updates to provide enhanced protection of the Natural Heritage System, through implementation of best management practices for natural heritage planning, sustainability, climate change, naturalization, invasive species, road ecology, noise and light pollution, low-impact development, bird friendly development, and mitigation hierarchy.

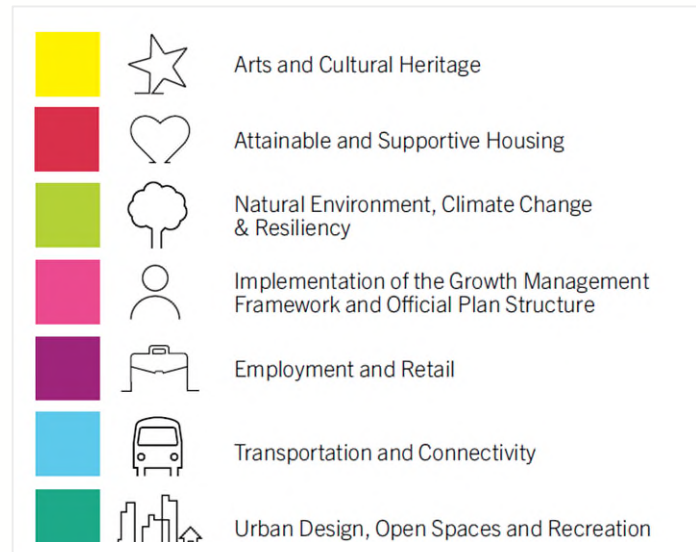


Figure 2: Focus Areas of the Official Plan Review

The Climate Change & Resiliency component of this Discussion Paper (Section 3) has been prepared to assist in affirming the City of Brampton's commitment to respond to climate change. In alignment with global action on climate change, Brampton City Council declared a climate emergency in June 2019. This represented a significant step towards meeting the City's goal of reducing GHG emissions in Brampton by 80 percent by 2050. This declaration also aligned with unanimous endorsement of the City's first Community Energy and Emissions Reduction Plan (CEERP).

This Discussion Paper highlights the many efforts advanced by the City of Brampton in alignment with regional, provincial, national, and international efforts in response to the climate crisis as well as areas of opportunity to further advance the City's ability to manage the risks associated with climate change. As one of the fastest-growing cities in Canada, Brampton Plan is a crucial document to incorporate climate change policy into municipal decision-making and service delivery.

2 NATURAL ENVIRONMENT

2.1 What is the Natural Heritage System?

Natural heritage refers to natural landscape features and areas such as wetlands, woodlands, valleylands, lakes, and rivers. A Natural Heritage System is a network of interconnected natural heritage features.

Natural Heritage Systems are identified to help conserve biological diversity, maintain ecological functions (e.g. movement corridors for wildlife, endangered species habitat) and sustain ecosystem services that we all depend on (e.g. pollination, clean water, flood damage reduction)

2.2 Policy Context

This review considered relevant provincial, regional, and municipal policy documents as well as guidelines and best practices to describe the City's existing policy framework and provide an analysis and recommendations for policy direction.

2.2.1 Planning Act

The **Planning Act** establishes the legislative framework for planning within Ontario. The purpose of the **Planning Act** is to:

- Provide for a land use planning system led by provincial policy;
- Integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions shall be consistent with the **Provincial Policy Statement** when decision-makers exercise planning authority or provide advice on planning matters;
- Provide for planning processes that are fair by making them open, accessible, timely and efficient;
- Promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- Encourage co-operation and coordination among various interests; and,
- Recognize the decision-making authority and accountability of municipal councils in planning.

According to Section 3.1 of the **Planning Act**, the Minister of Municipal Affairs and Housing (MMAH) may issue policy statements on matters relating to municipal planning that, in the opinion of the Minister, are of provincial interest. The Council of a municipality, in carrying out its responsibilities under the **Planning Act**, is required to have regard for matters of provincial interest, such as the:

- a) Protection of ecological systems, including natural areas, features, and functions;
- b) Conservation and management of natural resources and the mineral resource base;
- c) Conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- d) Supply, efficient use, and conservation of energy and water;

- e) Minimization of waste;
- f) Orderly development of safe and healthy communities;
- g) Protection of public health and safety;
- h) Appropriate location of growth and development; and,
- i) Promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.

2.2.2 Provincial Policy Statement, 2020

Issued under Section 3 of the **Planning Act**, the **Provincial Policy Statement** (PPS, 2020) provides policy direction on matters of provincial interest related to land use planning and development, while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS, 2020 sets the policy foundation for regulating the development and use of land and supports the provincial goal to enhance the quality of life for all Ontarians. In accordance with the **Planning Act**, all decisions affecting land use planning matters "shall be consistent with" the **Provincial Policy Statement**.

The current **Provincial Policy Statement** came into effect on May 1, 2020. It includes policies on key issues that affect our communities, such as:

- The efficient use and management of land and infrastructure;
- The protection of the environment and resources;
- Ensuring appropriate opportunities for employment and residential development, including support for a mix of uses; and,
- Protecting public health and safety.

Municipalities use the PPS, 2020 to develop their Official Plans, and to guide and inform decisions on other planning matters.

2.2.3 Modernizing Ontario's Municipal Legislation Act, 2017 (Bill 68)

In May of 2017 the **Modernizing Ontario's Municipal Legislation Act** was introduced that helps enable municipalities to better protect natural heritage and address climate change. Through **Bill 68**, municipalities were given the authority to pass by-laws dealing with climate change, and to engage in long-term energy planning to address the impacts of climate change.

Municipalities were also enabled to pass by-laws mandating green standards respecting the construction of buildings, such as green roofs or alternative roof surfaces, once an appropriate technical standard has been established in the Building Code. Such powers were granted to the City of Toronto under the authority of Section 108 of the **City of Toronto Act**, and in 2009, the municipality passed the Green Roof By-law.

In addition, **Bill 68** allowed municipalities to adopt and maintain policies with respect to the protection and enhancement of the tree canopy and natural vegetation.

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

The Growth Plan is a long-term plan that works together with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan to manage growth, build complete communities, curb sprawl, and protect the natural environment in the Greater Golden Horseshoe (GGH).

The Growth Plan recognizes that the identification and protection of a healthy diverse natural heritage system is vital to the long-term economic prosperity, quality of life, and environmental health of the region. Section 4.0 “Protecting What is Valuable” of the Plan contains several policies under the following subsections that will influence the formulation of Brampton’s Natural Heritage policies:

- Water Resources Systems;
- Natural Heritage Systems;
- Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features; and,
- Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features.

2.2.5 Greenbelt Plan, 2017

The Greenbelt Plan is the legislation that provides permanent protection to lands identified as Protected Countryside across the Golden Horseshoe Area. The Greenbelt Plan includes and builds on the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan, and supports and complements other provincial initiatives, such as the Parkway Belt West Plan. Municipalities are required to implement the direction of the Greenbelt Plan through their Official Plan.

In Brampton, there are approximately 202 ha (500 acres) of designated Protected Countryside adjacent to the Credit River in North West Brampton, which represents only one percent (1%) of Brampton total land base. The natural areas, features, functions, and linkages within the Greenbelt Plan area in northwest Brampton form part of the City’s natural heritage system, although policies addressing the protection, conservation, buffering, restoration, and enhancement of these areas will be addressed by the City’s Greenbelt Policies of the Official Plan. The Region of Peel has also prepared a Greenbelt Conformity Discussion Paper that is intended to assess and identify policy changes and update the policy framework required to conform to the Greenbelt Plan and the Region of Peel Official Plan.

In 2017, the Province added an Urban River Valley designation to the Greenbelt Plan. In Brampton, the Credit River, Etobicoke Creek, and the West Humber have been designated by the Greenbelt Plan as Urban River Valleys. This designation only applies to publicly owned lands and will be governed by Official Plan policies.

Brampton’s current Official Plan policies may need to be updated to address development in or abutting urban river valleys, to strive for planning approaches outlined in Section 3.2.6 of the Greenbelt Plan that:

- Establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);

- Increase or improve fish habitat in streams and in the adjacent riparian lands;
- Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and,
- Seek to avoid, or if avoidance is not possible, minimize and mitigate adverse impacts associated with the quality and quantity of urban run-off into the valley systems.

2.2.6 Parkway Belt West Plan, 1978

The Province established the Parkway Belt West Plan in 1978 “[f]or the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system”. While the Parkway Belt West Plan identifies a land reserve for provincial infrastructure (i.e. highways, hydro corridors and pipelines), it also expresses a goal to “provide a system of open space and recreational facilities linked with each other, nearby communities and other recreational areas”.

In Brampton, the Parkway Belt West Plan Area (PBWPA), as well as the 407 ETR, is bisected by several valleys and watercourse corridors and contains successional areas and forest cover that contribute to Brampton’s natural heritage systems. The PBWPA functions as an east/west ecological linkage across Brampton’s southern boundary. The PBWPA is also comprised of a variety of existing land uses, such as industrial, commercial, open space (e.g. active parkland) and agriculture.

In 2017, the ministry sought feedback on proposed amendments that would impact lands located within the PBWP and lands covered by related Minister’s Zoning Orders in several regional municipalities, including Peel. The consultation is now closed, and the feedback received is being considered.

The PBWPA designation in the Brampton Official Plan is an opportunity to identify and acknowledge the unique environmental and recreational opportunities the PBWPA provides to Brampton’s natural heritage system, open space system, and urban forest. Specifically, there is opportunity to depict the PBWPA as a potential restoration and enhancement area that demonstrate linkages to, and within, the natural heritage system, and to foster stewardship and partnerships with the infrastructure / utility providers.

2.2.7 Endangered Species Act, 2007

In 2007, the Province approved Ontario’s new **Endangered Species Act** (ESA), and in 2019 made significant amendments to this Act. The purposes of the ESA are:

1. To identify species-at-risk based on the best available scientific information, including information obtained from community knowledge and aboriginal traditional knowledge;
2. To protect species that are at risk and their habitats, and to promote the recovery of species that are at risk; and,
3. To promote stewardship activities to assist in the protection and recovery of species that are at-risk.

Any activity that constitutes harm to an endangered or threatened species or damages its habitat must receive approval from the Ministry of Environment, Conservation and Parks (MECP) under the ESA.

Brampton's natural heritage system contains a number of endangered or threatened species and their associated habitats, including but not limited to, Redside Dace, Bobolink, Barn Swallow and Eastern Meadowlark. The ESA impacts Brampton in its role as a land use approval authority, and as a proponent of infrastructure projects and land management. The ESA contains specific direction to influence the:

- Planning and design of new communities;
- Construction of new roads, bridges, trails, and other infrastructure;
- Requirements of stormwater management; and,
- Remediation of watercourses and the naturalization of valley corridors.

2.2.8 Provincial Strategies and Technical Guidance

In support of their legislation and plans, the Province and Federal governments have prepared a number of strategies and technical guidelines that provide direction and best practices for protecting, enhancing, and maintaining natural heritage systems, such as:

- Ontario Biodiversity Strategy (2011), Ontario Biodiversity Council¹;
- Made in Ontario Environment Plan, Government of Ontario (2018)²;
- Ontario's Invasive Species Strategic Plan (2012), Ontario Ministry of Natural Resources³;
- Wetland Conservation in Ontario: Discussion Paper (2015) Ontario Ministry of Natural Resources⁴;
- Significant Wildlife Habitat Mitigation Support Tool (2014), Ontario Ministry of Natural Resources⁵;
- How Much Habitat is Enough? (2013), Environment Canada⁶;
- Guide to Road Ecology in Ontario (2010), Environment Canada⁷;
- Natural Heritage Reference Manual (2010), Ontario Ministry of Natural Resources⁸;

¹ Ontario Biodiversity Council. *Ontario's Biodiversity Strategy, 2011*. Ontario: Ontario Biodiversity Council, 2011. Available: <http://ontariobiodiversitycouncil.ca/wp-content/uploads/Ontarios-Biodiversity-Strategy-2011-accessible.pdf>

² Government of Ontario. *Made-in-Ontario Environment Plan*. 2018. Available at: <https://www.ontario.ca/page/made-in-ontario-environment-plan>

³ Ministry of Natural Resources. *Ontario Invasive Species: Strategic Plan 2012*. Available: <https://www.ontario.ca/document/invasive-species-strategic-plan-2012>

⁴ Ministry of Natural Resources. *Wetland Conservation in Ontario: A Discussion Paper*. 2015. Available: <http://govdocs.ourontario.ca/node/29110>

⁵ Ministry of Natural Resources and Forestry. *Significant Wildlife Habitat Mitigation Support Tool (Version 2014)*. Available: <https://www.ontario.ca/document/significant-wildlife-habitat-mitigation-support-tool>

⁶ Environment Canada. *How Much Habitat is Enough? (3rd edition)*. Toronto: Environment Canada, 2013. Available: <https://www.documentcloud.org/documents/2999368-THUNDER-BAY-How-Much-Habitat-Is-Enough-3rd-Ed-2013.html>

⁷ Toronto Zoo. *Guide to Road Ecology in Ontario*. Canada, 2010. Available: http://www.rom.on.ca/sites/default/files/imce/oreg_oreg_final.pdf

⁸ Ministry of Natural Resources. *Natural Heritage Reference Manual for the Natural Heritage Policies of the Provincial Policy Statement, 2005 (Second Edition)*. Available: <https://www.ontario.ca/document/natural-heritage-reference-manual>

- The Economics of Ecosystem Services and Biodiversity in Ontario (2012), Ontario Ministry of Natural Resources⁹;
- Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E, Ontario Ministry of Natural Resources and Forestry¹⁰;
- Greenbelt Plan 2005: Technical Definitions and Criteria for Key Natural Heritage Features in the Natural Heritage System of the Protected Countryside Area, Ontario Ministry of Natural Resources.¹¹;
- Ontario's Pollinator Health Action Plan (2016), Ontario Ministry of Agriculture, Food and Rural Affairs¹²;
- Erosion & Sediment Control Guidelines for Urban Construction (2006), Conservation Authorities¹³;
- Seaton Sustainable Urban Community Development Plans¹⁴; and,
- Urban Forest Best Proactive Guide, Region of Peel (2021)¹⁵.

Federal and Provincial legislation, plans, strategies, and guidelines identify a number of policy directions that Brampton needs to consider as it updates its Official Plan Natural Heritage policies. Current Official Plan policies have addressed some of these directions, however, many policies lack clear direction on the City's expectations to address varied environmental issues. Brampton's Official Plan policies must conform to new direction provided by federal and provincial legislation and plans and can use the above noted federal and provincial strategies and guidelines as examples for new policy.

2.2.9 Region of Peel Official Plan, 2018

The Peel Region Official Plan is Regional Council's long-term policy framework for decision making. It sets the Regional context for detailed planning by protecting the environment, managing resources, directing growth, and setting the basis for providing Regional services in an efficient and effective manner. The Official Plan provides direction for future planning activities and for public and private initiatives aimed at improving the existing physical environment.

The Region Official Plan policies recognize that protecting, restoring, and enhancing Peel's natural systems is a joint effort with area municipalities, conservation authorities, other agencies, and residents.

⁹ Miller, E. & P. Lloyd. *The Economics of Ecosystem Services and Biodiversity in Ontario: Assessing the Knowledge and Gaps*. 2012. Available: http://sobr.ca/_biosite/wp-content/uploads/TEEBO_20120501_HighQuality.pdf

¹⁰ Ontario Ministry of Natural Resources and Forestry. *Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E*. Available: <https://www.ontario.ca/document/significant-wildlife-habitat-ecoregional-criteria-schedules-ecoregion-7e>

¹¹ Ontario Ministry of Natural Resources. *Greenbelt Plan 2005: Technical Definitions and Criteria for Key Natural Heritage Features in the Natural Heritage System of the Protected Countryside Area*. December 2012. Available: <http://www.mah.gov.on.ca/Page10197.aspx>

¹² Government of Ontario. *Ontario's Pollinator Health Action Plan*. 2016. Further information available at: <https://news.ontario.ca/en/bulletin/43131/ontario-launches-action-plan-to-protect-pollinators>

¹³ Credit Valley Conservation Authority. *Erosion & Sediment Control Guidelines for Urban Construction*. 2006. Available: http://www.creditvalleyca.ca/wp-content/uploads/2011/01/010-ESC_Guideline-for-Urban-Construction.pdf

¹⁴ Schollen & Company Inc. *Seaton Natural Heritage System: Management Plan and Master Trails Plan*. 2008. Available: <https://www.pickering.ca/en/cityhall/resources/nhs-final.pdf>

¹⁵ Region of Peel. *Urban Forest Best Practices Guide*. 2021. Available at:

Chapter 2 of the Region's Official Plan, titled The Natural Environment, promotes an ecosystem approach that highlights the importance of the environment and its integrated systems. Accordingly, the Region's Official Plan recognizes that the natural environment provides a life support system for urban areas and provides social, health and economic benefits for residents and visitors to Peel Region.

Chapter 2 also identifies a tiered Greenlands System that consists of various features and linkages separated into three categories: Core Areas, Natural Areas and Corridors (NACs) and Potential Natural Area Corridors (PNACs). Through the Regional Official Plan Amendment 21 (ROPA 21), the Region defined significant valley and watercourse corridors, woodlands, and wildlife habitat criteria and thresholds that aid in the identification of its Greenland System components. ROPA 21 also contains policies for restoration of the Peel Parkway Belt West Plan Area (PWBPA) natural features and areas, urban forest, invasive species, and Greenland Securement.

The Region of Peel is currently undertaking an Official Plan Review, which includes a policy review of the Greenlands System. A recently released Discussion Paper to inform and engage the Region of Peel's stakeholders, local municipalities and the public. It identifies policy gaps, opportunities, and updates to conform to provincial plans, policies and guidelines. as well as identify what must be updated to ensure conformity with provincial plans, policies and guidelines. The discussion paper outlines the shift towards a Systems Approach to Natural Heritage Planning for the Regional Greenlands and clarifies how all of the provincial, regional, and local policies in the Region work together to provide a complete integrated system.

Regional policies influence Brampton in its role as a land use approval authority, and as a proponent of infrastructure projects and land manager.

2.2.10 Region of Peel Strategies and Studies

The Region of Peel has prepared a number of strategies and studies in partnership with area municipalities and local conservation authorities that help inform municipal policies and management practices. The following Peel strategies and studies provide direction and best practices for the conservation and management of the Brampton's natural heritage system and built environment:

Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study: provides criteria and thresholds for identifying significant woodlands and wildlife habitat based on ecological and conservation considerations. ¹⁶

Peel Climate Change Strategy (PCCS): recognizes that local actions are critical to mitigate and adapt to climate change. The PCCS builds upon and complements the suite of policies, plans, and programs already being undertaken by the partner organizations in areas of planning and leadership, reducing greenhouse gas emissions, proactive adaptation actions, community awareness and engagement, and research and risk management. ¹⁷

¹⁶ Region of Peel. *Peel – Caledon Significant Woodlands and Significant Wildlife Habitat Study*. 2009. Available: <https://www.peelregion.ca/planning/officialplan/woodlands-and-wetlands-discussion-paper.htm>

¹⁷ Region of Peel. *Peel Climate Change Strategy: A Strategic Plan for Climate Change for the Geographic Region of Peel*. 2011. Available: https://cvc.ca/wp-content/uploads/2019/09/1rpt_PeelClimateChangeStrategy_2011.pdf

Peel Urban Forestry Strategy: provides a framework and strategic direction for the protection and enhancement of the urban forest which includes trees on public and private lands and within woodlands.¹⁸

Peel Tree Planting Prioritization Tool: a flexible Geographic Information System (GIS) based mapping tool able to identify and prioritize opportunity areas for tree planting across Peel's urban areas based on environmental, economic, and social benefits that trees provide.

Peel Long Range Transportation Plan: a five-year plan that guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041.

2.2.11 Brampton 2040 Vision: Living the Mosaic, 2018

The 2040 Vision is intended to reimagine and re-invent Brampton to 2040, and to capitalize on its strategic location in the Greater Toronto Area with existing transportation access, an integrated green network, and international linkages. The Vision reflects Brampton's diversity and outlines seven key focus areas that will be considered during the planning and accommodation of future population and employment growth.

The future structure of the community is outlined in the 2040 Vision at a high-level, including the focused areas for growth and intensification, key transit and transportation nodes and corridors, major transit station areas, as well as key natural heritage, parks and open spaces.

Seven overarching vision statements were developed to address the environmental, socio-economic, transportation, and cultural goals of Brampton. The seven vision statements contained in the 2040 Vision are:

Vision 1: In 2040, Brampton will be a mosaic of sustainable urban places, sitting within an interconnected green park network, with its people as environmental stewards – targeting 'one-planet' living.

Vision 2: In 2040, Brampton will be a mosaic of vibrant centres with quality jobs, a rich range of activities, and integrated living.

Vision 3: In 2040, Brampton will be a mosaic of characterful and complete neighbourhoods.

Vision 4: In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

Vision 5: In 2040, Brampton will be a rich mosaic of cultures and lifestyles, coexisting with social responsibility, respect, enjoyment, and justice.

Vision 6: In 2040, Brampton will be a mosaic of healthy citizens enjoying physical and mental wellness, fitness, and sports.

Vision 7: In 2040, Brampton will support a mosaic of artistic expression and production.

¹⁸ Toronto and Region Conservation Authority (TRCA). *Peel Region Urban Forest Strategy*. 2011. Available: https://www.itreetools.org/documents/336/Peel_Urban_Forest_Strategy.pdf

Two catalytic actions noted under Vision 1 have a direct relationship to Brampton's natural heritage system:

- Action #1-2 - Brampton Eco-Park: Constitute the green park network into one grand designated municipal park and nature reserve.
- Action #1-3 - Brampton Trees Project: Plant one million trees in the public and semi-public realm of Brampton, particularly along streets and roads and in parking lots, to enhance the green canopy.

Vision 2040 will provide guidance for new Official Plan policy and set's over-arching objectives for community and stakeholder engagement.

2.2.12 City of Brampton Official Plan, 2006

The City of Brampton comprises an area of approximately 269 square kilometres and is characterized by the numerous river and valley corridors that connect the city to some of Ontario's most significant landscapes and regional ecosystems, including the Greenbelt, Niagara Escarpment, Oak Ridges Moraine, and Lake Ontario.

The City's Official Plan (2006)¹⁹ outlines an ecosystem approach to land use planning in Brampton, which involves:

- Balancing the social, economic, environmental, and cultural needs of the community;
- Making wise use of non-renewable resources; and,
- Protecting, enhancing, and restoring the natural heritage system and environmental resources for future generations.

The Natural Heritage and Environmental Management policies of Section 4.6 of the City's current Official Plan defines the City's responsibilities to identify, conserve, maintain, restore, enhance, and manage its natural heritage systems and natural hazards to ensure a sustainable and healthy community and ecosystem. This section also provides direction for managing environmental impacts to the community and residents from man-made hazards, such as noise and contaminated soils.

Schedule D in the Official Plan, as illustrated in Figure 5, depicts Brampton's natural areas and features, which consist of:

- Valleylands and watercourse corridors;
- Woodlands;
- Wetlands (Provincially Significant and other wetlands);
- Environmentally sensitive/significant areas;
- Areas of Natural and Scientific Interest (ANSI); and,
- Greenbelt Plan Natural System.

There are additional elements not illustrated on Scheduled D that are also taken into consideration when protecting the natural heritage system include, such as fish habitat, significant wildlife habitat, and habitat of endangered and threatened species.

¹⁹ City of Brampton. Official Plan (Office Consolidation September 2020). 2006. Available: https://www.brampton.ca/EN/City-Hall/Official-Plan/Documents/Sept2020_Consolidated_OP_2006.pdf

Brampton's natural heritage system extends into all corners of the city, and influences and is influenced by all of the city's land uses. Developing environmental management and sustainability policies for all land uses is critical to protecting and enhancing the natural heritage system and improving the ecosystem services it provides. As such, there is a need to ensure other Official Plan sections, such as Transportation, Urban Design, Recreational Open Space, Residential, Infrastructure and Utilities consistently address sustainability and environmental management issues, as appropriate, in their planning, design, and implementation of services and operations.

The Official Plan also directs the preparation of master plans and other strategies that are intended to improve Brampton's sustainability, ability to adapt and mitigate climate change, and support community health and well-being. These plans and strategies will be recognized in various discussion papers prepared for the Official Plan review.

2.2.13 Brampton Grow Green Environmental Master Plan, 2020

The Brampton Grow Green Environmental Master Plan (EMP)²⁰ focuses on providing Brampton with a plan to be a municipal leader in environmental sustainability performance. The original EMP, released in 2014, provided a comprehensive framework to improve Brampton's environmental performance. The 2020 update highlights the successes and challenges of creating a greener Brampton and includes a refreshed action plan, metrics, and targets that will accelerate change.

The EMP champions Brampton as a community that will conserve, enhance, and balance our natural and built environments to create a healthy, resilient, and sustainable city.

Included in the Grow Green framework are 6 six goals, including:

1. Invest in **PEOPLE** to create a healthy, livable and safe community.
2. Reduce impacts on **AIR** quality.
3. Protect and respect **WATER** as a non-renewable, life critical resource.
4. Manage **LAND** to sustain the natural environment.
5. Reduce **ENERGY** consumption and manage the impact of energy usage on our environment.
6. Reduce and manage the material considered **WASTE**.

The EMP identifies a list of items that need to be integrated into the City's Official Plan policies. How this will occur is discussed further in Section D of this discussion paper.

2.2.14 Natural Heritage Environmental Management Strategy, 2014

Brampton's Natural Heritage and Environmental Management Strategy (NHEMS) is a proactive approach to improve the long-term health of the city's natural heritage system. The strategy not only recognizes that a healthy natural heritage system depends on the conservation, restoration, connection, and enhancement of natural heritage features and functions, it is also dependent on

²⁰ City of Brampton. Brampton Grow Green Environmental Action Plan: Refresh (2020). 2020. Available: www.brampton.ca/emp

a built environment that is planned, designed, and maintained in a manner that seeks to minimize and mitigate negative impacts on the natural heritage system and improve ecosystem services²¹.

The NHEMS was prepared in two distinct phases. Phase 1 involved the development of a science-based Natural Heritage System for the City of Brampton that represents a refinement of TRCA's and CVC's watershed-based natural heritage systems²². The Conservation Authority Natural Heritage System Mapping for the City of Brampton (CVC and TRCA, 2014)²³ describes the NHS refinement and how it fed into the NHEMS study. This Phase 1 natural heritage system will be used to inform the City's update of its Official Plan Schedule D.

Phase 2 of the NHEMS developed a mission, goals, objectives, targets, and actions to enhance the health and resilience of Brampton's natural and built landscapes and identified policy gaps to be addressed in the Brampton Official Plan update²⁴.

2.2.15 Stormwater Master Plan

Municipal approaches to stormwater management has changed significantly over the decades, whereby environmental objectives are being integrated with water resource hazard management and the ecological and functional interrelationship of the water, aquatic, and terrestrial systems.

With assistance from the conservation authorities, Brampton has developed an integrated, holistic approach to stormwater management that considers rainwater and stormwater runoff as resources that should be used wisely for urban purposes and managed for ecological functions that support aquatic and terrestrial ecosystems. The 2012 TRCA and CVC guidelines for Stormwater Management are currently being updated for consistency across Peel.

The Master Plan recommends a number of low impact development²⁵ techniques that more closely mimic the attributes of the hydrologic cycle to retain, utilize, infiltrate and treat rainwater and stormwater runoff. These Low Impact Development (LID) may include but not limited to:

- Bioretention - bioswales and filter swales
- Permeable pavers;
- Green roofs;
- Rain barrels and cisterns;
- Soil amendments;

²¹ Ecosystem services are commonly defined as the benefits provided by natural systems. The United Nations categorizes ecosystems services into four main categories: Provisioning Services, Regulating Services, Supporting Services, and Cultural Services.

²² City of Brampton. *Natural Heritage & Environment Management Strategy: Background Report*. 2015. Credit Valley Conservation and Toronto Region Conservation Authority. Conservation Authority Natural Heritage System mapping for the City of Brampton. 2014. Available at : <https://cvc.ca/wp-content/uploads/2016/08/Brampton-NHS-Report-Final-2014-10-27.pdf>

²³ Credit Valley Conservation and Toronto & Region Conservation Authority. Conservation Authority Natural Heritage System mapping for the City of Brampton. 2014. Available at : <https://cvc.ca/wp-content/uploads/2016/08/Brampton-NHS-Report-Final-2014-10-27.pdf>

²⁴ City of Brampton. *Natural Heritage & Environment Management Strategy: Implementation Report*. 2015. Available: https://www.brampton.ca/EN/residents/GrowGreen/Documents/NHEMS_Implementation_Action_Plan_FINAL.pdf

²⁵ Comprises a set of site design strategies and distributed, small scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater.

- Rain gardens; and,
- Exfiltration systems.

The holistic management of the city's water resources will most easily be implemented in Greenfield development areas, where the preparation of subwatershed studies will identify the functional relationship of the water, aquatic, and terrestrial systems, assess and model the impacts of urbanization, and recommend integrated solutions to maintain and enhance a healthy ecosystem.

The Master Plan also identifies a number of priority stormwater retrofits in existing communities with little or no stormwater management, where streams and rivers that have been realigned, channelized and/or hardened in a significant manner.

Lastly, the Stormwater Master Plan addresses issues relating to the design and construction, operation and maintenance of the overall stormwater management system, which is critical to meet the planning, engineering, and environmental protection objectives of the City of Brampton on a cost-effective basis.

2.2.16 Brampton's Ecosystem Approach Strategies, Programs, and Practices

Since the last Official Plan update, the City and conservation agencies have adopted a number of best practices through development planning and operational programs for natural heritage system planning, protection and management. These best practices reflect Brampton's ecosystem approach to establishing a healthy, diverse natural heritage system and robust urban tree canopy, and restoration of ecosystem services, and include:

Brampton Eco Park Strategy: A catalytic action identified in the Brampton 2040 Vision, the Brampton Eco Park Strategy aims to enhance and maintain natural systems and processes, while integrating opportunities for meaningful social and environmental interactions and experiences. Through seven guiding principles and a detailed action plan, it outlines how to establish an interconnected network of urban and green spaces that allow people and the environment to live and thrive together. The majority of Brampton's 2500 hectares of Natural Heritage System (NHS) forms the backbone of Brampton Eco Park. From this foundation, Brampton Eco Park will expand and evolve into parks, streetscapes, and other city spaces to eventually form a comprehensive green framework overlaying the city. ²⁶

Brampton One Million Trees Program: The Brampton 2040 Vision calls for the planting of one million trees by 2040 to grow the urban forest, mitigate and adapt to climate change, and foster the delivery of ecosystem services. The One Million Trees Program is a framework for the City and its partners to increase tree planting initiatives and realize the target of one million trees by 2040.

Urban Forest Management Plan: Currently being developed, the Urban Forestry Management Plan (UFMP) will provide strategic guidance intended to sustain and enhance the urban forest in Brampton to maximize the environmental, social, economic and health benefits it provides to the community. The UFMP is part of the Brampton's Grow Green Environmental Master Plan (EMP) and one of the key initiatives to addressing Brampton's 2040 Vision, Community Energy and

²⁶ City of Brampton. Brampton Eco Park Strategy. 2019. Available: www.brampton.ca/ecopark

Emissions Reduction Plan (CEERP), and the target to plant one million trees in Brampton by 2040.

Natural Heritage Restoration Program²⁷: The City of Brampton is establishing a Natural Heritage Restoration Program (NHRP) to restore and naturalize areas within the natural heritage system, parks, and infrastructure to address the historical conditions and current impacts on the NHS. The Natural Heritage Restoration Program focuses on City actions to restore natural areas that have been degraded over time, and improving their ecological function. Its implementation will play an important role in conserving, restoring, and enhancing Brampton's natural heritage system. The NHRP conforms to the goals and objectives set out in several City documents including Brampton's Grow Green Environmental Master Plan (EMP), the Natural Heritage Environmental Management Strategy (NHEMS), the Parks and Recreation Master Plan, the Region of Peel Priority Tree Planting Tool, and the City and Region Official Plans.

Systems Approach to Natural Heritage Planning: All of Brampton's new Secondary Plan and Block Plan areas have been prepared using a systems approach to natural heritage planning. This means identifying a natural system that is made up of natural heritage features and areas, linked by natural corridors to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems include lands that have been restored, areas with the potential to be restored to a natural state, and connections to parks and other green spaces.

No Net Loss of Natural Heritage Features: Current natural heritage planning practice directs no loss of provincially, regionally, and locally significant natural heritage features, including wetlands, woodlands, and valleylands. The goal of this practice is to ensure that the total area of the natural heritage system is protected after development and site alteration are complete. Protection of natural features, functions, and linkages are addressed through comprehensive environmental studies that identify NHS conservation, alteration, mitigation, and compensation requirements.

Achievement of Net Gain: Further to the 'no net loss' of natural features, the Province requires demonstration of 'overall benefit' for development and site alterations impacting the habitat of species at risk. Recent natural heritage planning practice recognizes the value of 'overall benefit' and has identified the need to enhance the features and functions of natural areas disturbed through development and site alteration. Opportunities for restoration and enhancement to demonstrate net ecological gain to the natural heritage system are identified through comprehensive environmental studies.

Compensation for the Loss of Tableland Vegetation: To protect and grow the city's urban forest, development and site alteration projects are required to provide tableland vegetation assessments that demonstrate mitigation measures for the removal of any healthy trees with a 15-centimeter diameter at breast height (dbh) or greater, including compensation plantings.

Integration of Hedgerow and Tableland Vegetation: The City recognizes the ecological function of existing hedgerows and tableland vegetation to protect and link natural heritage features, and to support and enhance the urban forest. Brampton requires Secondary Plans,

²⁷ City of Brampton. Natural Heritage Restoration Program. 2018. Available at:
https://www.brampton.ca/EN/residents/GrowGreen/Documents/NHRP_Final_April_2018.pdf

Block Plans, Plans of Subdivisions, and Site Plans to identify and protect significant hedgerows and specimen trees.

Adaptive Environment Management: To ensure the long-term health and conservation of the biodiversity of the protected natural heritage system, development must provide an adaptive monitoring plan to assess the health of the NHS pre-, during, and post-development, and as appropriate, undertake actions to address impacts by instituting appropriate management measures.

Natural Channel Design: Any alteration or realignment of a stream channel or corridor, including protected headwater drainage features, must use natural channel techniques to restore or replicate the form and functions of a self-sustaining natural channel system, including floodplain.

Low Impact Development (LID): To mitigate development and site alteration impacts to natural features, and to protect water quality and minimize stream erosion, LIDs such as bioswales, infiltration galleries, and rain gardens are being integrated into roads, parks, landscape areas, and residential developments.

Water Balance: Urbanization causes fundamental changes to the hydrology of stream catchments, impacting the volume, frequency, duration, timing, and distribution of water flow. Measures to mitigate water balance impacts, such as LIDs, are necessary to address development and site alteration impacts to groundwater and surface water resources, and to natural features such as wetlands.

2.2.17 Watershed Natural Heritage System Modelling

Toronto and Region Conservation Authority (TRCA)²⁸ and Credit Valley Conservation (CVC)²⁹, have developed watershed natural heritage systems through science-based models that aim to identify the land base necessary to protect and restore biodiversity and ecosystem function over the long-term in the rapidly developing Greater Toronto and Hamilton Area (GTAH). In collaboration with the City of Brampton, a refinement of the TRCA and CVC NHS was undertaken to produce the Conservation Authority Natural Heritage System Mapping for the City of Brampton (2014)³⁰.

Current conservation authority (CA) data and analyses indicate that protecting existing natural heritage cover will not be sufficient to sustain long-term ecosystem health. In response, both CAs have developed “targeted systems” comprised of existing natural cover and areas with the potential to be restored and/or managed to increase ecosystem functions and services.

²⁸ Toronto and Region Conservation Authority. *Terrestrial Natural Heritage System Strategy (TNHSS)*. 2007. Available: <https://trca.ca/conservation/lands/terrestrial-natural-heritage/>

²⁹ Credit Valley Conservation. *Natural Heritage System Strategy*. 2015. Available: <http://www.creditvalleyca.ca/watershed-science/our-watershed/natural-heritage-system-strategy/>

³⁰ Credit Valley Conservation. *Natural Heritage System Mapping for the City of Brampton*. 2014. <https://cvc.ca/wp-content/uploads/2016/08/Brampton-NHS-Report-Final-2014-10-27.pdf>

2.2.18 Watershed Policies

TRCA and CVC have developed watershed policies, such as the TRCA Living City Policies³¹ and CVC Watershed Planning and Regulation Policies³², to guide the implementation of CA's legislated and delegated roles and responsibilities in the planning and development approvals process.

The watershed policy documents purpose is four-fold:

- To guide CA review of planning applications and environmental assessments;
- To provide the basis for approving permit applications under Section 28 of the **Conservation Authorities Act**;
- To inform the CA's advocacy role in the planning and development process; and,
- To assist and enable their partners' and stakeholders' contributions to natural heritage management and stewardship, and city-building sustainability.

2.2.19 Conservation Authorities (CAs) Studies and Guidelines

In support of its watershed policies, the TRCA and CVC have prepared studies in partnership and consultation with regional and area municipalities and other conservation agencies. These studies provide direction and best practices for the identification, conservation, and management of the natural and built landscape and include:

Stormwater Management Criteria³³, TRCA, CVC³⁴: provides water balance criteria to protect groundwater, baseflow, and natural features, such as wetlands and woodlots; the "Wetland Water Balance Monitoring Protocol" provides to guidance to proponents of urban development, infrastructure, or water extraction applications (e.g. water taking, pits, quarries, etc.) that have the potential to impact wetland features.

Low Impact Development (LID) Stormwater Management Planning and Design Guide (LID Guide³⁵), CVC and TRCA: outlines significant opportunities to address water balance and climate change adaptation.

³¹ Toronto and Region Conservation Authority. The Living City Policies for Planning and Development in the Watershed of the Toronto and Region Conservation Authority. 2014. Available: <https://trca.ca/planning-permits/living-city-policies/>

³² Credit Valley Conservation. Watershed Planning and Regulation Policies. Available: <http://www.creditvalleyca.ca/planning-permits/policies-guidelines/>

³³ Toronto and Region Conservation Authority. Stormwater Management Criteria. 2012. Availability: <http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf>

³⁴ Credit Valley Conservation. Stormwater Management Criteria. 2012. Available at: <https://cvc.ca/wp-content/uploads/2014/09/cvc-swm-criteria-appendices-Aug12-D-july14.pdf>

³⁵ Credit Valley Conservation. *Low Impact Development (LID) Stormwater Management Planning and Design Guide*. 2010. Available: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>

Guidelines for Valley and Watercourse Crossings, TRCA³⁶, CVC^{37, 38}: the planning and design of road and trail crossings can negatively impact valley and stream corridor including upstream flooding, and natural heritage features and functions.

Compensation Protocols and Guidelines, TRCA³⁹, CVC⁴⁰: Guidelines and protocols to support watershed and municipal natural heritage feature compensation policies. Although compensation is not the preferred environmental management option, it is useful in limited circumstances when impacts cannot be avoided in the planning and environmental assessment processes.

Conservation Authority watershed regulations, policies, studies and guidelines support a number of policy directions that Brampton needs to undertake as it updates its Official Plan Natural Heritage policies.

2.3 Natural Environment Policy Analysis and Recommendations

This section of the discussion paper focuses on the need for updates to policies and mapping to bring the Brampton Official Plan into conformity with the **Provincial Policy Statement** and Region of Peel Official Plan. These updates will strengthen existing policies, implement City and Regional natural heritage strategies, recognize emerging natural heritage planning trends and practices, remove outdated policy references, and incorporate new ecological data as gathered by the City and conservation agencies.

A new schedule is contemplated that will depict the natural heritage system including potential enhancement areas and linkages in the City of Brampton. The current Natural Areas and Features map (Schedule D) will be updated using the latest ecological data collected by the Conservation Authorities, applicable Provincial ministries, and as provided through comprehensive environmental studies prepared in support of new Secondary and Block Plan areas in Brampton.

The Environmental Master Plan, Natural Heritage and Environmental Management Strategy, and the Stormwater Management Master Plan are key municipal documents that contribute to the understanding of opportunities to improve the existing Official Plan policies. As well, since 2006, the City has adopted many best practices in its day-to-day planning for, and management of, the natural heritage system, municipal green spaces, and the built environment that should be recognized in updated policies. Lastly, a review of other municipal policies will inform the proposed policies for the City of Brampton.

³⁶ Toronto and Region Conservation Authority. *Crossing Guidelines for Valley and Stream Corridors Stream Crossing*. 2015. Available: <http://www.trca.on.ca/dotAsset/214493.pdf>

³⁷ Credit Valley Conservation. *Fish and Wildlife Crossing Guidelines*. 2017. Available at <https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf>

³⁸ Credit Valley Conservation. *Technical Guidelines for Watercourse Crossings Version 1.0*. 2019. Available at https://cvc.ca/wp-content/uploads/2019/10/CVCCrossingGuidelines_2f_20191025.pdf

³⁹ Toronto and Region Conservation Authority. *Guideline for Determining Ecosystem Compensation*. 2018. Available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf

⁴⁰ Credit Valley Conservation. *Ecosystem Offsetting Guidelines*. 2019. Available at: https://cvc.ca/wp-content/uploads/2019/10/CVCCrossingGuidelines_2f_20191025.pdf

2.3.1 Outdated Policy Statements

Section 4.6 of the 2006 Official Plan has been updated on a regular basis over the last several years in response to provincial policy and regulation, such as ***Places to Grow Act*** and associated Growth Plan for the Greater Golden Horseshoe. As such, most of this section's outdated policies have been edited to current standards.

One major exception is the PPS's requirement to recognize, protect, restore, and enhance a natural heritage system, which will involve significant changes to section 4.6. These changes will require a reorganization of the section and additional policies to ensure the City utilizes a "systems" approach to its natural heritage planning.

2.3.2 Policy Statement Gaps

Policy focus areas that have been included by other municipalities, ***Ontario Regulation 588/17 (Asset Management Planning for Municipal Infrastructure)***, and/or are relevant to new legislation/practise and not included in Brampton's 2006 OP are listed below, and discussed in further detail in Key Policy Directions (section 2.3.3) and Stormwater Management (section 2.3.11) of this discussion paper.

- Formal recognition of a natural heritage system in the OP schedules;
- Recognition of the NHS as a "natural asset" under the Asset Management Program;
- Undertake Urban Environmental Implementation Studies for significant redevelopment areas;
- Definition and protection of locally significant woodlands and locally significant wetlands;
- Implementation and conformity to new Region of Peel mandates including implementation of a no development and site alteration protection standard for the Core Areas of the Greenlands System;
- Identification of a Water Resource System and appropriate protection policies;
- Requirement for management/restoration plans for natural areas;
- Development of east-west ecological linkages;
- Road ecology for wildlife movement and migration;
- Conservation, management, expansion, and enhancement of the urban tree canopy;
- Natural hazard lands as they relate to ecosystem services;
- Natural hazards as they are included within the Natural Heritage System i.e. associated with Significant Valleylands;
- Stormwater management policies to facilitate green infrastructure, featured-based water budgets, and a "treatment train" approach;
- Management of invasive species on publicly owned lands;
- Recognition of the contribution of parks and other open space to health of natural heritage system; and,
- Recognition of employment and residential lands as opportunities for green infrastructure.

2.3.3 Key Policy Directions

There is also a need for new policies and updated existing policies that address best management practices for natural heritage planning, sustainability, climate change, naturalization, invasive species, road ecology, noise and light pollution, low impact development, bird friendly development guidelines, and mitigation hierarchy.

In addition, natural heritage policies need to be integrated into other sections of the Official Plan to recognize the important role that the built environment has in protecting and enhancing Brampton's natural heritage system.

The following sub-sections provide more detailed discussion and preliminary policy directions on the issues noted above.

2.3.4 Natural Heritage System

The 2006 Official Plan promotes a “systems approach” to NHS planning, although section 4.6 policies and Schedule D generally focus on individual natural heritage features and areas.

The PPS and the Growth Plan direct municipalities to identify and protect a natural heritage system. The 2006 Official Plan schedules designate the City's natural areas and features as 'Open Space', in combination with active municipal parkland. It is appropriate for the OP to delineate and designate a Natural Heritage System distinct from Open Space and Parkland designations to better illustrate an overall land use planning system.

As an urbanizing municipality, Brampton will delineate a natural heritage system that reflects a combination of the city's current natural heritage features and areas (as per Schedule D in the 2006 Official Plan) and local natural heritage system planning (as per approved secondary and block plans) with recommended expansions to the natural heritage system based on current science in landscape ecology and monitoring, as provided in the Conservation Authority watershed natural heritage system (CA NHS) modelling. As noted above, the CA NHS will be used to inform the City's Official Plan Review update of current natural heritage mapping. Updates resulting from the Peel 2041+ Official Plan Review will be incorporated accordingly.

With the proposed delineation and designation of a natural heritage system, the OP policy update can enhance the Natural Heritage Systems policies in section 4.6, while maintaining feature specific policies, where necessary, to ensure conformity with the Regional Official Plan and the PPS.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Incorporate the Growth Plan NHS as an overlay to the Official Plan Mapping.
- Delineate and designate a Natural Heritage System by removing natural areas and features from the current Open Space designation of Schedule A; and,
- Build on the Region of Peel Core Greenland System by incorporating local features and areas (NAC and PNAC), and recognizing restoration of potential cover.
- Recognize Natural Areas and Linkage / Enhancement Areas.
- Requiring a net gain, and a minimum no net loss of natural heritage features by:

- Recognizing the continuum of conservation which includes:
 - Protection - no development or site alteration;
 - Maintain - no negative impacts; and,
 - Mitigation - mitigate impacts to achieve appropriate ecological benefits:
 - Compensation.
 - Restoration.
 - Enhancement.
- Protect the biodiversity, resilience, connectivity, and ecological and hydrological functions of natural features, areas and systems.
- Educate, manage, and prohibit, and penalize encroachment and site alteration into the natural heritage system.
- Support the conservation of headwater drainage features and functions.
- Protect significant wildlife and endangered species habitat, and continue to protect fish habitat, through development and site alteration, including infrastructure projects.
- Recognize the Province's significant wildlife habitat ecoregion criteria for Ecoregion 7E.
- Direct new development to avoid habitat fragmentation.
- Promote Brampton's NHS in relationship to the regional natural systems including the Greenbelt Plan's Urban River Valleys, Niagara Escarpment, Oak Ridges Moraine and Lake Ontario watershed, and the local natural systems of adjacent municipalities.
- Recognize the ecological services and natural capital provided by Brampton's natural heritage system, and as supported by other green spaces including parkland, infrastructure corridors, the urban forest, and the built environment.

2.3.5 Feature-Based Policies

The 2006 OP policy provides little clarity on how the City defines locally significant woodlands and wetlands. Regional policy and provincial guideline documents provide criteria for the City to define and protect these important local features of Brampton's NHS.

Policy direction can be found in Environment Canada's "How Much Habitat is Enough?"⁴¹, Ontario's "Natural Heritage Reference Manual"⁴², the "Ontario Invasive Species Strategic Plan"⁴³, "Ontario's Biodiversity Strategy"⁴⁴, and the "Wetland Conservation Strategy for Ontario"⁴⁵.

Current City implementation of the Woodlot Conservation By-law and approved comprehensive environmental studies will also help to inform this issue.

⁴¹ How much Habitat is Enough? Third Edition. Environment Canada. 2013. Available at: <https://www.documentcloud.org/documents/2999368-THUNDER-BAY-How-Much-Habitat-Is-Enough-3rd-Ed-2013.html>

⁴² Ontario's Natural Heritage Reference Manual. Ontario Ministry of Natural Resources, 2010. Available at: <https://docs.ontario.ca/documents/3270/natural-heritage-reference-manual-for-natural.pdf>

⁴³ Ontario Invasive Species Strategic Plan. Ontario Ministry of Natural Resources and Forestry, 2012. Available at: <https://www.ontario.ca/page/invasive-species-strategic-plan-2012>

⁴⁴ Ontario's Biodiversity Strategy. Ontario Biodiversity Council, 2011. Available at: <http://ontariobiodiversitycouncil.ca/wp-content/uploads/Ontarios-Biodiversity-Strategy-2011-accessible.pdf>

⁴⁵ Wetland Conservation Strategy for Ontario. Ontario Ministry of Natural Resources, 2017. Available at: https://files.ontario.ca/mnr_17-075_wetlandstrategy_final_en-accessible.pdf

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Define and protect locally significant woodlands and wetlands.
- Update Buffers/ Vegetation Protection Zones to be consistent with provincial guidance i.e. 30 m minimum for provincially significant wetlands etc.

2.3.6 Schedule D: Natural Heritage Features and Areas

All current OP schedules illustrate natural areas and features under the Open Space designation. As noted above, Schedule D will be updated to identify a natural heritage system and linkage/enhancement areas.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Replace Schedule D to identify a natural heritage system that is informed by the “Conservation Authority Natural Heritage System Mapping for the City of Brampton – Final Technical Report - 2014 (CA-NHS)” and rename as Schedule D1 (refer to Appendix B).
- Update the existing Schedule D: Natural Heritage Features and Areas map based on current ecological data provided by the CVC, TRCA, Province and municipal comprehensive environmental studies, and rename as Schedule D2 (refer to Appendix C).
- Define a protocol wherein during the duration of an approved OP, this schedule will be maintained and updated as new ecological information becomes available.

2.3.7 Restoration and Enhancement

The 2006 Official Plan encourages the use of best management practices, however, current policies need to be improved regarding the maintenance, restoration, and enhancement of the natural heritage systems, green spaces such as utility corridors, as well as the promotion of partnerships and stewardship initiatives. The City’s NHEMS identified a number of these best management practices for inclusion in the Official Plan Review update. These updated restoration and enhancement policies will respond to federal and provincial guideline documents, including Environment Canada’s “How Much Habitat is Enough?”, Ontario’s “Natural Heritage Reference Manual”, the “Ontario Invasive Species Strategic Plan”, and “Ontario’s Biodiversity Strategy”.

Key management issues for new policies include the need for management / restoration plans for natural heritage areas, such as woodlands, targets to improve natural heritage features and functions for remediation and biodiversity, guidance for monitoring to evaluate the success of restoration efforts, and a no net-loss approach using ecological offsetting. Management / restoration plans are also necessary for the enhancement of the City’s Open Space/Parkland System to support NHS features, functions, and linkages, and to improve the urban tree canopy to provide ecological services for the built environment of the neighbourhood and private properties.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Direct the City to develop sustainable management plans and practices to address natural heritage system restoration of valleys, woodlands and wetlands, urban forest, and fish and wildlife habitat.
- Support partnerships for the ecological restoration of ‘enhancement areas’ and ‘linkages’ as illustrated on an updated Schedule D.
- Support the Province and Conservation Authority efforts to prepare an Endangered Species Strategy to promote the recovery of species at risk found in Brampton.
- Investigate opportunities for the establishment of Conservation Reserves for species at risk strongholds and remnant ecological communities within Brampton’s natural heritage system, incorporate these into the definition of Natural Heritage Systems, and develop appropriate conservation policies.
- Recognize the importance of restoring and enhancing grassland/meadow habitats for species of concern, including pollinators.
- Direct the City to prepare an Invasive Species Strategy to promote natural vegetation community health and biodiversity.
- Direct the City to develop reporting metrics and targets for the Natural Heritage System.
- Support the need to restore and enhance the biodiversity, connectivity, and the ecological and hydrological functions of natural features, areas and systems.
- Support the City’s partnership with the Region and TRCA to implement a Peel Region Urban Stream Restoration Program.

2.3.8 Buffers

The current Official Plan policies recognize buffers as land contiguous and parallel to natural heritage areas that will assist with alleviating negative impacts of development and site alteration on natural features and functions. The City requires buffers to be planted with native species, and not be stripped, filled, or graded. However, current practice creates conflict with these general policies with regard to development and grading that encroaches into buffers, or site alteration for the construction of trails.

The City needs to clearly differentiate between useable setbacks that support development, and site alteration that impact lands adjacent to natural heritage features and require maintenance and long-term management, versus environmental buffers that support ecological processes and are restored to be a self-sustaining in conjunction with the adjacent natural communities.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the need for appropriate variable and enhanced buffers for the variety of natural features, functions, and habitat that comprise Brampton’s natural heritage system.
- Recognize the need for additional setbacks to be established in conjunction with environmental buffers to support grading, infrastructure, trails, and water balance mitigation measures, as necessary.

2.3.9 Ecological Linkages

Brampton's valley systems provide significant north-south corridors that link regional natural systems such as the Greenbelt and Niagara Escarpment Commission (NEC) to Lake Ontario, however, the city lacks east-west linkages. The CA NHS identified the Parkway Belt West Plan Area (PBWPA) as an opportunity for a significant east-west linkage that will not only connect Brampton's numerous valley systems, but also connect the city's NHS to other municipal natural systems across the GTA. It is understood that the PBWPA lands are first and foremost identified for provincial infrastructure planning and stewardship efforts.

In addition to the PBWPA lands, there are other infrastructure and open space corridors that offer opportunities to provide local and regional NHS connections, including the TransCanada Pipeline, Hydro One lands, and the Greenway Boulevard initiative, outlined in the Brampton 2040 Vision that would see greening of major East-West roads to provide enhanced ecological connection between North-South valleylands. The OP should encourage the exploration of partnership opportunities with these service providers in cooperation with the conservation agencies to enhance and strengthen the NHS linkages across the city.

Finally, the OP needs to provide policy guidance for the planning, design, construction and management of new and reconstructed/retrofitted road infrastructure related to the science and best management practices of road ecology for wildlife movement and migration. The goal of road ecology is to reduce vehicle and wildlife collisions through better road planning, design, construction, and management options.

Policy guidance for ecological linkages is found in Environment Canada's "How Much Habitat is Enough?", Ontario's "Natural Heritage Reference Manual", the "Ontario Invasive Species Strategic Plan", and "Ontario's Biodiversity Strategy". Policy guidance for road ecology can be found in Environment Canada's "Guide to Road Ecology in Ontario".

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Acknowledge the importance and need for terrestrial east-west linkages.
- Recognize the importance of green infrastructure, utility corridors, and parks uses that can support terrestrial linkages.
- Support the need to identify, protect, maintain, and restore, as feasible, ecological and functional linkages between natural heritage features.
- Direct new development and infrastructure upgrade projects to protect and establish viable wildlife corridors and implement wildlife eco-passages into the design of roads.
- Direct the City to implement best road ecology management practices for new and reconstruction road projects, and to seek opportunities to retrofit existing roads where appropriate.

2.3.10 Urban Forest

The 2006 Official Plan recognizes the Urban Forest under its Woodland section. However, it lacks policy guidance on the conservation, management, expansion, and enhancement of the urban tree canopy. Urban forests are a vital component of healthy, resilient, and sustainable city and natural heritage system.

Brampton's urban forest is comprised of all the trees that grow within city, including those of the natural system. Urban forests provide significant ecological services such as improving air and water quality, cooling neighbourhoods, providing wildlife habitat, and increasing property values.

The Official Plan should include a separate section for urban forestry with policies that include urban forest targets, increasing street and park trees, updating planting standards and soil quality criteria, and mitigation requirements.

Policy guidance for urban forest protection and enhancement is found in the PPS, "Peel Urban Forest Strategy", Brampton's "Urban Forest Study", Peel Tree Planting Prioritization Tool, and Brampton's "Natural Heritage and Environmental Management Strategy", the Brampton Million Trees Strategy, and the Region of Peel Urban Forest Management Plan, Urban Forest Best Practice Guide⁴⁶.

- Proposed Policy Direction
- Recognize natural hazards related to slope stability and erosion, including the meander belt width hazard that could pose a threat to public safety and personal property, social disruption, and environmental impacts.
- Recognize ecosystem benefits of remediating and managing natural hazard lands for water quality, stormwater management, reducing soil erosion and improving slope stability, supporting ecological communities, fish and wildlife habitat, and role in providing key linkages for the natural heritage system.

2.3.11 Stormwater Management

The 2006 Official Plan provides Stormwater Management policies recognizes that rainwater and snowmelt are valuable natural resources whose management needs to protect and maintain surface and ground water quality and quantity, the ecological health and diversity of natural areas and fish and wildlife habitat, the integrity of municipal infrastructure and human safety.

OP policies need to develop stronger language to facilitate the use of Low Impact Development (LID) techniques in new developments, as well as opportunities to identify full lifecycle costs of stormwater management and develop options to fund these costs over the long term.

Policy guidance for Stormwater Management is found in the PPS and Growth Plan, the Ontario Stormwater Management Guidelines, Ontario's Interpretation Bulletin regarding its expectations on Stormwater Management, Low Impact Development (LID) Stormwater Management Planning and Design Guide (LID Guide)⁴⁷, CVC and TRCA's Stormwater Criteria and guidelines for featured-based water budgets⁴⁸.

⁴⁶ Region of Peel. *Urban Forest Best Practice Guide*. 2021. Available at: This document it is not yet public.

⁴⁷ Credit Valley Conservation. *Low Impact Development (LID) Stormwater Management Planning and Design Guide*. 2010. Available: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>

⁴⁸ Credit Valley Conservation and Toronto Region Conservation Authority. *CVC and TRCA Water Balance Guidelines for the Protection of Natural Features*. 2012. Available at: <https://cvc.ca/wp-content/uploads/2012/05/7-Water-Balance-Natural-Features-Protection.pdf>

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Require the consideration of Low Impact Development techniques to compliment the traditional stormwater infrastructure of roads, parking lots, etc.
- Require the incorporation of a “treatment train” approach to stormwater management (SWM).
- Recognize the importance of mitigating the thermal impacts of stormwater on receiving streams and rivers.
- Encourage best practice in erosion and sediment control effectiveness monitoring for areas undergoing new development.
- Recognize the importance of mitigating impacts to groundwater resources and natural heritage features by requiring new development to maintain site-wide and feature-based water balances.
- Recognize the important role of Green Infrastructure in the managing stormwater.
- Restrict the construction of SWM ponds within the natural heritage system as associated environmental buffers, while recognizing the need for SWM related infrastructure, such as outfall channels within the natural system.
- Encourage ecologically driven SWM interception/ retention mechanisms such as green roofs, increased tree canopy cover, and dry ponds in vegetated public lands.

2.3.12 Natural Heritage - Other OP Policies and Sections

The PPS and the Growth Plan require municipalities to adopt an integrated approach to planning, with specific reference to protecting and enhancing the natural environment. In addition, Brampton’s Environmental Master Plan, and Natural Heritage and Environmental Management Strategy recognize the need to consider the health of the City’s natural environment in all decisions by the City as a planning authority, land manager, and community leader, to ensure a healthy, diverse and resilient community.

Section 4 of Brampton’s Official Plan includes 16 subsections that may impact and/or influence the protection, conservation, and enhancement of Brampton’s natural heritage system and urban forest, or the provision of ecosystem services provided by the built environment. New and/or updated policies in the following sections Sustainable City Concept, Central Area, Residential, Commercial, Employment, and Institutional and Parks and Open Space, can assist to improve the functional relationship between the city’s built environment and its natural system and services, and improve community health and well-being.

2.3.12.1 Parks and Open Space

The policies of Section 4.7 of the 2006 OP outline the hierarchy of the City’s recreational open space, including parklands and the natural heritage system. Brampton is currently preparing a Parks and Recreation Master Plan that will guide the Official Plan Review Recreational Open Space Discussion Paper. While the current policies identify the relationship between the City’s recreational open space and parks and the natural heritage system, they have not gone far enough to recognize the potential contribution parks and open space can provide to the health and biodiversity of natural heritage system and urban forest, and provision of ecosystem services

through opportunities such as targeted naturalization projects, tree plantings, and implementation of green space best management practices.

Key issues that should be addressed when updating the Parks and Open Space section include:

- Conserving/integrating treed and meadow areas in parks and open space.
- Enhancing the urban tree canopy.
- Naturalizing parkland where feasible.
- Enhancing buffers and creating/improving natural linkages where parks and open spaces lie adjacent to, or between natural features.
- Guiding the planning, design, construction and long-term use of recreational trails to direct locations outside of the NHS and associated buffers.
- Recognizing increased noise and light pollution associated with recreation facilities adjacent to the natural heritage system.
- Recognizing the role that parks, other “green” spaces, green infrastructure, and the urban forest play in providing linkages and ecosystem services/benefits that support public health and a liveable city and provide opportunities for residents to connect with nature.
- Acknowledging parkland as an opportunity to support pollinators.
- Enhancing lakes and their surrounding parks to ensure they are citywide destinations.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the ecosystem benefits and functions that are provided by the City’s open space and parkland system, urban forest and green infrastructure features.
- Recognize open space as potential enhancement areas that serve as ecological linkages.
- Direct the City to identify appropriate locations in parks and open spaces to incorporate more trees, meadows, pollinator gardens, and other naturalization efforts.
- Direct the City to reduce the impacts of noise and light pollution on the natural heritage system.
- Adopt Eco Park Principles within Parks and Open Space policies.

2.3.12.2 Transportation

Section 4.5 of the 2006 OP promotes the development of an integrated local and regional transportation and transit network combined with active transportation, to create walkable communities. While the current OP policies promote sustainability and best practices, they should be improved by recognizing that road corridors provide areas for improving urban forest and green space linkages, and reduce the heat island impacts, and by addressing road ecology.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize that road planning, design, and construction can minimize water pollution and vehicle-wildlife collisions, and improve urban tree canopy.

- Direct development and commit the City to incorporate road ecology best management practices into the planning, design and construction of new roads and reconstruction/retrofitting of existing roads.
- Direct development and commit the City to minimizing light pollution from streetlights.
- Recognize the need to minimize the urban heat island impacts of paved surfaces.
- Encourage the integration of green infrastructure into new road development and reconstruction/retrofit projects.
- Direct development and commit the City to minimum tree planting and soil quality standards for all road classifications.
- Identify which streets have the greatest potential to provide ecological connection (Green Blvd network).

2.3.12.3 Commercial and Employment Lands

Policies within the 2006 OP's Commercial and Employment Lands section should recognize that these land uses provide excellent opportunities for incorporating green infrastructure and stormwater management best practices. These land uses also provide opportunities for the City to enhance its urban forest.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that commercial and employment lands can provide in achieving ecological services that support the City's natural heritage system, urban forest, and water quality.
- Direct development to minimize light pollution from parking lot lighting.
- Direct development and commit the City to minimize urban heat island impacts of paved surfaces, roofs etc.
- Direct the City to updating criteria and standards for tree planting and soil quality for new commercial and employment areas.
- Direct the City to investigate the opportunity to develop a green roof bylaw for commercial and employment developments.
- Encourage the integration of green infrastructure into new commercial and employment developments.
- Encourage the integration of bird-friendly development guidelines into new commercial and employment developments.

2.3.12.4 Urban and Town Centres

The Central Area section of the 2006 OP should recognize the opportunity to improve the City's natural heritage system and urban forest. New development within the Central Area should be incorporating tree planting, green infrastructure, and stormwater management best practices.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that the Central Area can provide in achieving ecological services that support the City's natural heritage system, urban forest, and water quality.
- Direct development and commit the City to minimize light pollution from parking lot lighting.
- Direct development and commit the City to minimize urban heat island impacts of paved surfaces, roofs etc.
- Direct the City to updating criteria and standards for tree planting and soil quality for new commercial, residential and employment areas.
- Direct the City to investigate the opportunity to develop a green roof bylaw for the Central Area.
- Direct the City to develop urban green standards for new development.

2.3.12.5 Residential

Policies within the 2006 OP's Residential section should recognize that development and redevelopment of new communities provides excellent opportunities for incorporating energy and water conservation, tree planting, green infrastructure, protection and expansion of the NHS, and stormwater management best practices. Development of new communities also provides an excellent opportunity to reach out to new Brampton residents to engage them in protecting and enhancing the city's natural heritage system.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that residential lands can provide in achieving ecological services that support the City's natural heritage system, urban forest and water quality.
- Commit the City to minimize light pollution from roads and parks.
- Direct development to minimize urban heat island impacts of paved surfaces, roofs etc.
- Commit the City to updating criteria and standards for tree planting, tree cutting/ offsetting, and soil quality for residential lots.
- Direct development to prepare and distribute Homeowner Guides for new residents that explain the importance of a healthy and diverse NHS and what residents can do to improve the system.
- Commit the City to investigate the opportunity to develop a green roof bylaw for high density residential developments.

2.3.12.6 Infrastructure and Utilities

Policies within the 2006 OP's Infrastructure and Utilities section should recognize that these infrastructure corridors present opportunities to improve and link the City's natural heritage system.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that infrastructure and utility corridors can provide in achieving ecological services that can support and improve the City's natural heritage system, urban forest, and water quality.

- Partner and encourage stewardship initiatives with Gas and Oil transmission pipelines and Hydro Corridors to undertake natural heritage restoration and urban forest enhancement within their right-of-ways.

2.3.12.7 Institutional and Public Uses

Policies within the 2006 OP's Institutional and Public Uses section should recognize that these land uses provide excellent opportunities for incorporating green infrastructure and stormwater management best practices. These land uses also provide opportunities for the City to enhance its urban forest.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that institutional and public uses can provide in achieving ecological services that support the City's natural heritage system, urban forest and water quality.
- Direct development away from hazard lands, especially where infill is required.
- Direct development and commit the City to minimize light pollution from parking lot lighting.
- Direct development and commit the City to minimize urban heat island impacts of paved surfaces, roofs etc.
- Direct the City to update criteria and standards for tree planting and soil quality for new institutional and public areas.
- Direct the City to investigate the opportunity to develop a green roof bylaw for institutional and public uses.
- Direct the City to explore opportunities to Green Infrastructure and LIDs for public lands.

2.3.12.8 Parkway Belt West and Highway 413

Currently, Section 4.13 policies provide a basic description of the Parkway Belt West Plan Area (PBWPA) and the designation of land within the Plan Area. It would be appropriate for these policies to recognize that the PBWPA provides a natural east-west corridor across Brampton's southern boundary, and its tapestry of successional areas, forest cover, agriculture lands and active parkland links the City's numerous north-south valley and watercourse corridors that traverse the PBWPA. Likewise, the proposed Highway 413, also known as GTA West, would provide a corridor across the northern boundary of the city, with opportunities to promote natural heritage linkages through implementation of parklands and enhancement areas.

The PBWPA designation in the Brampton Official Plan is an opportunity to identify and acknowledge the unique environmental and recreational opportunities the PBWPA provides to the city's natural heritage system, open space system, and urban forest. Specifically, there is opportunity to depict the PBWPA as a potential restoration and enhancement area that demonstrate linkages to, and within, the natural heritage system and to foster stewardship and partnerships with the infrastructure / utility providers.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies that will:

- Recognize the role that the Parkway Belt West can provide in achieving ecological services that can support and improve the City's natural heritage system, urban forest, east-west linkages, and water quality.
- Direct the City to partner and encourage stewardship opportunities with the Ministry of Transportation to undertake natural heritage restoration and urban forest enhancement to improve ecological linkage functions of the Parkway Belt West corridor.

3 CLIMATE CHANGE & RESILIENCY

Ontario is already experiencing the effects of climate change, such as more severe precipitation, snow, ice, and wind events, greater temperature fluctuations and extremes, changing species migration patterns, and an increase in the presence of vector-borne diseases (e.g. Lyme disease).

In the next quarter century, the types of impacts and their severity are expected to increase. These impacts all have economic, social, and environmental costs to municipalities and residents. In recognition of this fact, City of Brampton declared a climate emergency in June 2019.

3.1 What is Climate Change?

The Canadian Federal Government describes climate change as a long-term shift in weather conditions identified by changes in temperature, precipitation, winds, and other indicators. Climate change can involve both changes in average conditions and changes in variability, including, for example, extreme events.

The earth's climate is naturally variable on all time scales. However, its long-term state and average temperature are regulated by the balance between incoming and outgoing energy, which determines the Earth's energy balance. Any factor that causes a sustained change to the amount of incoming energy or the amount of outgoing energy can lead to climate change. Different factors operate on different time scales, and not all of those factors that have been responsible for changes in earth's climate in the distant past are relevant to contemporary climate change. Factors that cause climate change can be divided into two categories -- those related to natural processes and those related to human activity.

Ocean currents or atmospheric circulation can also influence the climate for short periods of time. This natural internal climate variability is superimposed on the long-term forced climate change.⁴⁹

⁴⁹ <https://www.canada.ca/en/environment-climate-change/services/climate-change/causes.html>

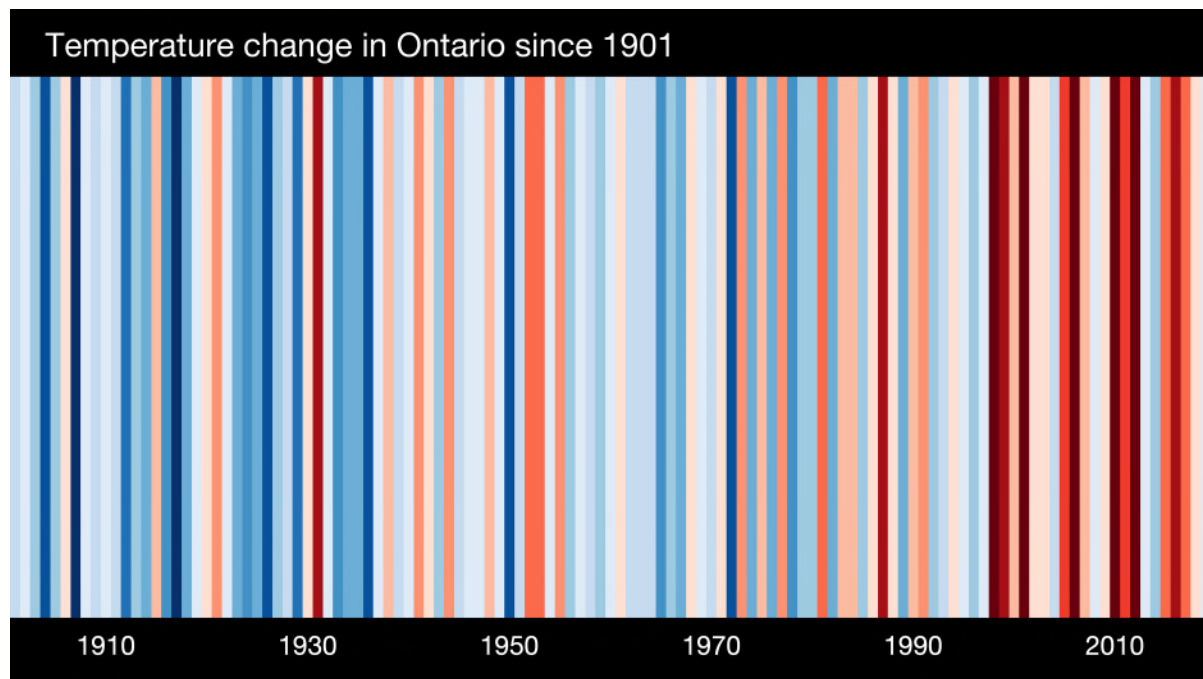


Figure 3: Temperature Change in Ontario. Credit: Ed Hawkins, National Centre for Atmospheric Science, University of Reading

3.2 Policy Context

This review considered relevant global, federal, provincial, regional, and municipal policy documents as well as guidelines and best practices to describe the City's existing policy framework and provide an analysis and recommendations for policy direction.

For each document reviewed, a general statement regarding direction for the City of Brampton's Official Plan policy is clearly outlined in a textbox at the end of each document discussed. These summaries are outlined collectively in Table 5: Climate Change Policy Direction Summary in section 3.4 Broad Policy Directions of this Discussion Paper.

Global

3.2.1 Paris Climate Change Agreement

In 2015, Canada and 194 other countries reached the Paris Agreement, an international treaty on climate change with the goal of limiting global warming to below 2°C compared to pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels.

The Paris Agreement is a landmark in the multilateral climate change process as it brings nations together through a legally binding agreement that recognizes the urgent and potentially irreversible threat to all living things on this planet due to climate change. Canada's 2016 Pan-Canadian Framework on Clean Growth and Climate sets Canada on a path toward meeting the Paris Agreement Green House Gas (GHG)-emissions-reduction target of 30 percent below 2005 levels by 2030.

The OP will support Canada's targets by setting science-based targets for integrating climate change mitigation actions that respond to GHG emission sources in the City of Brampton and implementing a plan to achieve targets.

3.2.2 UN Sustainable Development Goals

In 2015, the United Nations (UN) announced the 2030 Agenda for Sustainable Development, which introduced 17 Sustainable Development Goals (SDGs) and 169 targets. The SDGs aim to encourage critical action over a period of 15 years in the three key pillars of sustainable development: economic, social, and environmental.



Figure 4: United Nations Sustainable Development Goals

To make the 2030 Agenda a reality, broad ownership of the SDGs must translate into a strong commitment by all stakeholders to implement the global goals. The SDGs have been set to establish a shared blueprint for a sustainable and prosperous future for people and the planet.

The UN SDGs will provide an overarching context within which to consider all aspects of Official Plan policy and align climate-specific policy recommendations with the SDGs. The final OP should contemplate the areas of emphasis responding to the SDGs.

Federal

3.2.3 2016 Pan-Canadian Framework on Clean Growth and Climate

The Pan-Canadian Framework on Clean Growth and Climate Change was developed with the provinces and territories and in consultation with Indigenous Peoples to meet federal emissions reduction targets, grow the economy, and build resilience to a changing climate. The framework includes a pan-Canadian approach to pricing carbon pollution and measures to achieve reductions across all sectors of the economy.

Canadian municipalities are important partners in developing and implementing climate solutions locally, as well as international collaboration with other municipalities around the world. The following actions identified in the Framework are considered relevant to the City and the OP:

- The federal government is creating the Canada Infrastructure bank, which will work with provinces, territories, and municipalities to further the reach of government funding directed to infrastructure including clean electricity systems.
- Federal and provincial governments for greening government operations and encouraging municipalities to adopt clean technologies to lead by example.
- Continued investment in the Green Municipal Fund to support sustainable municipal projects.

The objectives of the Pan-Canadian Framework provide a lens for implementing climate action in the OP that aligns with anticipated federal and provincial investments in climate change mitigation and adaptation, as well as expectations for the City to lead by example.

3.2.4 Clean Canada – A Healthy Environment and a Healthy Economy

A Healthy Environment and Healthy Economy is Canada's plan to advance economic and environmental goals. The plan builds on the Pan-Canadian Framework on Clean Growth and Climate Change, and the Generation Energy report, which outlines four pathways that could lead Canada to an affordable, sustainable energy future within the next generation, aligned with its climate change goals.

The plan introduces 64 strengthened and new federal policies, programs, and investments to cut pollution and build a more resilient and inclusive economy. These are filtered through five pillars:

- Making the Places Canadians Live and Gather More Affordable by Cutting Energy Waste;
- Making Clean, Affordable Transportation and Power Affordable in Every Community;
- Continuing to Ensure Pollution Isn't Free and Households Get More Money Back;
- Building Canada's Clean Industrial Advantage; and,
- Embracing the Power of Nature to Support Healthier Families and More Resilient Communities.

Municipalities can advance many core priorities, including energy reductions through municipal and community buildings, reducing waste, supporting active transportation, and electrifying public transit networks. Policy recommendations for the OP will consider these priorities.

3.2.5 Canada's Changing Climate Report

Published in 2019, Canada's Changing Climate Report (CCCR) is about how and why Canada's climate has changed and what changes are projected for the future. Led by Environment and Climate Change Canada, this document is the first in a series to be released as part of the current National Assessment, Canada in a Changing Climate: Advancing our Knowledge for Action⁵⁰. Based on the report, Canada can expect:⁵¹

- Continued warming driven by human influence;

⁵⁰ <https://www.nrcan.gc.ca/climate-change/impacts-adaptations/canada-changing-climate/19918>

⁵¹ https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/energy/Climate-change/pdf/CCCR_ExecSumm-EN-040419-FINAL.pdf

- A shift towards less snowfall and more rainfall, with annual winter precipitation projected to increase;
- Changes in extreme temperatures;
- Decreased snow and ice coverage with a rise in permafrost temperatures;
- Increased risk of water supply shortages in summer;
- Warmed oceans surrounding Canada causing them to become more acidic, and less oxygenated; and,
- Coastal flooding due to local sea-level rise.

Canada's Climate Change Report confirms that there is a strong connection between human behaviour and the magnitude of climate change impacts.

The OP will identify the local impacts of climate change and will implement policy that responds to climate change impacts.

Provincial

3.2.6 Planning Act

Recent amendments to the **Planning Act** have added climate change as a matter of provincial interest and have strengthened consideration of climate change matters as part of the land use planning decision making process.

The **Planning Act** contains several provisions that support land use practices that reduce GHG emissions and contribute towards sustainable and healthier communities (Table 1).

This includes zoning by-laws (Section 34), height and density bonusing (Section 37), site plan control (Section 41), plans of subdivision (Section 51), and parkland dedication (Section 42). All of these tools provide municipalities with a range of options to bring in requirements and set specific standards to address climate change through the land use planning process.

The OP will conform with climate change mandates within the **Planning Act** and will exercise agency granted to the municipality to go beyond minimum standards, where consistent with the Act. The OP will ensure that tools available to the municipality (e.g. zoning by-laws) address climate change through the planning process.

Table 1: Planning Act Provisions Related to Climate Change

Planning Section	Act	Planning Act Policy
Sections 16-27		Through policies of an Official Plan, municipalities can incorporate climate change policies to identify specific direction, objectives, targets, and actions to be taken to achieve the goal of reducing greenhouse gas emissions and establishing sustainable communities.

Subsections 22(5), 34(10.2), 41(18), 53(3)	Municipalities can require specific information, material, or studies as part of a complete development planning application (e.g. Official Plan amendments, etc.). These supporting documents can address matters related to climate change (e.g., alternative energy feasibility studies, stormwater management plans, or transportation demand management plans addressing the reduction of GHG emissions).
Section 28	Community Improvement Plans (CIPs) can target specific areas for development or redevelopment. Upper-tier municipalities can develop plans related to affordable housing, infrastructure and transit corridors, in addition to providing grant and loan incentives to encourage climate change related features (e.g. building efficiency, district energy systems, water conservation systems, etc.).

3.2.7 Modernizing Ontario's Municipal Legislation Act, 2017 (Bill 68)

Changes to the **Municipal Act** in 2017 through **Bill 68** were aimed at increasing municipal powers to combat climate change. These include:

- Municipalities can enact bylaws respecting climate change and those relating to the economic, social, and environmental well-being of the municipality. This includes green roof by-laws.
- Municipalities are required to have a policy pertaining to protection and enhancement of tree canopy and natural vegetation.
- Municipalities can provide for, or participate in, long-term energy planning, which may include climate change.

The OP will consider requirements established through **Bill 68** and will embed policies that capitalize powers granted to the municipality through the **Municipal Act**.

3.2.8 Provincial Policy Statement, 2020

Policies in the **Provincial Policy Statement (PPS)** support the efficient use of land and resources through appropriate density, a mix of uses, and continued intensification. These planning objectives direct policy to support climate change through transit supportive densities, efficient use of infrastructure and resources, to reduce impacts to air quality, water, land, natural heritage, and improve energy efficiency.

With a greater focus on climate change in 2020, the PPS now includes the following new definition of “impacts of a changing climate”, identified in Section 6 as “the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.”

The term refers to preparing of climate impacts or minimization of negative impacts including:

- managing and directing land use to achieve efficient and resilient development and land use patterns (Section 1.1.1.i);
- land use patterns in settlement areas (Section 1.1.3.2.c-d);

- effective management of infrastructure, including sewage, water, stormwater and green infrastructure (Sections 1.6.1, 1.6.6.1.b.2 and 1.6.6.7.c);
- long-term economic prosperity (Section 1.7.1.l);
- energy conservation and efficiency, improved air quality, and enhanced land use and development patterns (Section 1.8.1);
- protection of natural heritage features (Section 2.1);
- water quality and quantity of water resource systems at the watershed level (Section 2.2.1.c); and,
- protecting public health and safety (Section 3.1.3).

The policies in the PPS provide strong support for several of the principles of climate change action. Part IV clearly states that the province's long-term prosperity and well-being depend on planning for strong, sustainable, and resilient communities for people of all ages.

OP policy will conform with the PPS to ensure that strong, liveable and healthy communities promote and enhance human health and social wellbeing, are economically and environmentally sound, and are resilient to climate change.

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) envisions urban centres within the Greater Golden Horseshoe (GGH) as vibrant places characterized by more compact development patterns that support climate change mitigation and adaptation. Notable changes in the updated Growth Plan include lowered targets for greenfield density (from 80 residents and jobs per hectare to 50), as well as intensification targets in the Region of Peel, from 60 percent to 50 percent growth occurring within delineated built-up areas.

Policies in the Growth Plan are based on guiding principles identified in Section 1.2.1. This includes the following guiding principle "Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions." This guiding principle is reiterated in Section 2 Where and How to Grow identifying complete communities as a form of development that supports climate change mitigation by increasing modal sharing transportation options and active transportation, and by minimizing land consumption through compact built forms (2.1 Context). The following policies from the Growth Plan should be considered relative to the City's Official Plan update:

- Applying the policies of the Growth Plan will support the achievement of complete communities that mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability (2.2.1.4 f); and,
- Applying the policies of the Growth Plan will support the achievement of complete communities that integrate green infrastructure and appropriate low impact development (2.2.1.4 g).

The Growth Plan acknowledges that climate change poses a serious challenge for maintain existing infrastructure and planning for new infrastructure in Section 3 Infrastructure to Support

Growth. Policies to support vulnerability assessments can help to identify risks and options for enhancing resilience. This issue can also be addressed through stormwater management planning that includes options for low impact development and green infrastructure. Key policies relative to climate change within Section 3.2.1 Integrated Planning include:

- Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve: considering the impacts of a changing climate (3.2.1.2 d).
- Municipalities will assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning (3.2.1.4).

Further, policies within Section 4.2.10 Climate Change of the Growth Plan that must be addressed include:

1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, [...] (4.2.10.2); and,
2. In planning to reduce greenhouse gas emissions and address the impacts of a changing climate, municipalities are encouraged to:
 - a. Develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land-use planning, planning of infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;
 - b. Develop greenhouse gas inventories for transportation, buildings, waste management and municipal operations; and
 - c. Establish municipal interim and long-term greenhouse gas emission reduction targets that support provincial targets and reflect consideration of the goal of low-carbon communities and monitor and report on progress made towards the achievement of these targets (4.2.10.2).

Section 4.2.10 outlines specific policies for climate change adaptation and resilience that municipalities will develop in official plans, which include but are not limited to the following:

- Support for complete communities and minimum intensification and density targets outlined in the Growth Plan;
- Reduce dependence on the automobile and support existing and planned transit, and active transportation;
- Assess infrastructure risks and vulnerabilities and identify actions and investments to address these challenges;
- Undertake stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;
- Recognize the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;
- Protect the Natural Heritage System for the Growth Plan and water resource systems;

- Promoting local food, food security, and soil health, and protecting the agricultural land base; and,
- Providing direction that supports a culture of conservation.

Overall, the 2020 Growth Plan identifies the crucial role that municipalities play in managing and reducing Ontario's greenhouse gas emissions and supporting adaptation to the changing climate to accommodate growth and achieve complete communities.

The OP will support the development of complete communities and will ensure that policies identified in the Growth Plan regarding climate change mitigation, adaptation and resiliency will be developed in OP policy. This will include an overall culture of conservation.

3.2.10 Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan 2018

The Made-in-Ontario Environment Plan guides provincial growth through key focus areas including clean air, clean water, climate adaptation and mitigation, pollution prevention, private sector investment, energy conservation, waste reduction, and land conservation. Proposed actions that have implications for municipal planning processes relative to climate change include:

- Reviewing land use planning policies and laws to update policy direction on climate resilience.
- Modernizing the Building Code to better equip homes and buildings to withstand extreme weather events, and to support the adoption of cost-effective energy efficiency measures.
- Reviewing the Municipal Disaster Recovery Assistance program to encourage municipalities to incorporate climate resilience improvements when repairing or replacing damaged infrastructure after natural disasters.
- Launching a provincial Carbon Trust to encourage private investment in clean technology, committing to funding of \$400 million for chosen projects over four years.
- Working with municipalities to better manage wastewater and stormwater impacts, including consultation on draft low-impact development guidance manual to help municipalities, property owners, planners, developers, and others to manage and reduce flooding risks and increase resiliency to climate change.

Various actions and proposals identified in the plan would give municipalities a greater say in various forms of development and initiatives that impact natural resources that exist within the municipality's jurisdictional boundaries.

The OP will support the Made-in-Ontario Environment Plan to ensure that municipal planning processes support climate change mitigation and adaptation and include low carbon climate resiliency solutions.

3.2.11 Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure

Asset management planning provides opportunity to address significant infrastructure pressures and new challenges resulting from a changing climate. It is also an opportunity to integrate natural asset solutions through green infrastructure. **Ontario Regulation 588/17: Asset**

Management Planning for Municipal Infrastructure came into effect January 2018. All municipalities are required to develop and adopt a strategic asset management policy by July 1, 2019. The policy must include a commitment to consider the:

- Actions that may be required to address vulnerabilities that are caused by climate change, with respect to operations (such as increased maintenance, schedules), levels of service, and life cycle management.
- Anticipated costs that could arise from such vulnerabilities.
- Mitigation approaches to climate change, such as greenhouse gas emission reduction goals and targets.
- Disaster planning and contingency funding.

The OP will support infrastructure resiliency to climate change, natural asset and green infrastructure, including through integration with urban design and open space opportunities to support climate change adaptation.

Regional

3.2.12 Region of Peel Official Plan, 2018 consolidation

Through Region of Peel Official Plan (ROP) updates, a new climate change section (2.2.3 – Climate System) has been added that provides a land use planning policy framework to address climate change, as well as policy direction for collaborative climate change planning to reduce GHG emissions, reduce vulnerability, and increase resilience to adapt the Region to a changing climate.

In addition to a new climate change section, updated and new climate change policies have been embedded throughout the Region's OP in theme areas including but not limited to growth management, transportation, energy, waste, water resources, natural hazards, natural heritage, and agriculture.

The ROP will include specific policies that provide direction for the local municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies and tools.

Table 2 summarizes key policies and objectives that have been considered through the Regional Official Plan update. There is a strong connection between sustainability objectives and climate change. Integrated studies highlight that climate policies as part of well-designed policy packages can contribute to multiple co-benefits and reduce the overall cost of achieving sustainability objectives.

The OP will conform with the Region's Official Plan. The OP should include mitigating and adapting to climate change as part of the overall resiliency framework. Specific policies for housing, air quality, transportation, energy, natural and grey infrastructure, and the built form that build corporate and community resilience and are directly correlated with the potential impacts of climate change should be included.

Table 2: High-Level Summary of Key Draft Policies and Objectives in the ROP

Existing/New/ Revised Section	Purpose/ Objectives of the Policies
1.3.5 Themes of the Plan	Mitigating and adapting to climate change has been strengthened as part of the Regional Official Plan's overall sustainable development framework.
2.1 Introduction	This section recognizes the importance of a resilient natural environment which will better enable natural systems to recover from disturbances and to tolerate and adapt to a changing climate.
2.2.3 Climate System	<p>This section has been developed and added to recognize and address the impacts of climate change. This includes new policies that:</p> <ul style="list-style-type: none"> • support the development of sustainable, low-carbon, compact, mixed-use, and transit supportive communities, protecting natural systems, features and functions, and promoting renewable energy, energy conservation and efficient design. • assess the potential impacts and associated risks of climate change to infrastructure and incorporate appropriate measures to reduce or mitigate vulnerabilities, impacts and risks. • promote a culture of conservation through energy, water and soil conservation and integrated waste management. • support and promoting local food production and procurement, food security, and protect the region's agricultural land base and rural economy. • collaborate, support and undertake community sector and infrastructure risk and vulnerability assessments. • collaborate to undertake community energy and greenhouse gas emissions reduction planning, including greenhouse gas inventories. • establish Regional corporate greenhouse gas emission reduction targets that support provincial targets and that work towards the goal of creating low-carbon communities.
2.2.4 Air Quality	Policy 2.2.4.3.1 has been updated to develop strategies and tools to assess the air quality implications of development that support the reduction in emissions from municipal, transportation, commercial, industrial and residential sources that cause public health impacts.
2.2.5 Water Resource System	New policies have been included requiring the appropriate use of low impact development to mitigate and adapt to climate change impacts.
2.2.7 Stormwater Management	New policies related to stormwater master planning, including an assessment of how climate change and extreme weather events will intensity impacts and the identification of appropriate adaptation strategies.

2.4 Natural and Human-made Hazards	New and update policies included to ensure that the impacts of a changing climate are considered in the management of risks associated with natural hazards, including undertaking infrastructure and watershed planning studies.
2.3 Greenlands System	Significant updates provide a policy framework that protects, restores, and enhances the Region's natural heritage system.
3.2 The Agricultural System	Significant updates support the Regional food system and improved access to healthy and locally grown food.
3.6 Energy Resources	<p>Policy updates support energy conservation and efficiency through land use and development patterns including:</p> <ul style="list-style-type: none"> • Promoting compact form and sustainable modes of transportation. • Collaborating to develop sustainable site and building design standards and guidelines for buildings and planned development, including the implementation of alternative and renewable energy systems and district energy. • Supporting the promotion and creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects. • Encouraging the increased use of electric, hybrid and alternative fuel vehicles and associated infrastructure for Regional operations.
5.3 The Urban System	Updated policies include the reduction of greenhouse gas emissions and adapting to a changing climate as part of the achievement of sustainable development in the urban system.
5.9 Housing	Updated policies in Section 5.7.6 Housing and Climate Change promotes energy efficient housing and sustainable residential building design that is environmentally sensitive and resilient to the impacts of climate change.
5.10 The Transportation System in Peel	Policy updates recognize how the transportation system has a direct role in reducing GHG emissions to address the impacts of climate change.
Chapter 6 Regional Services	<p>New and updated policies to several sections within Chapter 6 include:</p> <ul style="list-style-type: none"> • Minimizing vulnerabilities when locating, designing, and constructing Regional human service facilities. • Assessing and addressing climate change risks and vulnerabilities when developing new and replacing existing infrastructure. • Promoting resource recovery of food and organic waste.

7.5 Sustainability	This section has been developed and added to work collaboratively and coordinate at the municipal, neighbourhood, site, and building scales, local municipal implementation of policy, tools, and guidelines that support Regional interests associated with sustainable development.
7.11 Performance, Management, Reviewing and Updating	A new policy 7.11.2.11 has been added to work jointly with local municipalities, conservation authorities, and other agencies to raise awareness of the local impacts of climate change.

Source: Region of Peel Policy Mapping (2018).

3.2.13 Region of Peel Strategic Plan, 2015 – 2035

The Strategic Plan is fulfilled in stages across multiple Terms of Council. The current Term of Council (2018-2022) has identified areas of focus, priorities, and 20-year outcomes for each focus areas. The ‘Thriving’ category is focus on communities that are integrated, safe, and complete, which will prioritize expanding community mobility and building environmental resilience. Twenty-year outcomes for the ‘Thriving’ focus area envision a community:

- that is environmentally friendly;
- that promotes mobility, walkability, and various modes of transportation;
- that embraces diversity and inclusion;
- that promotes economic sustainability and future investments in Peel;
- where growth is well managed; and,
- where the built environment promotes healthy living.

The OP should support Regional Term of Council priorities and should include policies that reflect Regional Council's long-term outcomes, including environmental resilience, expanded community mobility, economic sustainability, and a built environment that supports healthy living.

3.2.14 Peel Climate Change Strategy

The Peel Climate Change Strategy (2011) developed in partnership with the City of Brampton, City of Mississauga, Town of Caledon, Region of Peel, Credit Valley Conservation and the Toronto and Region Conservation Authority, aims to reduce GHG emissions and community vulnerability to impacts, build capacity, and increase awareness. The Strategy was streamlined in 2018 to focus on three priority areas: Green Natural Infrastructure, Flood Resiliency, and Low Carbon Communities.

3.2.15 Peel Climate Change Partnership (PCCP)

The Peel Climate Change Partnership (PCCP) is designed to build and accelerate innovative climate solutions in the Region of Peel. The PCCP is coordinated and administered by planning staff from (Corporate) Region of Peel and follows ICLEI Canada's 5 step Building Adaptive and Resilient Communities Framework (ICLEI BARC) to guide adaptation planning. The PCCP leads, communicates, and works collaboratively with key stakeholders to drive local climate action and secure investment that enables the rapid and equitable transformation of municipalities and

broader community, within the Region of Peel, to become low carbon and resilient. Peel Climate Change Master Plan (2020-2030)

In 2017 Peel Regional Council endorsed a Climate Change Statement of Commitment to address climate change in the Region including the formation of an office of climate change and development of a climate change master plan.

Released in 2019, the (Corporate) Climate Change Master Plan (the CCMP) set out actions to achieve the Region's climate change goals. Figure 4 identifies CCMP outcomes

Outcomes	Description
<i>Primary</i>	
Reduce Emissions	Corporate greenhouse gas emissions are reduced by 45% by 2030, relative to 2010 levels.
Be Prepared	A safe, secure, and connected community is provided by ensuring Regional services and assets are more resilient to extreme weather events and future climate conditions.
<i>Supporting</i>	
Build Capacity	Climate change is considered in all decision-making through organization-wide climate literacy, planning, and accountability.
Invest	Innovative and sustainable approaches are used to finance action on climate change.
Monitor and Report	Progress on addressing Regionally funded climate change work is consistently reported, available, and widely understood.

Figure 5: CCMP Outcomes

Twenty actions and 66 activities structured around the primary outcomes set forth the direction for how the Region will lead by example through the management of Regional assets, infrastructure, and services in a changing climate over the next decade and influence to support the community as it transforms in response to climate change.

The CCMP supports implementation of official plan policy that reduces community vulnerability to impacts and greenhouse gas emissions. Drawing from the Region of Peel 2041 discussion paper on climate change, the City of Brampton's Official Plan may want to:

- Limit or increase planning standards for development in hazard-prone or high-risk areas.
- Design and Build new infrastructure to be more resilient to the effects of climate change.
- Ensure planning decisions consider climate risks and opportunities.
- Foster dialogue about climate resilience.
- Have climate change related Official Plan policy adopted and monitor implementation for continuous improvement.
- Develop and implement a framework for climate change planning and reporting.

To align with the CCMP and Peel Climate Change Partnership Priorities, the OP should include overarching policy to build corporate and community resilience to climate change. A framework

for climate change planning should be developed and implemented to monitor and report progress over time. Policy should enable the integration of climate change priorities into City decision making to ensure that co-benefits are captured and distributed evenly across the community. Actions should include setting science based corporate and community GHG reduction targets and implement actions to achieve them, identifying and managing risks to infrastructure, protecting and increasing green infrastructure, monitoring and evaluating the Sustainable Community Development Program, integrating climate change into financing planning and strategies, supporting sustainable transportation, and enabling a transition towards diversified and decentralized energy systems.

Municipal

3.2.16 Brampton 2040 Vision: Living the Mosaic, 2018

[Brampton 2040 Vision](#) is Brampton's bold vision for the next 25 years. The inspirational document provides guidance for the environment, jobs and urban centres, neighbourhoods, transportation, social matters, health, and arts and culture. Leveraging ongoing initiatives, including Brampton's global recognition as a Smart City, the Vision brings ten major transformations to Brampton that will facilitate reduced GHG emissions and more resilient communities.

Vision 1 of the Brampton 2040 Vision positions Brampton as a mosaic of sustainable urban places, sitting within an interconnected green park network, targeting 'one-planet' living. The following contemplates land use planning components directly related to land use planning and climate change:

- Action #1-1 Institute for Sustainable Brampton – This action directs the City to establish a public-private facilitator for local environmental progress to position Brampton in the vanguard of suburban sustainability. The prime mandate will be to achieve 'one-planet' living, a comprehensive standard in which people enjoy happy, healthy, vibrant living within the planet's ecological capacity.
- Action #1-2 Brampton Eco-Park – Brampton will designate an Eco-Park, similar to a national park or reserve fully embedded and used within the urban fabric. The Eco-Park will facilitate ecosystem revival, naturalization, compatible active-use interventions, and connectivity of green infrastructure.
- Action #1-3 Brampton Trees Project – Proposing a City-led "Brampton Trees Project" to regenerate the urban tree canopy. To support this program, tree planting through new development, enhanced brownfield, hazardous sites, and left-over lands are recommended sites for tree planting programs.
- Action #3-1: Complete neighbourhood audits that build on a sustainability evaluation framework already piloted in Brampton (the Sustainable Neighbourhood Retrofit Action Plan), which will incorporate resilience and climate change. The Sustainable Neighbourhood Retrofit Action Plan piloted in the County Court neighbourhood addresses the risks associated with outdated stormwater management systems, including local experience of erosion on public and private land, and poor water quality during intense precipitation. These initiatives promote climate change adaptation and sustainability established neighbourhoods.

- Vision 4 of the Brampton 2040 Vision positions Brampton as mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

As demonstrated in SNAP neighbourhoods, official plan policy can help to drive climate change adaptation and sustainability in existing neighbourhoods and at the City-wide level by pursuing and supporting actions identified in the Vision, contributing to sustainability initiatives with elements of social resiliency, such as placemaking, health, and quality of life. The OP will ensure that policy aligns with the 'one-planet living framework' areas.

3.2.17 City of Brampton Official Plan, 2006

The City of Brampton's 2006 Official Plan (September 2020 Consolidation) speaks to the importance of finding sustainable alternatives in order to conserve energy and reduce GHG emissions, including in its corporate operations. It provides support for sustainable development practices such as mixed-use, compact, and transit-oriented development and specifically supports the use of renewable and district energy systems in the city.

In 2010, the Ontario Municipal Board (OMB) granted partial approval of Official Plan Amendment (OPA) 43 (OPA2006-43) to conform with updates to the Growth Plan. This OPA introduced consideration of climate change adaptation and mitigation, which are highlighted in Table 3.

Table 3: High-Level Summary of Climate Change Policies in the Current OP

Section	Purpose/ Objectives of the Policies
2.1 Physical and Environmental Considerations	It is the objective of the OP to foster a culture of conservation to address water and energy conservation, air quality protection and waste management that will assist to mitigate and adapt to climate change.
2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods	The City will foster a culture of conservation in recognition of climate change as an issue that will affect the entire community and the City's operations and management.
3.1 Sustainable Planning Framework	Protect and enhance environmental and public health, improve the overall quality of life for residents by protecting the natural heritage system through an ecosystems approach, and identify climate change adaptation and mitigation strategies and measures.
4.5 Transportation	Recognizes growing concern with vehicular emissions contributing to GHG emissions and global climate change.
4.6 Natural Heritage and Environmental Management	Public health and safety are fundamentally linked to environmental health, and human activities are being intrinsically linked to climate change. Municipalities can have direct control or influence over many sources of pollution that affect public health and climate change.

4.6.15.2 Culture of Conservation

The City must implement climate change adaptation and mitigation strategies and measures to achieve sustainable development and create a complete community.

Source: City of Brampton. (2020). City of Brampton Official Plan.

For a complete review of Brampton OP policies, refer to section 3.5.3.

3.2.18 Brampton Grow Green Environmental Master Plan, 2020

The Brampton Grow Green Environmental Master Plan (EMP) provides direction for corporate and community action to deliver results and co-benefits. The EMP supports implementation of the Pan-Canadian Framework on Clean Growth and Climate Change by including actions to advance climate change adaptation and build resilience to climate impacts. A climate change adaptation plan can help to enable the City to deal with the impacts, risks, and opportunities posed by a changing climate, directly addressing the Framework's approach to reducing climate-related hazards and disaster risks.

The most recent EMP includes a variety of actions related to climate change resilience and land use planning, including but not limited to:

- Action 15: Establish policies/procedures that ensure new City facilities strive to achieve and maintain net zero carbon emission in their annual operations.
- Action 22: Establish policies and guidelines that require the submission of a Water Conservation Plan as part of development applications, which recommends measures that can facilitate potable water conservation.
- Action 23: Establish policies and incentives to encourage green roofs, blue roofs, and cool roofs on new commercial, institutional, and residential development with a minimum gross floor area.
- Action 27: Develop policies/procedures to evaluate opportunity to incorporate low impact development into major City capital projects.
- Action 28: Develop and commence implementation of an outreach and education strategy regarding stormwater management on private properties.
- Action 30: Develop and commence implementation of a Climate Change Adaptation Plan.
- Action 45: Integrate natural assets into the City's Annual Financial Statement.
- Action 52: Establish policies that require the submission of an Integrated Energy Management Plan as part of development applications, which recommends potential measure to increase energy efficiency and conserve energy, and explores opportunities for district energy.
- Action 57: Develop policies/procedures for lifecycle assessments, including lifecycle GHG emissions, or major capital projects.

The OP will leverage the EMP by incorporating policies that support climate action. This should include policies related to low impact development through green infrastructure to address co-benefits related to climate change and natural heritage, net zero buildings, energy efficiency, water conservation, establishment of a Climate Change Adaptation Plan, natural asset considerations, and lifecycle assessments.

3.2.19 City of Brampton's Community Energy and Emissions Reduction Plan (CEERP)

The City of Brampton's Community Energy and Emissions Reduction Plan (CEERP) provides a roadmap to improve energy efficiency, reduce greenhouse gas emissions, create economic advantage, ensure energy security, and increase Brampton's resilience to climate change.

In support of Brampton's 2040 vision, the CEERP sets three goals, based on an assessment of local energy and emission data relative to global best practices. These goals are identified in Figure 5.

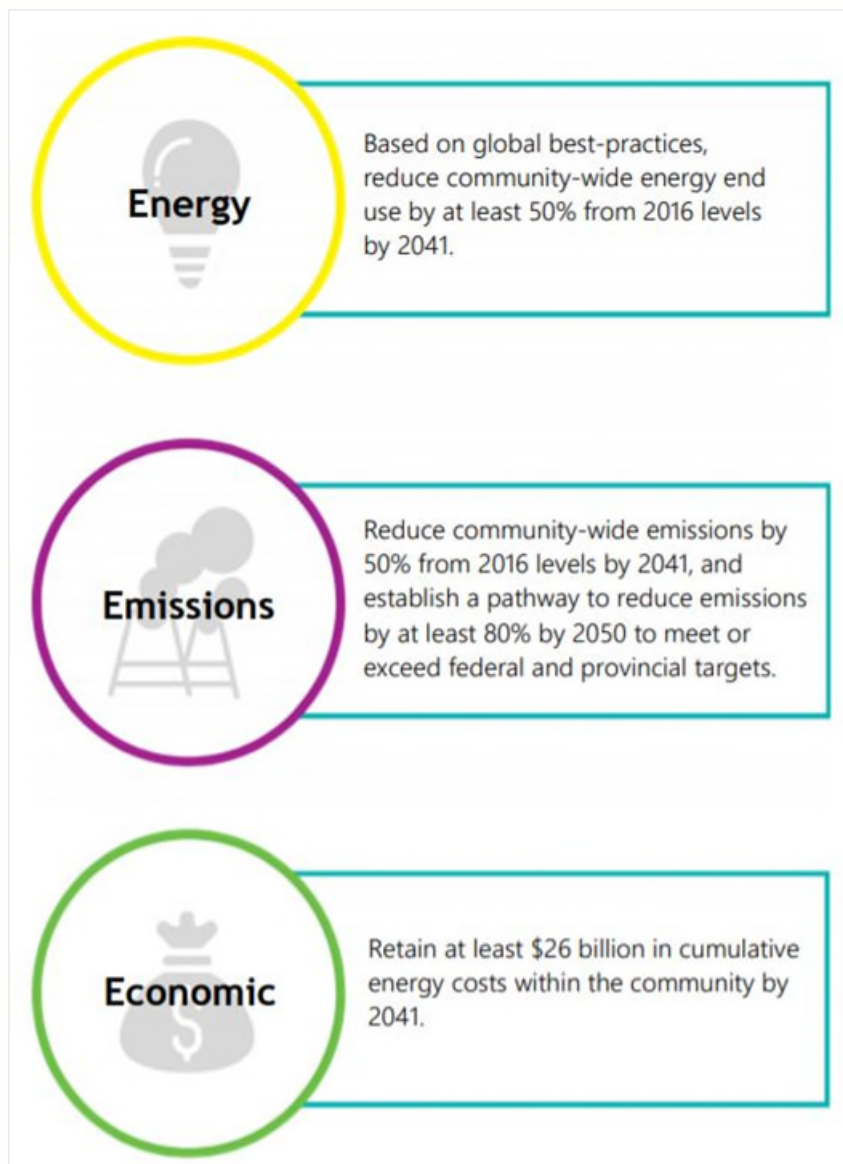


Figure 6: CEERP Goals

To achieve these goals, the CEERP's Strategic Directions include numerous actions related to policy interventions through the Official Plan, including:

Green Communities

- 2.2.1.1 Update the Official Plan to include Transportation Demand Management requirements for new development.
- 2.2.1.2 Update the Official Plan to require the establishment of Integrated Energy Master Plans for greenfield and larger redevelopment sites and other specific types of development
- 2.2.1.3 Ensure City policies and programs are aligned with supporting district energy and low carbon energy systems
- 2.2.1.5 Update the Official Plan to encourage the planning, design and development of near-net zero buildings and neighbourhoods
- 2.2.1.6 Update Official Plan, including Secondary Plan, policies to emphasize mixed use, higher density development in Urban Centres, Town Centres, Mobility Hubs, and along intensification corridors to support future district energy options
- 2.2.8 Identify opportunities to introduce new legislative, policy, and/or programs, including by-laws and incentive programs, to require implementation of climate resilience measures (e.g. green roof by-law) in new buildings

Transportation Efficiency

- 3.6.2 Update the Official Plan to require new development to be transit friendly by requiring applicant so submit Transit Feasibility Studies.

Home & Building Efficiency

- 4.3.1 Ensure City policies and programs are aligned with supporting the objectives for Home and Building Efficiency: update Official Plan Policies, update Design Guidelines and Sustainability Metrics, update Secondary Plan policies.

The CEERP recognizes that communities must ensure they are well positioned to manage the risks and opportunities associated with the current global energy transition, one that is moving towards a more distributed energy system. Action on climate change is one central factor towards this transition. Other factors include the:

- decreasing costs for technologies that generate and distribute energy locally;
- convergence of communication and energy technologies, commonly referred to as “smartgrid”;
- growing systemic inefficiencies in our current centralized energy system; and,
- need to increase community resiliency by addressing escalating concerns about energy security, which includes consumer issues of affordability, accessibility and reliability.

The OP shall implement the CEERP. Policy should support the seven strategic directions and related goals of the CEERP to explicitly promote urban development forms and buildings that support reduced energy consumption and increased use of renewable energy. This may include district energy and low carbon and renewable energy systems, as well as near net-zero or net-zero buildings and neighbourhoods and opportunities for employment lands. The OP should also include tracking of key metrics and measuring against targets to measure progress in implementing the CEERP. The OP will support community action as a key tool to implement the CEERP.

3.2.20 Sustainable Neighbourhood Action Program

The Sustainable Neighbourhood Action Program (SNAP) is an innovative, collaborative model for sustainable urban renewal and climate action that focuses on the neighbourhood scale. Guided by a customized Action Plan for the selected neighbourhood, the program aligns municipal sustainability priorities with community needs, identifies integrated retrofit solutions, and fosters partnerships between public agencies, community organizations, businesses, and residents. As a result, SNAPs help deliver program efficiencies, empower residents, and showcase innovation.

A partnership initiative between the City, Region of Peel, TRCA, and CVC, there are currently three SNAPs: County Court SNAP, Fletchers Creek SNAP, and Bramalea SNAP.

The OP should enable the establishment of new neighbourhood SNAP projects. The OP should build community preparedness and resilience to climate change in all neighbourhoods. The SNAP model may be used as a proven example to build preparedness and resilience at a community level through engagement and empowerment and may be applied to leverage action more broadly across the City.

3.2.21 City of Brampton (Corporate) Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, 2019

The City's Corporate Energy and Emissions Management Plan supports Federal and Provincial emission reduction targets and sets out a pathway to minimize energy and emissions intensity and maximize cost recovery for City-owned buildings. Notably, building energy use intensity of City facilities has improved, largely due to guidance of the plan.

The plan establishes a long-term goal to achieve GHG emission reduction targets of 30 percent and 80 percent for 2030 and 2050 respectively. Looking towards a zero-carbon transition in operations for the City's facilities, the City has set an interim target of 20% GHG emissions reduction by 2024.

Actions identified in the plan that work towards these goals and can facilitate climate change resilience through OP policy include but are not limited to:

- Continue to employ innovative energy management practices with the implementation of leading-edge/ emerging energy efficient technologies in city-owned facilities;
- Continue to implement renewable energy projects including geothermal and solar PV projects where feasible;
- Develop a formalized energy management policy;
- Set a point policy for all city-owned facilities for temperature, humidity, outdoor air, etc.

To support the Corporate Energy and Emissions Management Plan, the OP will commit to the continuous improvement of corporate-wide energy performance and emissions reduction and will ensure that recommended activities are implemented. This should include energy management policy such as setting energy performance targets, procuring reliable sources of energy, developing sustainable procurement policies, and integrating energy matters in building design and construction to support the City's zero carbon transition. To expand on the Corporate Energy

and Emissions Management Plan, the OP should direct the City to expand energy and emissions reductions to the fleet by establishing sustainable green fleet procedures.

3.2.22 Transportation Master Plan

The City of Brampton's Transportation Master Plan (TMP) establishes a transportation system to better serve residents, employers, employees and visitors while accommodating all modes of transportation (e.g., public transit, commuter travel, commercial vehicles and active transportation).

Updated in 2015, the TMP affirms the City of Brampton's desire for a more sustainable transportation system, particularly to address the impact that motor vehicles have on air quality and climate change.

The TMP provides the following policy recommendations for inclusion in the Official Plan update:

- Ensure that information is provided to new owners, residents, tenants and leaseholders related to the adjacent sustainable transportation services and infrastructure being implemented within the project and available throughout the City, such as transit stops and schedules, and Active Transportation facilities on and off street;
- Develop a partnership with Peel Public Health to further explore the Health Development Index and further integrate transportation and public health policies and programs;
- Develop a more detailed TDM Plan and Action Plan that has contextual Brampton solutions and that includes the exploration of monitoring and evaluation tools to ensure that there is sufficient support and funding for the duration of the TMP and the TDM Strategy;
- Incorporate TDM policies related to the development and implementation of TDM into the Transportation Master Plan, the Official Plan and all Secondary Plans. The policies should include developing a comprehensive TDM Plan and TDM Action Plan; creating TDM-based development guidelines for development applications including site plans and guidelines for traffic impact study reports; and,
- Develop parking regulations that support TDM programs. This will require a Parking Study to be developed, which should be undertaken within 2 years of the Sustainable Mobility Coordinator being hired.

Motor vehicles produce a variety of emissions that reduce air quality and contribute to climate change. Implementing policies recommended in the TMP into the OP can help to improve air quality by supporting and leveraging strategies that exist to reduce emissions from motor vehicles. The OP should include the policies recommended in the TMP addressing parking, active transportation, electric vehicle infrastructure, transportation demand management, public health, and connectivity and should expand on the TMP by including policies to support additional hybrid and electric vehicle consideration for fleet purchases by the City.

3.2.23 Active Transportation Master Plan, 2019

The City's Active Transportation Master Plan (ATMP) recommends the network plan, policies, and programs to support the 2040 Vision for a mosaic of safe, integrated transportation choices and new modes, contributions to civic sustainability, and emphasizing walking, cycling, and transit.

Active transportation (walking, cycling and other self-propelled mobility options) presents opportunities for reducing single occupant vehicle trips, and for addressing a host of community design and public health issues. While simultaneously reducing GHG emissions and traffic congestion, active transportation can contribute to climate change resilience by increasing levels of physical activity and social interaction.

To support the ATMP, several active transportation supportive policies are recommended for consideration within updates to the Official Plan, including:

- Encourage and promote active transportation as a preferred mode of transportation for recreational and short trips.
- Incorporate considerations for active transportation in the land use planning, development and approval process.
- Protect and develop an active transportation network.
- Adopt the City of Brampton ATMP through an integrated active transportation network plan and implementation strategy.
- Provide safe and comfortable year-round operation of the primary active transportation network.
- Ensure public safety and the integrity of the transportation system.

Active modes of transportation help to improve public health and reduce GHG emissions. The OP will recognize and support active transportation as an important means to help produce a more sustainable transportation system. The OP will incorporate the suggested active transportation supportive policies outlined in the ATMP including a safe and secure active transportation network accessible year-round and incorporation of active transportation into the land use planning, development, and approvals process.

3.2.24 Sustainable Community Program – New Development (Sustainability Metrics and Thresholds)

Sustainable Community Development Guidelines

Between 2013 and 2015, the City of Brampton in partnership with the Cities of Richmond Hill and Vaughan developed Sustainability Metrics and Sustainability Score Thresholds to guide, measure, and evaluate the sustainability performance of new development.

Sustainability Metrics (Metrics):

A set of indicators to evaluate the sustainability performance of new development, organized around the categories of Built Environment, Mobility, Natural Environment and Open Space, and Green Infrastructure and Building. Each of the approximately 50 Sustainability Metrics available are assigned a point value, and the combination of Metrics selected by the development proponent results in a final Sustainability Score. Development proponents can select any combination of Metrics to achieve the minimum required Score. This enables the proponent to choose Metrics that best suit their individual property, project, and level of sustainability aspiration.

Sustainability Score Thresholds (Thresholds):

Performance levels achieved by the Sustainability Score of a development proposal, and categorized as Bronze, Silver, or Gold. As of July 2018, the City of Brampton requires development proposals to achieve a minimum Bronze level Sustainability Score. In 2018, the Cities of Brampton, Vaughan, and Richmond Hill collaboratively started a process to update the existing Sustainability Metrics and Thresholds, and in 2019 the City of Markham also joined the partnership.

The OP should continue to highlight the Sustainability Metrics and Thresholds as an important tool for facilitating provincial and municipal sustainability and climate change objective. It should emphasize the correlation between compact, walkable built forms, environmental protection, climate change mitigation and adaptation, and sustainable building, site, and neighbourhood design practices.

Conservation Authorities

3.2.25 Urban Forest Canopy Study, TRCA

The Toronto and Region Conservation Authority (TRCA) is studying the impacts of climate change on the urban forest in the GTA, using a climate change risk assessment framework. An increase in temperature, precipitation, and atmospheric CO₂ level are identified as the primary drivers of ecological impacts. Two pilot species, red oak and red maple have been examined in detail.

The preliminary findings suggest that climate change will have both positive and negative influence on urban trees. Following additional research and expert consultation, the results will be used to indicate levels and guide urban forest management.

The natural environment and urban forest should not be compromised by growth. The OP should include policies to protect Brampton's natural heritage system for the long-term as they are critical for storing flood waters, including protection for and enhancement of forests, trees, wetlands and valleylands.

3.2.26 Natural Heritage Climate Change Study, TRCA

The Region of Peel commissioned the development of vulnerability assessments to investigate the impacts of climate change on a variety of systems. The information gained through these assessments is presented in the Vulnerability Assessment, completed in 2017, which studies the impacts of climate change on three types of natural systems in the Region:

- Groundwater systems: recharge areas, aquifers and discharge areas.
- Aquatic systems: rivers, streams, lakes, and wetlands.
- Terrestrial systems: natural and urban forests, grasslands, wetlands, bluffs.

The results of the vulnerability assessment provide direct action to be taken in the Region of Peel to address climate change challenges:

- Enhance the urban tree canopy and supporting efforts made through the Peel Climate Change Partnership on Heat Resiliency, especially in areas with little or no ability to effectively regulate summer land and water temperatures, including areas of acute thermal stress to fish.

- Start or continue adaptation and natural heritage planning, incorporating the implementation of new policies contained within the four amended plans that take into account climate change, while leveraging this and other community assessments and system datasets.
- Increase the enhancement and protection of existing wetlands and tablelands and create new wetland features where possible to build resilience and deliver numerous ecosystem services, including increased flood regulation.
- Protect, enhance, and restore regional species diversity by increasing connectivity of natural areas, particularly in high priority areas.
- Incorporate climate change into watershed planning more directly, including identifying and protecting important local connections between shallow groundwater and surface features.
- Promote effective collaboration and information sharing between Conservation Authorities, with adjacent and upstream municipalities through active participation in the renewed Peel Community Climate Change Partnership.

The OP should identify and integrate resilience measures and climate adaptation. This should include policy to identify, maintain, restore, and enhance the diversity and connectivity of natural features for the long-term protection of ecosystems. Further to the OP's requirements for stormwater management plans in settlement areas and for major developments, the OP should require the City to assess infrastructure risks and vulnerabilities caused by the impacts of climate change when planning or replacing infrastructure.

3.3 Climate Change Policy Considerations

3.3.1 Overview Climate Reality

Climate change is already affecting the City of Brampton through increases in local flooding, snow, ice, and wind storms, hotter summers, and a rise of vector-borne diseases.⁵² Based on data from Climate Data Canada⁵³ the City of Brampton's annual average temperature is predicted to rise under a high emissions scenario from 7.7°C to 9.5 °C for the 2021-2050 period. Continued temperature increases are predicted for the following 30-year periods until the end of this century. Under the same high emissions scenario, average annual precipitation is expected to be 7 percent higher for the 2021-2050 period than the average 809mm for the 1951-1980. These climate values align with the predicted impacts of climate change recognized by the City of Brampton in the Community Energy and Emissions Reduction Plan. A helpful graphic demonstrating these impacts is provided in section 3.3.4 below.

The City of Brampton bolstered their commitment to battling climate change in June of 2019 when Council unanimously voted to declare a climate emergency, acknowledging that to address this crisis, the City must urgently reduce GHG emissions and prepare for the consequences of a warming planet.

⁵² https://www.brampton.ca/EN/residents/GrowGreen/Documents/CEERP/CEERP_Ch1_TheClimateReality.pdf

⁵³ https://climatedata.ca/explore/location/?loc=FALIF&location-select-temperature=tx_max&location-select-precipitation=rx1day&location-select-other=frost_days

3.3.2 Land Use Policy is Climate Policy

Land use planning is identified as one of the most effective processes to facilitate local response to climate change.⁵⁴ According to the Federation of Canadian Municipalities, 45 percent of national GHG emissions in Canada are under the direct or indirect control of municipal governments⁵⁵. Table 4 identifies how municipalities can work through land use planning with the goal of climate change mitigation and adaptation.

Table 4: Land Use Planning Themes to Address Climate Change Mitigation and Adaptation

Land Use Planning Theme	Climate Change Action
Growth Management	Allocate population and employment growth to increase intensification and density and develop compact, mixed-use, and transit-supportive communities.
Sustainable Buildings	Continue to address GHG emissions from buildings through standards that require high-performing buildings, such as standards for energy efficiency and resilience measure to improve comfort and resilience to extreme weather events.
Transportation	Improve public health and reduce GHG emissions through sustainable and active modes of transportation, including carpooling, public transit, cycling, and walking.
Energy	Promote energy efficiency and conservation through renewable energy (including district energy), green development standards, and electric vehicles.
Waste	Explore all opportunities before final disposal of waste and excess soil, including waste produced at municipal facilities.
Water Resources	Protect water resources and inform master plans through watershed and sub-watershed planning and consider the risk and vulnerabilities to public infrastructure.
Natural Hazards	Address impacts related to surface water, groundwater, and flooding and increase resilience through low-impact development and green infrastructure stormwater approaches.
Natural Heritage	Maintain, restore, and enhance the diversity and connectivity of natural features such as forests and rivers in urban/rural areas for the long-term protection of ecosystems and public health.

⁵⁴ https://www.cip-icu.ca/getattachment/ca4806bb-0c53-4ad6-a4c6-47fe0c9e0d51/Climate-Brief_Land-Use-Planning-bm.pdf.aspx

⁵⁵ https://www.ipcc.ch/site/assets/uploads/sites/2/2019/06/SR15_Full_Report_High_Res.pdf

Agriculture

Identify and protect prime agricultural lands and the economic viability of farming through land use planning.

Source: https://www.cip-icu.ca/getattachment/ca4806bb-0c53-4ad6-a4c6-47fe0c9e0d51/Climate-Brief_Land-Use-Planning-bm.pdf.aspx

3.3.3 Municipal Role

Municipalities can play a significant role in realizing the co-benefits and opportunities of climate action. The City of Brampton has direct control over where and how growth will occur and can develop land use policies and tools to both reduce GHG emissions and build climate change resilience. Bringing together multiple agendas through land use planning policies can help to ensure “win-win” outcomes for the corporate and local community.

Case studies by the Clean Air Partnership⁵⁶ and Natural Resources Canada⁵⁷ emphasize that leadership and interdisciplinary partnerships and collaboration can be particularly useful when addressing the complex challenges of climate change. Notably, the City of Brampton has identified in the Environmental Master Plan (2020) expanded education efforts and capacity building, both in-house and community wide, as necessary to build knowledge and support for environmental initiatives and to foster participation and empower people, businesses, and institutions to act against climate change.

The tools and policies available to municipalities are linked to broader social goals of the municipality, such as aging in place, affordable housing, and mobility hub/intensification studies. For example, the Centre for Community Energy Transformation (CEET), a community organization, addresses a need in Brampton to mobilize massive, community-wide efforts focused on creating a sustainable energy future with a mission to lead an inclusive suburban energy transformation. The CEET and its identified role in implementing the Community Energy and Emissions Reduction Plan is one example of a tool that the City can use to ensure priority projects that advance climate change mitigation and/or adaptation are implemented.

The City could also consider the establishment processes to support opportunities for microgrid and district level energy system implementation, such as approvals coordination for third parties and/or the establishment of a utility.

3.3.4 Brampton’s Climate Change Risks and Vulnerabilities

Climate change presents significant risks to the City of Brampton. As a corporation, the municipality’s ability to make decisions to manage vulnerabilities posed to people, jobs, and the ecosystem will become significantly more important as the effects of climate change continue to impact Brampton.

Identifying and recognizing possible risks associated with climate change will better help prepare Brampton in its effort to lessen the impact and adapt to future risks. Figure 6 appears in Our 2040 Energy Transition, the City of Brampton’s Community Energy and Emissions Reduction Plan, and identifies the potential impacts of climate change in Brampton.

⁵⁶ http://www.climateontario.ca/doc/ORAC_Products/CleanAirPartnership/CAP_Municipal_Adaptation_Training_Program.pdf

⁵⁷ <https://www.nrcan.gc.ca/environment/resources/publications/impacts-adaptation/reports/municipalities/10083>

The impacts of climate change will test the resilience of all populations. However, climate change shocks and stressors do not affect all groups in our communities equally. Climate change disproportionately impacts vulnerable and socially and/or economically marginalized populations. Those that have been affected by systemic vulnerabilities and inequalities (including racialized communities, lower income communities, immigrant and refugee communities, people with disabilities and/or older adults) are often at greater risk from the impacts of climate change and have the fewest resources to respond.⁵⁸ Through policy that impacts community design, municipalities can ensure access to safe spaces and resource needs for vulnerable populations.













Changes	Effects	Community Impact
 Increase in average summer temperatures More frequent and longer heat waves	 Heat islands Health issues	Increased costs to cool buildings Increased healthcare costs Increased socioeconomic disparity
 Increase in rainfall More intense storms	 Flooding Erosion	Cost of disaster relief Cost of infrastructure upgrades Decrease in water quality Potential for loss of land Displacement of residents
 More unpredictable seasons	 Disrupted growing season Desertification of agricultural fields Disrupted season-dependent industries	Increased cost of food Increased food insecurity Reduced equity and health Disrupted economy More economic uncertainty
 Increase in winter storm severity	 Snow dumps Cold snaps	Cost of snow removal Higher infrastructure and maintenance costs Less economic activity Increase in social disparity Increase in energy use and associated costs
 Milder winters	 More disease-spreading pests survive More invasive species survive	More human diseases and illnesses Negative economic impact for industries (e.g. agriculture, lumber)
 Increase in average temperatures Changes to local climate	 Displacement and changes to geographic range of wildlife Changes in distribution of resources Changes in how species interact	More suitable habitat for invasive species Species extirpation or extinction Loss of ecosystem services Increase cost of local infrastructure and city services More human-animal interactions More disease outbreaks

Figure 7: What will climate change look like in Brampton? (CEERP)

⁵⁸ https://www.un.org/esa/desa/papers/2017/wp152_2017.pdf

3.3.5 Mitigation and Adaptation

Integrating efforts to mitigate and adapt is the most effective way to manage climate change risks. This approach is an efficient way of making communities more resilient over the long term by building both types of action into strategies, plans and policies.

The following tools identified in Figure 7 are potential options to support the development of a land use planning framework that reduces GHG emissions and responds to actual and/or projected climate change impacts to Brampton's built, natural, and social systems.

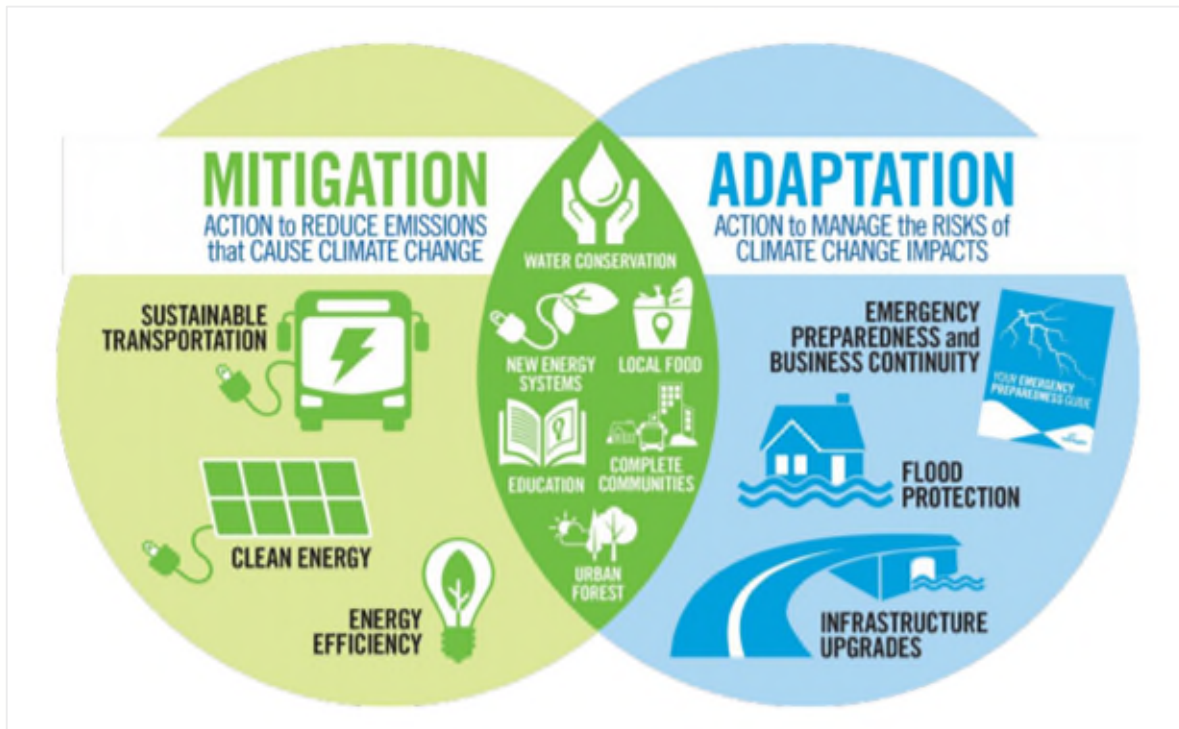


Figure 8: Mitigation and Adaptation Initiatives and Synergies⁵⁹

3.4 Broad Policy Directions

Incorporating sustainability and climate change into the Official Plan will allow the City of Brampton to identify and leverage actions to reduce GHG emissions and to be prepared for climate change impacts. Table 5 provides a summary of policy direction informed by the review of relevant federal, provincial, regional, and local direction that will inform climate change policy for the City's Official Plan update.

⁵⁹ Source: <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=10811>

Table 5: Climate Change Policy Direction Summary

Federal Direction
<ul style="list-style-type: none"> The objectives of the Pan-Canadian Framework provide a lens for implementing climate action in the OP that aligns with anticipated federal and provincial investments in climate change mitigation and adaptation, as well as expectations for the City to lead by example. The OP will consider priorities identified in Clean Canada including energy reductions through municipal and community buildings, reducing waste, supporting active transportation, and electrifying public transit networks. Respond to Canada's Changing Climate Report by recognizing the local impacts of climate change and implement policy that responds to climate change impacts.
Provincial Direction
<ul style="list-style-type: none"> Conform to climate change mandates within the Planning Act and exercise agency granted to the municipality to go beyond minimum standards, where consistent with the Act. Ensure that tools available to the municipality (e.g. zoning by-laws) address climate change through the planning process. Consider requirements established through Bill 68 and embed policies that capitalize powers granted to the municipality through the Municipal Act. Conform with the PPS to ensure that strong, livable and healthy communities promote and enhance human health and social wellbeing, are economically sound, and are resilient to climate change. Support the development of complete communities and ensure that policies identified in the PPS for climate change adaptation and resiliency are developed in OP policy, including an overall culture of conservation. Support the Made-in-Ontario Environment Plan to ensure that municipal planning processes support climate change adaptation and mitigation and include low carbon climate resiliency solutions. Support infrastructure resiliency to climate change, natural asset, and green infrastructure, including through integration with urban design and open space opportunities to support climate change adaptation and mitigation.
Regional Direction
<ul style="list-style-type: none"> Conform with the Region of Peel's Official Plan. Include mitigating and adapting to climate change as part of the overall Regional Resiliency Framework. sustainable development framework. Incorporate specific policies for housing, air quality, transportation, energy, natural and grey infrastructure, and the built form that build corporate and community resilience and are directly correlated with the potential impacts of climate change. Support Region of Peel priorities and include policies that support long-term outcomes, including community and environmental resilience, expanded community net-zero

emissions mobility options, economic sustainability, and a built environment that supports healthy living.

- Support the CCMP and Peel Climate Change Partnership Priorities by including, including overarching policy to build corporate and community resilience to climate change. A framework for climate change planning should be developed and implemented to monitor and report progress over time.
- Enable the integration of climate change priorities into decision making to ensure that co-benefits are captured distributed evenly across the community. Actions should include setting science based corporate and community GHG reduction targets and implement actions to achieve them, identifying and managing risks to infrastructure, protecting and increasing green and natural infrastructure, monitoring and evaluating the Sustainable Community Development Program, integrating climate change into financing planning and strategies, supporting sustainable transportation, and enabling a transition towards diversified, decentralized, and low carbon energy systems.

Municipal Direction

- Drive climate change adaptation and sustainability at the neighbourhood and City-wide level by pursuing and supporting actions identified in the Vision, contributing to sustainability initiatives with elements of social resiliency, such as placemaking, health, and quality of life. The OP will ensure that policy aligns with the 'one-planet living framework' areas.
- Leverage the City's EMP by implementing policies that support actions related to climate change resilience and land use planning. This should include low impact development, implementation of a Climate Adaptation Plan, natural asset considerations, and policies and procedures for lifecycle assessments.
- Implement and support the seven strategic directions and related goals of the CEERP to explicitly promote urban development forms and buildings that support reduced energy consumption and increased use of renewable energy. This may include district energy and low carbon energy systems, as well as near net-zero or net-zero buildings and neighbourhoods. The OP should also include tracking of key metrics and targets to measure progress in implementing the CEERP in the areas of the strategic directions: Green Communities; Transportation Efficiency; Home and Building Efficiency; Local Energy Supply and Distribution; Industrial Efficiency; Green Infrastructure; and Communications, Engagement, and Monitoring. The OP will support community action as a key tool to implement the CEERP.
- Enable the development of new neighbourhood SNAP projects. The OP should build community preparedness and resilience to climate change in all neighbourhoods. The SNAP model may be used as a proven example to build preparedness and resilience through engagement and empowerment and may be used to leverage action more broadly across the City.
- Commit to the continuous improvement of corporate-wide energy performance and emissions reduction and ensure that recommended activities are implemented. This should include energy management policy such as setting energy performance targets, procuring reliable sources of energy, developing sustainable procurement policies, and integrating energy matters in building design and construction to support the City's zero carbon transition.

- To expand on the Corporate Energy and Emissions Management Plan, the OP should direct the City to expand energy and emissions reductions to the fleet by establishing sustainable green fleet procedures, multi-modal transportation system. Broad policy themes include parking, active transportation, transit, electric vehicle infrastructure, transportation demand management, public health, and connectivity.
- Recognize and support active transportation as an important means to help produce a more sustainable transportation system. The OP will incorporate the suggested active transportation supportive policies outlined in the ATMP, including a safe and secure active transportation network accessible year-round and incorporate of active transportation into the land use planning, development, and approvals process.
- Consider sustainable design elements of buildings and recognize the correlation between compact, walkable built forms, environmental protection, climate change mitigation and adaptation, and sustainable building and site design practices.

Conservation Authority Direction

- Support the CVC Climate Change Strategy and its short- and long-term actions, including manage and restore the natural heritage system to increase resiliency, develop and report on performance measures for climate change action, support flood forecasting and real-time flood monitoring, and work with the Peel Climate Change partners to support ongoing strategies, including SNAPs.
- Protect Brampton's natural heritage system for the long-term, including protection for and enhancement of forests and trees, wetlands and valleylands.
- Identify and integrate resilience measures and climate adaptation. This should include policy to identify, maintain, restore, and enhance the diversity and connectivity of natural features for the long-term protection of ecosystems.
- Require stormwater management plans in settlement areas and for major developments and should require the City to assess infrastructure risks and vulnerabilities caused by the impacts of climate change when planning or replacing infrastructure.

3.5 Climate Change Policy Analysis

This section of the discussion paper focuses on analysing the current policy in the Official Plan and the need for updated policy to bring the Brampton Official Plan into conformity with the **Provincial Policy Statement** and Region of Peel Official Plan. These updates will strengthen existing policies, implement City and Regional climate change strategies, recognize emerging planning trends and practices, remove outdated policy references, and incorporate new climate change policy.

3.5.1 Existing/Outdated Policy Statements

The Official Plan has been updated on a regular basis over the last several years in response to provincial policy and regulation, such as the **Growth Plan for the Greater Golden Horseshoe** and the **Places to Grow Act**. Accordingly, the OP does include policies that identify goals, objectives, and actions to mitigate greenhouse gas emissions and to provide for adaptation to a changing climate. A review of these policies is provided in Table 7.

A primary objective of the OP is to foster a culture of conservation to mitigate and adapt to climate change. Policies included within the themes of water and energy conservation, air quality protection, and waste management tie policy direction to climate change strategies. The OP also acknowledges that climate change is an issue that will affect the entire community and the City's corporate operations and risk management, therefore strategies that protect human and environmental health and municipal infrastructure are crucial.

Table 7: High-Level Summary of Climate Change Policies Identified in the OP

Existing Section	Purpose/ Objectives of the Policies
2.1 Physical and Environmental Considerations	It is the objective of the OP to foster a culture of conservation to address water and energy conservation, air quality protection and waste management that will assist to mitigate and adapt to climate change.
2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods	The City will foster a culture of conservation in recognition of climate change as an issue that will affect the entire community and the City's operations and management.
3.1 Sustainable Planning Framework	Protect and enhance environmental and public health, improve the overall quality of life for residents by protecting the natural heritage system through an ecosystems approach, and identify climate change adaptation and mitigation strategies and measures.
4.5 Transportation	Recognizes growing concern with vehicular emissions contributing to GHG emissions and global climate change.
4.6 Natural Heritage and Environmental Management	Public health and safety are fundamentally linked to environmental health, and human activities are being intrinsically linked to climate change. Municipalities can have direct control or influence over many sources of pollution that affect public health and climate change.
4.6.15.2 Culture of Conservation	<p>This section directly ties together themes of sustainable development, complete communities, and climate change impacts. This section states that the City must implement climate change adaptation and mitigation strategies and measures to achieve sustainable development and create a complete community. The subsections identified below highlights policies that exemplify the connection between climate change and the corporate and local community in Brampton.</p> <p>Air Quality</p> <p>This section recognizes the connection between air quality, land use planning, public health, and the long-term sustainability of the ecosystem and the economy. To mitigate against climate change impacts to air quality, this section provides policy direction to develop a</p>

complete community that is characterized by multi-modal transportation systems, increased density, and mixed land uses. Policies include:

- Emphasis on compact City structure.
- Integrated land use planning through an ecosystem approach.
- Coordination with municipal partners on development strategies and guidelines.
- Development applications must be evaluated in accordance with the Ministry of Environment's Provincial guidelines and approval requirements.

Energy

This section recognizes that conventional energy consumption is unsustainable and creates adverse environmental, economic, and social impacts that can be addressed through energy efficiency, energy conservation, and energy management principles of design. Policy directed the City to develop an energy management plan for City-owned and operated facilities, has been complete for the 2019-2024 period.

Water

This section reinforces the City's commitment to protecting, maintaining, and managing the City's water resources, which are intrinsic to creating healthy, complete communities.

Cultural Heritage Resources

This section recognizes that human activity has modified and impacted cultural heritage resources. Accordingly, this section directs the City to adopt a holistic approach to natural and cultural heritage planning to protect and conserve these resources, particularly where intensification is planned.

3.5.2 Policy Statement Gaps

Policies that have been included by other municipalities, and/or are relevant to new legislation/practices and are not included in Brampton's 2006 OP are discussed in further detail in Section 3.6 Climate Change Policy Recommendations of this discussion paper. Generally, best practices support adaptation and mitigation by:

- Providing a rationale as to why and how actions contribute to climate change adaptation and/or mitigation.
- Considering equity by assessing and addressing vulnerabilities of populations and areas at higher risk to climate change related hazards.
- Identifying and strengthening policies that support in furthering other municipal priorities (e.g. improved health, growing a low-carbon economy, etc.).
- Including metrics and targets to ensure commitment, and to track on progress.

- Including a timeline for monitoring and reporting on metrics.
- Referencing other relevant plans and strategies that will support the policy (e.g. Environmental Management Plan, Transportation Master Plan, etc.).
- Including directive language (e.g. 'shall' and 'require' rather than 'may' and 'encourage').

3.5.3 Other OP Policies and Sections relevant to Climate Change

3.5.3.1 Context

Current OP policy recognizes that climate change will affect the entire community and the City's corporate operations and management, and that the City must foster a culture of conservation to address water and energy conservation, air quality protection, natural heritage protection, and waste management. Relevant existing policies include:

- Recognition that Brampton will absorb significant growth forecasted for the GTHA and will need to provide appropriate residential and employment growth within the built boundary and designated Greenfield areas.
- Acknowledgement of environmental features, as well as conservation authorities with jurisdiction over lands in the City of Brampton.
- Statement that the Plan promotes the principles of sustainability and an ecosystem approach to planning, which will require long-term management to achieve a sustainable, healthy ecosystem.
- Objectives to conserve and protect the City's natural heritage system through sustainable development and to foster a culture of conservation that will assist to mitigate and adapt to climate change.

3.5.3.2 Sustainable City Concept

Section 3.1 Sustainable City Concept sets out policies that support transit supportive communities that use resources efficiently and are sensitive to the natural environment to ensure the City grows in a sustainable manner.

Official Plan Amendment 2006-74 (OP2006-74) and Official Plan Amendment 2006-43 (OP2006-43) introduced several policies under section 3.1 Sustainable Planning Framework, which provides a holistic approach to planning that integrates economic, social, environmental, and cultural elements. This includes green building design standards, multi-modal transportation systems, conservation of resources, as well as the preparation of an Environmental Master Plan.

Notable inclusion as per Official Plan Amendment 2006-176 (OP2006-176) is section 3.4 Sustainable Community Development Guidelines, which provides policy support for Brampton's Sustainable Community Program.

3.5.3.3 Central Area

The Central Area section of the OP prioritizes several initiatives that support climate change adaptation and mitigation, including:

- Promotion of active transportation, including walking, cycling, and public transportation, notably the City's bust rapid transit (BRT) routes, which forms part of the City's Transportation and Transit Master Plan.
- Re-examine the open space and pathways system, including developing urban public spaces such as rooftop gardens, that should be combined with stormwater management practices.

3.5.3.4 Residential

The residential policies within the OP's Residential section are in accordance with the City's earlier Strategic Plan Pillar Two "Managing Growth" and Pillar Three "Protecting Our Environment, Enhancing Our Community". For example, the City is directed to consider natural heritage planning principles in the design of residential developments, which includes protection of groundwater and surface waters, and protection, maintenance and restoration of trees and woodlots.

3.5.3.5 Commercial

Policies within section 4.3.1 General Commercial Policies includes direction consider, upon review and approval of development applications, the following factors relating to climate change:

- Protect and enhance the natural heritage features and functions by addressing impacts through site planning and design, and sustainable management.
- Encourage best management practices for commercial development in terms of waste reduction, and water, soil, air, and energy conservation and promote green development and the principles of LEED.
- Consider the use of green infrastructure.

3.5.3.6 Employment lands

OP section 4.4 Employment states that Brampton is home to the third largest number of workers among municipalities in the Greater Golden Horseshoe. There is an opportunity to achieve a strong live-work ratio as a means of enhancing the quality of life of the community and contributing to sustainability. The City also recognizes the need for a green economic development strategy.

- Renewable and district energy solutions

3.5.3.7 Transportation

Section 4.5 of the 2006 OP promotes the development of an integrated local and regional transportation and transit network combined with active transportation, to create walkable communities. The City updated its Transportation Master Plan in 2015 to direct transportation planning moving forward. Policies to promote transportation efficiency are identified in Section 3.6.2.

3.5.3.8 Natural Heritage and Environmental Management

Section 2 of this discussion paper responds to the need for continued protection of natural heritage and water systems in the City as a basis for informing land use planning decisions. Recommendations provided in previous sections should be implemented to mitigate and adapt to climate change.

3.5.3.9 Recreational Open Space

The policies of Section 4.7 of the OP outline the hierarchy of the City's recreational open space, including parklands and the natural heritage system. While the current policies identify the relationship between the City's recreational open space and parks and the natural heritage system, they do not recognize the potential contribution parks and open space can provide to climate change adaptation and mitigation.

3.5.3.10 Infrastructure and Utilities

Policies within the OP's Infrastructure and Utilities section are provided to ensure that the City can provide infrastructure and related services in a coordinated, timely fashion and maintained at a level that is financially sustainable and meets the needs of existing community as well as future growth. This also includes direction to ensure provisions are consistent with the ecosystem planning approach and are environmentally sustainable.

Policies within this section should be updated to reflect the potential impact that climate change will have on existing and future infrastructure. Most existing infrastructure was not designed to withstand future climate conditions and extremes. Stormwater systems, buildings, bridges, roads and pipes, transit infrastructure, and infrastructure that services water supply and wastewater management need to withstand power disruptions, rising temperatures, more frequent and intense rainfall, and higher wind, snow or ice loads.

This section can also recognize that green infrastructure and natural assets have an invaluable role to play in enhancing the quality of life and biodiversity, but also serve as buffers against climate impacts.

Policies to support district and renewable energy at scale making use of right of ways

3.5.3.11 Institutional and Public Uses

Policies within Op section 4.9 Institutional and Public Uses recognizes that services provided within this land use contribute to the creation of complete communities. The forms of "social" or "soft" infrastructure considered under this section contributes directly to the health, social well-being, and the quality of life of the City's residents and must therefore be tied directly to potential services disruptions caused by climate change.

Strategies for providing new social infrastructure and/or improving existing community facilities developed for areas that are inadequately serviced and susceptible to climate change. Understanding of community services and impacts of climate change, including demographic profile of area residents, inventory of existing services, identification of existing capacity and service gaps, identification of local priorities, recommended range of services and co-location opportunities, and identification of funding strategies.

This section should also recognize that these land uses provide excellent opportunities for incorporating green infrastructure and stormwater management best practices. These land uses also provide opportunities for the City to enhance its urban forest.

3.5.3.12 Urban Design

The City's OP recognizes that urban design must achieve and sustain a physical environment that is safe, attractive, efficient, and environmentally responsible. Policy options that can support climate change adaptation and mitigation relative to the sustainable city should support the Sustainable Community Program. Further policy recommendations are provided in subsequent sections.

3.5.3.13 Parkway Belt West

In Brampton, the Parkway Belt West Plan Area (PBWPA), as well as the 407 ETR, is bisected by a number of valleys and watercourse corridors, and contains successional areas and forest cover that contributes to Brampton's natural heritage systems. The PBWPA functions as an east/west ecological linkage across Brampton's southern boundary. The PBWPA is also comprised of a variety of existing land uses, such as industrial, commercial, open space (e.g. active parkland) and agriculture.

The PBWPA designation in the Brampton Official Plan is an opportunity to identify and acknowledge the climate change adaptation and mitigation opportunities the PBWPA provides to Brampton.

3.5.3.14 Implementation

The purpose of section 5.0 Implementation is to indicate the means and methods which will be applied to achieve the objectives and policies of the OP. Implementation of the OP is accomplished through a myriad of tools.

Policy options to support implementation should encourage partnerships with the Region, conservation authorities, and other local municipalities, as well as key stakeholders such as the development community to monitor and implement plans. Further implementation recommendations are provided in the following section.

3.6 Benchmarking and Best Practice

In addition to ensuring the Official Plan is consistent with all applicable federal and provincial policies, plans, legislation, and the Region of Peel Official Plan, there are several existing plans and best practices in other municipal jurisdictions in Canada. Table 6 provides a review of best practices.

Table 6: Best Practice Scan for Climate Change Policy Direction

Municipality	Climate Change Policy Direction	Relevance to City of Brampton
City of Toronto (Official Plan)	The City of Toronto Official Plan is an example of a municipality that goes beyond Planning Act requirements for climate change standards. ⁶⁰ At its core,	While the Brampton OP does recognize that climate change is an issue that will affect the entire community and the

⁶⁰ https://cleanairpartnership.org/cac/wp-content/uploads/2019/03/Bringing-Climate-Change-into-Official-Plans_V3.pdf

the OP recognizes that climate change is one of the biggest challenges facing the planet. Toronto commits itself to addressing this challenge through leadership.

The OP includes recognition of predicted climate change impacts and how these might impact the city. The vision of the OP includes a city with infrastructure and socio-economic systems that are resilient to disruptions and climate change.

Notable policies in Toronto's OP include:

- The public realm will contribute to the city's climate resilience (3.1.1.2 h); and,
- The impacts of changing climate need to be fully considered in new development and redevelopment activities, in stewardship of the natural environment, and in infrastructure planning and watercourse management (3.4);
- To support strong communities, a competitive economy, and a high quality of life, public and private-city building activities and changes to the build environment, including public works, will be environmentally friendly, based on sustaining, restoring, and enhancing the health and integrity of the natural ecosystem, supporting biodiversity in the City and targeting ecological improvements, paying particular attention to the potential impacts of a changing climate on biodiversity and ecosystem health (3.4.1 b viii) and by reducing the risks to life, health, safety, property, and ecosystem health that are associated with flooding, unstable slopes, erosion and contaminated lands and considering the potential impacts of climate change that they may

City's corporate operations and management (2.4.3) the OP could be strengthened to demonstrate that the City is committed to leading action on addressing climate change.

This type of action does appear throughout the OP, but taking a stance similar to the City of Toronto that demonstrates leadership across the corporation (rather than in particular sections of OP policy) can help to leverage the importance of addressing climate change through a systems approach.

Section 4.6.15.2 Culture of Conservation in Brampton's current OP does provide similar direction that appears in Toronto's OP. It is recommended that this appear earlier in the OP as a means to guide all policy.

	increase the risks associated with natural hazards (3.4.1 e).	
City of Toronto (Resilience Strategy)	<p>The community-led vision for a resilient Toronto is channelled through three focus areas, each with their own goals and actions. Notable priority actions directing the City of Toronto include:</p> <ul style="list-style-type: none"> • Enhance the capacity of neighbourhoods to prepare for and recover from shocks through grassroots action and network building (A2.2.1). • Incorporate climate resilience into the City's asset management framework and plans (B2.2.3). • Integrate equity into the City's strategic planning process (C2.2.1). 	<p>The City of Toronto Resilience Strategy is included as a best practice because it specifically addresses climate change and growing urban inequities.</p> <p>Actions identified in Toronto's Resilience Strategy are similar to those reviewed in the policy context of this Discussion Paper. For example, A2.2.1 from the Resilience Strategy is similar to actions identified in Brampton's SNAPs.</p> <p>Policy direction should recognize resilience through neighbourhood scale, community design, and access to facilities and interior/exterior spaces for respite and shelter relative to vulnerable systems and populations.</p>
City of Ottawa	<p>The City of Ottawa's OP is currently being updated to facilitate local action and to prepare the corporate and local community for the impacts of climate change. Current OP policies in relative to climate change include but are not limited to:</p> <ul style="list-style-type: none"> • The City will take measure to adapt to the effects of climate change by: completing a climate change adaptation strategy, considering the potential impact of climate change and adaptation management and sub-watershed plans; ensuring that development avoids potential natural hazards resulting in slope failure; and, reducing the urban heat island effect through landscaping, tree planting, and encouragement of innovative green spaces with 	<p>The City of Brampton has identified the need to develop a climate change adaptation plan in the CEERP and the EMP. Like the City of Ottawa, the City of Brampton should reinforce the need for this plan in OP policy.</p> <p>Further, policies for permeable surfaces and landscaping do appear in the Brampton OP (for example, policy 4.11.8.8.1 regarding parking). Modes of sustainable development that adapt and mitigate against climate change should be applied more broadly to all aspects of community development.</p> <p>The City's OP does encourage innovative, diverse and high-</p>

	<p>permeable surfaces and trees and of green building measures such as the use of green roofs, living walls and light coloured building materials (2.4.1.3).</p> <ul style="list-style-type: none"> • Greenspaces in rural and urban areas provide several co-benefits, including climate moderation. Section 2.4.5 identifies several policies to improve the quantity, quality, and connectivity of greenspaces. 	<p>quality urban design committed to sustainable management practices, and this should continue to remain a focal point to guide new and re-development in the City.</p> <p>Lastly, identifying and leveraging the co-beneficial nature of protecting and enhancing greenspaces with climate change adaptation and mitigation should be included in the OP.</p>
City of Guelph	<p>The City of Guelph's Official Plan provides significant policy direction for energy, green infrastructure, and sustainable buildings.</p> <p>Specifically, section 4.6 Climate Change of the City of Guelph's OP is intended to increase community resiliency to climate change. This section directly acknowledges the negative impacts of climate change on human health and safety, property, the natural and cultural environment, and the economy, and recognizes that climate change requires both mitigation and adaptation strategies. Policies include:</p> <ul style="list-style-type: none"> • The City will establish policies and undertake programs to target reductions in annual greenhouse gas emissions by 60% from 2007 levels to 7 tonnes of carbon dioxide (equivalent) per capita by 2031 (4.6.1); • The City shall work with partners in the community and other levels of government to prepare a comprehensive climate change adaptation strategy (4.6.2); and, • The City will implement and develop standards to reduce climate change impacts on public works and infrastructure, including roads, bridges, water and 	<p>Considering the City of Brampton has advanced energy plans for the community and the corporation, the City of Guelph's OP provides good direction for policies related to energy and climate change.</p> <p>Several policies in the City of Brampton's current OP address the need for best management practices and leadership for energy efficiency and conservation.</p> <p>Policies in the Guelph OP categorized based on corporate leadership (4.7.1), local renewable and alternative energy generation (4.7.2), district energy (4.7.3), and building end-use energy efficiency (4.7.4) can be reflected in the Brampton OP to help create an overarching systems approach to transition the City towards a low carbon future.</p>

	<p>wastewater systems and energy distribution systems (4.6.3).</p> <p>Additional policies in section 4.7 Community Energy respond to climate change, referring to the City's Community Energy Plan and the Official Plan as working together using an integrated systems approach to create an overarching vision and structure that demonstrates low carbon energy opportunities, viable sustainable transportation routes to address many long-term goals of climate change mitigation, including several targets in the CEP for energy conservation and reduction in GHG emissions.</p>	
City of Kingston	<p>Section 2.10 Climate Change Resiliency of the City of Kingston's Official Plan addresses the role of policy in building climate change resiliency. This section is part of a broader response to climate change that includes mitigation and adaptation strategies through policies in Section 2.1, Section 5, and Section 6.2. Policies include:</p> <ul style="list-style-type: none"> • Consider the potential impacts of climate change when assessing the risks associated with natural hazards. • Consider the potential impacts of climate change and extreme weather events when planning for infrastructure, including green infrastructure, and assessing new development. • Support climate-resilient architectural design. • Explore opportunities to achieve climate positive development. 	<p>The City of Brampton's current OP does acknowledge that an important aspect of environmental planning and management is protecting public health and safety through eliminating, minimizing and mitigating the potential risks associated with natural and manmade hazards (4.6.15.5).</p> <p>Policy in Brampton's OP can be strengthened to include similar policy in Kingston's OP that requires the potential impacts of climate change be included in risk assessments. Further to this, design of the built form, infrastructure, communities, and other elements identified in the OP should be designed to withstand future impacts of climate change.</p> <p>Further, the City of Brampton might consider the Climate Positive Development Program as the City of Kingston has identified in their OP. In short, the Climate</p>

		Positive Development Program under C40 Cities supports large-scale urban communities that reduce GHGs and serve as models for cities to grow in environmentally sustainable and economically viable ways.
City of Peterborough	<p>The City of Peterborough OP establishes Natural Areas (Section 3.3) wherein natural ecological processes are allowed to dominate over other types of land uses. This includes woodlands, wetlands, valleylands, watercourses, or fish habitats. A noted objective of this land use is to reduce the risk of damage to property due to flooding.</p> <p>Methods of protection identified in the OP include:</p> <ul style="list-style-type: none"> • Retain or acquire ownership or partial rights to preserve and rehabilitate all or strategically significant portions of identified areas. • Regulate the destruction or removal of trees through permitting. • Prohibit development within boundaries near to Provincially Significant Natural Areas. 	<p>The Cities of Peterborough and Brampton experience similar issues in downtown urban communities with flooding. As a likely impact of climate change in Ontario⁶¹, flooding and efforts to reduce floods and potential damage to municipal and community infrastructure should be included in OP policy.</p> <p>The current OP does acknowledge flooding hazards in section 5.6.15.5.1. Policies to address flooding hazards include restrictions on development and site alterations within floodplains. While Section 5.25 Conservation Authorities of the OP states that Conservation Authorities have been delegated the responsibility for the regulation of floodplains, the City can link policies to reduce flooding with climate change adaptation and mitigation efforts. For example, regulating the destruction of trees and promoting other forms of green infrastructure that reduce flood risks can help to protect valuable community and municipal infrastructure.</p>

⁶¹ <https://www.ontario.ca/document/independent-review-2019-flood-events-ontario/background-and-2019-flooding-ontario#:~:text=Although%20one%20cannot%20unequivocally%20say,inputs%20that%20affect%20changes%20in>

<p>Town of Ajax</p>	<p>The Town of Ajax's OP contains a dedicated section on climate change and other general environmental policies (Section 2.1). This section recognizes that the Town must plan to address climate change mitigation and adaptation strategies in order to enhance its adaptive capacity to moderate potential damages, take advantage of opportunities, and better cope with consequences. Notable policy includes:</p> <ul style="list-style-type: none"> • Policy to implement actions for improved air quality and reduced heat island effect. • Policies to protect, maintain, and enhance the existing tree canopy. • Policies to reduce energy consumption required to support everyday activities through community and site planning, building design, and use of energy-efficient materials, appliances, and landscaping. • Policies to promote agriculture activities within urban areas in order to enhance access to locally grown produce, lower energy consumption, and reduce transportation costs and GHG emissions associated with food production. 	<p>At a minimum, the City of Brampton's OP should implement policies that link the urban heat island effect with air quality and the impacts of a changing climate. At present, the urban heat island effect is only referred to within the context of cultural heritage practices.</p> <p>Additionally, the OP should include targets for urban tree canopies as well as policies that support meeting these targets.</p> <p>The City may consider expanding on policy 4.6.6.11 in the current OP regarding urban agricultural opportunities within the Open Space system and adjacent lands to encourage and support urban agriculture as a means to address several co-benefits, including climate change mitigation and adaptation.</p>
<p>Town of Whitby</p>	<p>In 2020, the Town of Whitby approved the Whitby Green Standard to promote the integration of sustainable site and building design to increase community resiliency and support the reduction in GHG emissions to mitigate effects of climate change by providing a one access point for navigating multiple sustainability policy, plans, and strategies in new development.</p> <p>Green development standards are a critical implementation and policy tool for municipalities to achieve GHG reduction targets, Official Plan goals, and goals in many areas of sustainability. The Whitby</p>	<p>The City's Sustainable Community Development Guidelines are identified in section 3.4 of the current OP. Policies that support, and guide Brampton's Sustainable Community Development Guidelines can be strengthened to tie together the relationship between a sustainable built environment and achieving the City's broader climate-related targets.</p>

	<p>Official Plan has identified the ability to leverage Green Development Standards through OP Policy 3.2.4.6 which states that the checklists will be used “in the development review process to assess the level at which new development and redevelopment achieve the sustainable development standards and other sustainability objectives.</p>	<p>The City might consider establishing specific performance expectations for the Sustainable Community Development Guidelines to ensure that the program is meeting the City's climate change objectives and goals. OP policy might also include updated expectations for what should be included in the program, such as use of renewable energy and/or energy recovery systems, minimum standards for water and/or energy conservation, or use of specific building materials.</p>
<p>City of Vancouver</p>	<p>The City of Vancouver Climate Change Adaptation Strategy addresses how the City can better offer services, build and maintain infrastructure, and design programs and policies that take advantage of, or prepare for the anticipated high risk to climate change impacts. The Strategy focuses on better integration with other city plans and policies by prioritizing earlier identification of overlap and co-benefits. It recognizes that climate change is in a non-equilibrium state that requires adaptive plans and frameworks as additional information and conditions arise.⁶²</p> <p>The purpose and benefit to embedding climate change adaptation as a foundational consideration across plans is to demonstrate governance support to help to institutionalize climate change adaptation.</p>	

Policies that have been included by other municipalities, and are relevant to new legislation/practices and are to be included in Brampton's 2006 OP are discussed in further detail in Section 3.7 Climate Change Policy Recommendations.

⁶² <https://www.iclr.org/wp-content/uploads/2018/04/cca-climate-change-report-2018.pdf>

3.7 Climate Change Policy Analysis and Recommendations

There is a need for new policies and updates to existing policies that address best practices for climate change and sustainability, since climate change considerations should be taken into account when planning for growth and infrastructure.

In addition, climate change policies need to be integrated into other sections of the Official Plan to recognize the important connection between climate change and planning for our communities and municipal decision making.

The following sub-sections provide more detailed discussion and preliminary policy directions.

3.7.1 Green Communities

A green community focuses on improving the quality of life for residents and enabling more sustainable living through the application of environmentally friendly strategies in every way feasible. Green communities incorporate features such as buildings constructed and insulated with recycled and/or biodegradable materials, transit-oriented development, mixed-use design, more housing choice, design that promotes active-living, circular economies, community gardens, and composting. They also provide general attention to using earth-friendly materials, products, and energy efficient appliances. There are several co-benefits that may result from green communities, supporting the 2040 Vision.

Proposed Policy Direction:

The City will develop and recommend new and/or updated policies for inclusion into Brampton Plan around the following areas:

- Implement the Brampton 2040 Vision.
- Champion transit-oriented, mixed-use, complete communities, nurturing local identity.
- Implement Brampton's Community Energy and Emissions Reduction Plan and empower residents in alignment with the One Planet Living Framework.
- Ensure minimum (30%) urban forest tree cover is maintained or established with resilient tree species when planning and developing new communities.
- Require Transportation Demand Management requirements and design for new development.
- Require Integrated Energy Master Plans for greenfield and larger redevelopment sites (Town Centres, Urban Centres, corridors), and other specific types of development (public, institutional, employment, and mixed-use large scale residential).
- Emphasizes the expansion of the SNAP program into existing neighbourhoods to implement green communities.
- Require net zero resilient buildings and communities, including support for renewable energy generation and electric vehicle infrastructure.
- Encourage new development and Secondary Plans to target near net zero community. Update the Sustainable Community Program: New Development to align with the goals and targets of the CEERP.
- Establish the Heritage Heights Secondary Plan as a near net zero community.

3.7.2 Transportation Efficiency

Transportation in Brampton accounts for about 60 percent of community wide GHG emissions and 50 percent of the total dollars spent on energy in the community, reflecting how

Brampton is largely an automobile-dependent community. Increasing transportation efficiency can lead to cost savings for Brampton residents and healthier and more equitable communities. OP policy should enhance efficiency and usage of the existing transportation system and increase the safety and accessibility of alternative modes of transportation.

Proposed Policy Direction

While the current OP policies promote sustainability and best practices, they should be improved by recognizing and providing strong support for the relationship between transportation and climate change impacts.

- Shift automobile dependency to more sustainable modes of transportation including carpooling, public transit, cycling, and walking.
- Consider setting a 50%-50% mode share target by 2041 for sustainable transportation and single auto occupancy trips in alignment with the Region of Peel's targets.
- Clearly describe how the City's transportation system, including transit, active transportation and good movement, can support growth management objectives, decrease congestion and contribute to lowering GHG emissions.
- Reduce the need to travel and facilitate complete communities by co-locating public services that are accessible by active transportation and transportation to support the One Living Planet Framework.
- Develop requirements for electric vehicle charging infrastructure in new and existing developments to support the use of zero or low emission vehicles to reduce GHG emissions to accelerate EV uptake.
- Consider hybrid and electric vehicle fleet purchase requirements for City vehicles, including the transit fleet which already contains some hybrid vehicles.
- Plan for infrastructure to support a sustainable active transportation network and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas and to improve air quality.
- Improve the mix of employment and housing uses to shorten commutes;
- Increasing resilience to anticipated climate hazards through robust, redundant communications and energy systems, and storm and flood-resistant transportation networks.
- Review minimum parking requirements for new developments and consider parking management policies and programs that result in more efficient use of parking resources.
- Recognize and identify the potential impacts of climate change on transportation infrastructure (e.g., extreme heat, flooding events, and ice storms can damage road, transit, and parks infrastructure and lead to service interruptions).

3.7.3 Industrial Efficiency

Brampton's industrial sector consumes 21 percent of total source energy, although it only contributes 13 percent of emissions. While industrial activity is most often regulated and guided by broader global best practices and standards, there is an opportunity for the City to play a role in assisting and supporting industries in exploring and pursuing opportunities to reduce energy use and emissions.

Proposed Policy Direction

- Encourage eco-industrial and innovation district developments through secondary plans and an eco-zoning by-law, which includes carbon neutral objectives.
- Require minimum bicycle parking and EV infrastructure in conjunction with all industrial developments.
- Require parkland dedication as a condition of development.

3.7.4 Local Energy Supply and Distribution

The use of natural gas to heat buildings contributes 38 percent of Brampton's GHG emissions, which underscores the need to identify measures that address the heating, cooling, and hot water needs of buildings. Opportunities are available to incorporate district heating and cooling in major growth and intensification areas, such as the Urban Centres and Town Centres described in the Brampton 2040 Vision.

Using waste heat from large facilities (e.g. manufacturing, industrial facilities, waste facilities) is another opportunity to supply heating and cooling to buildings through waste heat power or combined heat and power district systems.

Proposed Policy Direction:

Policies to support local energy supply and distribution include:

- Make all buildings and manufacturing energy efficient and supply all energy with renewables, in alignment with the One Planet Living Framework.
- Incorporating consideration for renewable energy and locally produced or district energy in design guidelines.
- Conduct feasibility studies, and permit district energy facilities within identified areas, that prioritize renewable and alternative energy systems.
- Require district energy-ready new development in areas identified for district energy and include policy for enabling third party infrastructure in right-of-ways and public space areas.
- Require community energy plans and implementation of the CEERP for new developments.
- Foster stewardship and partnerships with the infrastructure/utility providers to explore alternative energy systems.
- Develop and support energy related policy through new Site Plans and future revisions to existing Site Plans.

3.7.5 Home and Building Efficiency

Homes and buildings are the third-largest emitting sector in both Brampton and Canada, and most existing buildings will still be in operation in 30 years' time. The City of Brampton CEERP sheds light on the significant role buildings play in Brampton's energy use and on the many opportunities available to significantly improve energy efficiency at the community level.

Proposed Policy Direction:

- Encourage a built environment that is focused on low carbon, smart, healthy and efficient buildings built for resilience.
- Establish programming for retrofitting and deep retrofits of existing homes and buildings.
- Collaborate with construction, trades, and the development industry to address building energy efficiency.
- Consider large scale community energy projects, such as home retrofit programs to create a framework where community sectors can collaborate.

3.7.6 Air Quality

The current OP does recognize that climate change is an issue that will affect the entire community and the City's corporate operations and management. Accordingly, the City has committed to foster a culture of conservation to address water and energy conservation, air quality protection and waste management through strengthening and coordinating the City's land use planning, natural heritage and environmental management, and recreational and cultural heritage practices.

There are significant impacts to human health due to poor air quality that may be exacerbated due to climate change.

Proposed Policy Direction:

- Collaborate with the province and/or Region of Peel to establish air quality monitoring stations in Brampton.
- Encourage compact, walkable communities to assist in decreasing GHG and air quality emissions as well as improved public health.
- Support the corporate and community GHG emission reduction targets as established in existing plans to improve air quality and address climate change.
- Promote the protection of water resources and the natural heritage system to improve local air quality and mitigate GHG emissions.
- Improve public health through the promotion of active transportation and improved air quality.

3.7.7 Waste

Waste management has a significant role to play in reducing GHG emissions in several ways, including landfill gas capture, recycling and organic waste diversion. It is important to recognize that the Region of Peel provides waste management services. Waste Management's Roadmap

to a Circular Economy in the Region of Peel identified an organics recovery program for Peel's long-term care facilities and a textile recovery program as key components in achieving the Region's 75 percent waste diversion goal by 2034.

There are policy options that the City of Brampton can leverage to facilitate climate change mitigation, in addition to the current OP recognizing that waste management can assist to mitigate and adapt to climate change.

Proposed Policy Direction

- Support full range of opportunities for the reduction, reuse, recycling, composting, diversion, and final disposal of waste.
- Require lifecycle assessments for City major capital projects and purchases.
- Require lifecycles assessment for the new development to evaluate the embodied carbon and other GHGs emissions associated with building materials.
- Encourage the identification and implementation of energy from waste technologies.
- Support the adaptive reuse of existing building stock and encourage the reuse/recycling of building materials in development processes.
- Consider supporting the Region of Peel energy from waste initiatives, including thermal treatment and other technologies as options for recovering resources from residual waste generated within the City prior to landfill.
- Work with the Region to require that new developments provide infrastructure to facilitate participation in waste diversion programs and convenient source separation of blue box, food and organic waste, and other divertible materials.
- Promote zero waste and zero GHG emissions from waste management by integrating circular economy principles into decision making of residents, including consumers, businesses, and governments in support of the One Planet Living Framework's zero waste objective.

3.7.8 Energy Systems

The CEERP has identified that a major and long-term structural change in energy systems towards low or zero carbon systems is needed to address the climate emergency. This transformation will see changes across several land use themes, including neighbourhood development, transportation of goods and people, the supply and distribution of energy, waste management, and the built form.

A clean energy and urban transition is already underway in the City of Brampton. OP policy can accelerate and support this transition.

Proposed Policy Direction:

- Require renewable energy systems and EV charging stations at City facilities and for City fleet vehicles.
- Provide for an appropriate range and mix of housing types while promoting energy conservation and energy efficient housing in existing and new residential development.

- Promote intensified and compact forms of development with a mix of land uses that efficiently use land, services, infrastructure and densities.
- Support local generation and operation of energy (e.g. solar panels on buildings, micro generators, heat waste power, district energy systems, etc.) close or next to point of use to increase security, resiliency, and flexibility of energy supply.

3.7.9 Building Design and Construction

Buildings and the construction industry will need to adapt to the increasing demands attributed to climate change.

Proposed Policy Direction:

- Recognize that development and redevelopment of new communities provides excellent opportunities for incorporating energy and water conservation, tree planting, green infrastructure, and stormwater management best practices
- Provide for an appropriate range and mix of housing types while promoting energy conservation and energy efficient housing in existing and new residential development.
- Promote intensified and compact forms of development with a mix of land uses that efficiently use land, services, infrastructure and densities.
- Encourage energy efficient housing and sustainable residential building design that is environmentally sensitive and resilient to the impacts of climate change through the Sustainable Community Program: New Development.
- Promote the use of embodied carbon solutions in buildings and infrastructure.

3.7.10 Gray Infrastructure

Infrastructure developments are a key area for adaptation. Typically, infrastructure assets have long life spans in which they are likely to be exposed to future climate conditions. Infrastructure in Canada is vulnerable to climate change due to age and overuse from population growth. At the same time, reinvestment efforts have not been sufficient to maintain infrastructure.⁶³

Proposed Policy Direction:

- Require risk and vulnerability assessments to identify opportunities to enhance infrastructure resilience, and risks posed by climate change impacts.
- Apply a climate lens to all maintenance and new development of transportation, energy and technology systems, and infrastructure.
- Identify areas at risk from climate change impacts such as fire and flooding and restrict development within them. Identify and implement strategies to reduce vulnerability of existing infrastructure in at-risk areas.
- Integrate grey infrastructure into public infrastructure systems to leverage cost efficiency, functionality, and sustainability.

⁶³ https://www.edmonton.ca/city_government/documents/Climate_Resilient_Edmonton.pdf

- To support efficiencies in planning new and expanded infrastructure, identify the full lifecycle cost of infrastructure through asset management planning.

3.7.11 Health and Safety

Protecting the natural environment is seen as a first response to safeguard the services that underpin healthy resilient communities. While the OP includes measure to protect natural heritage, the City's natural assets will face considerable added pressure as the City continues to grow and develop. These pressures will intensify under future climate conditions. Trees are vulnerable to high winds and freezing rain. Shifting temperatures and more variable precipitation affect the composition and range of plants and animals and create opportunities for invasive species and vector-borne diseases to spread. Linkages between natural areas are critical to enable species to adapt to changing conditions.

Provincial and regional policies provide general direction to reduce risks from climate change impacts, and to promote healthy communities, however, there is little direction to consider impacts of climate change on community health and that of vulnerable populations, which should be considered in the OP update.

Proposed Policy Direction:

- Direction to collaborate with Peel Public Health to conduct a study and implement strategies to identify and reduce the impacts from climate change on residents' health and well-being, prioritizing vulnerable populations.
- Support the One Planet Living Framework by encouraging active, social, meaningful lives to promote good health and wellbeing.
- Establish an emergency response plan including facilities for resilience planning.
- Policy direction for Health Assessments for municipal buildings and lands as well as development applications. Require consideration of potential impacts from climate change in health impact assessments.
- Include policy for biodiversity monitoring, disease prevention measures, testing and vaccination programs, air quality initiatives, and other measures to protect community health against mass movement, vector-borne, air-borne, water-borne diseases and insect infestation.

3.7.12 Implementation

The implementation section of the OP should leverage a variety of tools that the City can use to implement policies.

The purpose of an implementation section is to indicate the means and methods which will be applied to achieve the objectives and policies of the OP. Implementation of the OP is accomplished through a myriad of tools.

Policy options to support implementation should encourage partnerships with the Region, conservation authorities, and other local municipalities, as well as key stakeholders such as the development community to monitor and implement plans. Further implementation recommendations are provided in the following section.

- Update the complete submission requirements for development applications to align with the goals and targets of the CEERP, including the submission of Transportation Demand Management studies, Integrated Energy Plans, etc.
- Adopt the City of Brampton ATMP through an integrated active transportation network plan and implementation strategy.
- Monitor and evaluate the Sustainable Community Development Program.
- Develop climate change decision-support tools, including collaborating further with Regional partners to build information and predict likely impacts for Brampton.
- Consider integrating incentives into Community Improvement Plans for landowners to undertake activities that address climate change mitigation and adaptation (e.g. building retrofits for energy efficiency, renewable and district energy, water conservation and efficiency, green roofs, etc.)

4 NEXT STEPS

This Discussion Paper is one of seven Papers that are being completed as part of Phase 4 of the Brampton Plan project. The seven Discussion Papers align with the key focus areas of Brampton Plan and build on the work completed in Phases 1-3 to establish a foundation from which to develop policy directions. The focus areas have been informed by the work completed through the 2040 Vision, policy review and research and through consultation with City staff. The directions and recommendations presented in Section 3 of this paper will be refined through subsequent consultation with the public.

This is a starting point for generating discussion about the protection and enhancement of the natural environment and climate change issues and recommendations that will evolve through the development of the Policy Directions Report that will outline the detailed changes proposed for Brampton Plan.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan Project Website: [Brampton.ca/BramptonPlan](https://brampton.ca/BramptonPlan).

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the [Brampton Plan project website](https://brampton.ca/BramptonPlan) or emailed to opreview@brampton.ca.

















TRANSPORTATION & CONNECTIVITY



EXECUTIVE SUMMARY

The City of Brampton is preparing a new Official Plan to guide growth and development over the next 30 years. The new Official Plan, titled “**Brampton Plan**”, builds on the extensive work completed through the 2040 Vision.

A component of the Brampton Plan project involves studying issues in more detail, as identified through the work on the 2040 Vision, or identified through engagement with Council, stakeholders, and the public. To ensure these issues are appropriately addressed and considered through the development of policy, seven Discussion Papers are being prepared, which generally align with the themes and findings of the Brampton 2040 Vision. These Discussion Papers are noted below and represent a starting point for generating discussion about general policy issues that will be addressed in subsequent phases of the Brampton Plan Project. Brampton Plan comprises five phases, with multiple opportunities for residents to engage with the City and shape the future of Brampton’s growth.

		Arts and Cultural Heritage
		Attainable and Supportive Housing
		Natural Environment, Climate Change & Resiliency
		Implementation of the Growth Management Framework and Official Plan Structure
		Employment and Retail
		Transportation and Connectivity
		Urban Design, Open Spaces and Recreation

Focus Areas of the Official Plan Review

While there are seven distinct Discussion Papers, the themes within each paper often connect with concepts or ideas discussed in another paper. The Discussion Papers are also written through a lens of accessibility, diversity, sustainability and inclusion to ensure the recommendations consider multiple perspectives and raise awareness related to socio-economical issues impacting City of Brampton residents.





This discussion paper introduces bold visions and new ideas for Brampton's transportation network over the next 30 years, to help Brampton meet its growing needs, meet its sustainability objectives, and ultimately provide a network that works for everyone. Four "Key Directions" are introduced, and each contains several policy directions that elaborate further on how the "Key Directions" can be achieved. Underpinning the entirety of this paper are three high-level issues that matter dearly to Bramptonians: sustainability, health, and equity.

1. The first key direction, **Complete Streets**, refers to constructing Brampton's streets in a way that supports the movement of all modes of transportation. This section discusses a prioritized investment in public transit, using new ways to measure the performance of the street network, improving active transportation network connectivity, improving how crossings and accesses are built to arterial streets, and exploring new alternatives to six-lane widening projects.
2. The second key direction, **Vision Zero**, is a focus on enabling everyone to move about safely in Brampton. This section discusses prioritizing safety of vulnerable road users, addressing motor vehicle speed as a major cause of collisions, and thinking more about the movement of large trucks in the city.
3. The third key direction, **Nodes and Corridors**, discusses how transportation and development can be more closely linked to provide people more options for getting around and making walking and transit possible for more trips. This section discusses mixed-use development as a way to bring destinations closer to where people live, identifying certain streets where movement of vehicles is not the primary objective, and using high-quality transit service to allow people to make longer trips.
4. The final key direction, **Emerging Technology**, explores how Brampton can leverage new trends, technologies, and data to improve travel for residents. This section discusses ways to support electrification of cars, buses, and other modes, leveraging innovative technologies like ride-hailing and electric scooters, and finding new sources of "big data" to support better decision-making.

This is a starting point for generating discussion about Transportation bold visions and new ideas for implementation in Brampton Plan. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

The directions and recommendations presented in this discussion paper will be refined through subsequent consultation with the public. Engagement opportunities for a full range of stakeholders to provide input and perspective on these policy issues will be available in the coming months.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan project website: [Brampton.ca/BramptonPlan](https://brampton.ca/BramptonPlan).

Let's Connect!

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1 INTRODUCTION

1.1 Background

The current City of Brampton Official Plan (the Official Plan) was adopted by Council in 2006 and approved by the Ontario Municipal Board in 2008. In October 2013, City staff received direction from the Planning and Development Committee to initiate a scoped review of the Official Plan. However, in 2017, the scoped review was put on hold pending the outcome of the “Brampton 2040 Vision: Living the Mosaic” (the 2040 Vision) process. Commencing in Fall 2017, the 2040 Vision process broadly engaged residents and stakeholders across the community to foster public discussion about the future of Brampton. Following this extensive engagement, the City’s 2040 Vision was endorsed by City Council in June 2018.

The City’s Official Plan Review was subsequently re-launched in Fall 2019 to build on the work completed through the 2040 Vision and to prepare a new Official Plan (hereinafter referred to as ‘Brampton Plan’) to guide growth and development over the next 30 years.

The drivers for undertaking a review of the Official Plan is three-fold:

Driver #1: Provincial Policy Consistency and Conformity

First, the City is required to review its Official Plan in accordance with the requirements of the **Planning Act** to ensure consistency with the **Provincial Policy Statement**, 2020 and to ensure conformity with the **Growth Plan for the Greater Golden Horseshoe**, including Amendment 1 (2020), applicable Provincial Plans, and the Region of Peel Official Plan.

Driver #2: Region of Peel Official Plan Conformity

Second, the Region of Peel initiated the Peel 2041+ Municipal Comprehensive Review (MCR) to bring the Regional Official Plan (ROP) into conformity with the current Growth Plan and guide the Region’s population and employment growth to 2051. Brampton Plan is required to conform to the ROP.

Driver #3: Reflecting the 2040 Vision

Third, the 2040 Vision is intended to re-imagine Brampton to 2040 and proposes a future structure of the community, including areas of growth and intensification that respond to the seven key focus areas of the Vision. The 2040 Vision provides guidance for new Brampton Plan policy and sets overarching objectives for community and stakeholder engagement.

To Learn More

The Regional Official Plan is currently under review! Email [Regional Planning and Growth Management](#) to join their stakeholder list, stay up to date on upcoming meetings, and submit comments.

1.2 What is an Official Plan?

Official Plans are developed under a framework established by the Province of Ontario to ensure that short-and long-term growth is coordinated in a manner that meets local social, economic, built



and natural environment needs and aspirations. Municipal Official Plans must be consistent with the **Provincial Policy Statement, 2020** (PPS, 2020) issued under the **Planning Act**, and must conform to, or not conflict with any applicable Provincial and Regional Plans, including the **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020** including amendment 1 (the Growth Plan), the **Greenbelt Plan**, 2017 and the Region of Peel Official Plan, as they relate to the City of Brampton.

These overarching policy documents provide direction to the City on land use planning matters. Overall, Official Plan policies establish:

- How to promote economic development and develop community improvement initiatives;
- How to protect and conserve cultural heritage resources;
- How to protect and enhance the city's environmentally sensitive areas;
- Where new housing, industry, offices and shops will be located;
- What community infrastructure, such as roads, transportation, utilities, parks, trails and schools will be needed to accommodate growth and develop healthy and sustainable communities; and
- Where, and in what order, different parts of the community will grow.

The development of Brampton Plan offers an opportunity to adopt a contemporary and strategic set of policies that will guide growth and development over the planning horizon and direct physical change and its affects on the social, economic, built, and natural environment of the city.

1.3 Brampton Plan Program

The Brampton Plan process will be completed across five phases. An overview of the project timeline, including the purpose of the different phases is presented in Figure 1 and listed below. Each phase of this project is associated with major deliverables and tailored consultation and engagement tactics.

The Brampton Plan work program includes the following phases:

Phase 1 – Background Review & Community Engagement Strategy

To introduce the project to the community and undertake a review of relevant background information.

Phase 2 – Test the Vision & Development Growth Scenarios

To assess and identify growth scenarios to contribute to the development of population and employment forecasts.

Phase 3 – Policy Analysis and Community Structure

To review existing Official Plan policy and confirm conformity with Provincial policy and plans. An updated community structure is proposed, and community and stakeholder meetings are being held to obtain feedback on the draft community structure.

Phase 4 – Discussion Papers and Policy Recommendations (current phase)

To prepare Discussion Papers to organize City priorities regarding emerging planning issues and report back on community feedback. A Policy Directions Report will also be prepared to assess



new and emerging planning policy and research on directions for the policies and schedules of Brampton Plan.

Phase 5 – Draft Brampton Plan

To undertake the technical writing, reviewing, testing, and implementation of updates to Brampton Plan based on work completed to-date.

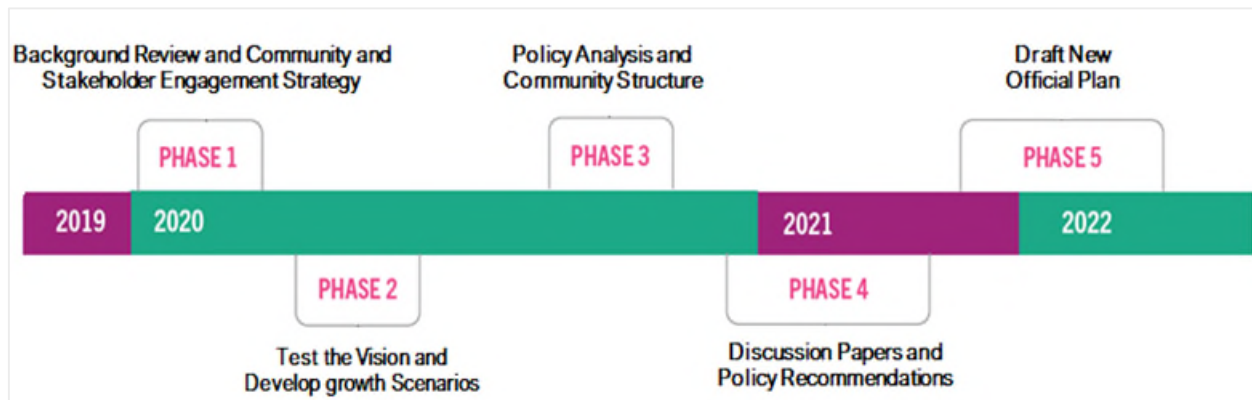


Figure 1: Brampton Plan project timeline

1.4 What is a Discussion Paper?

The current phase of the development of Brampton Plan includes the release of seven topic-based Discussion Papers, which align with the themes and findings of the Brampton 2040 Vision.

The papers are meant to get readers thinking about solutions for solving problems and charting a course for the city's future. The Discussion Papers set the stage for subsequent policy direction.

Some things to consider when reading the papers, include:

- Has the project team accurately captured the issues of importance to the city?
- Given this information, how do you see the city best developing and responding to current and potential future issues over the next 30 years?
- What ideas/solutions come to mind when reading the information?

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the [Brampton Plan project website](#) or emailed to opreview@brampton.ca.



1.5 Purpose of this Discussion Paper

Building on the work completed in 2019 and 2020, seven Discussion Papers are being prepared as the first deliverable of Phase 4 of Brampton Plan work program to guide focused subject matter reviews. Deliverables of the first phases of Brampton Plan process included the following:

- **Document Review and Gaps Analysis**, to understand key gaps and topics that need to be addressed in Brampton Plan;
- **Policy Benchmarking Exercise**, to ensure that recent policy changes at the Provincial and Regional levels have been accounted for and their implications understood.
- **Policy Conformity Matrix**, to identify specific policies in the current Official Plan and determine how they meet the requirements of Provincial and Regional Policy;
- **Preliminary City Structure**, which was presented for community input; and,
- **Secondary Plan Consolidation Strategy**, to understand the role of Secondary Plans in Brampton Plan.

Building upon work completed in earlier phases of Brampton Plan process, Discussion Papers are themed according to seven (7) areas that are identified in Figure 2.

While there are seven specific Discussion Papers, the themes within each paper are not exclusive and often connect with concepts or ideas discussed in another paper. These papers are also written with accessibility, diversity, sustainability and inclusion lenses to ensure the policy recommendations are prepared taking into account multiple perspectives and to raise awareness related to socio-economical issues impacting City of Brampton residents.

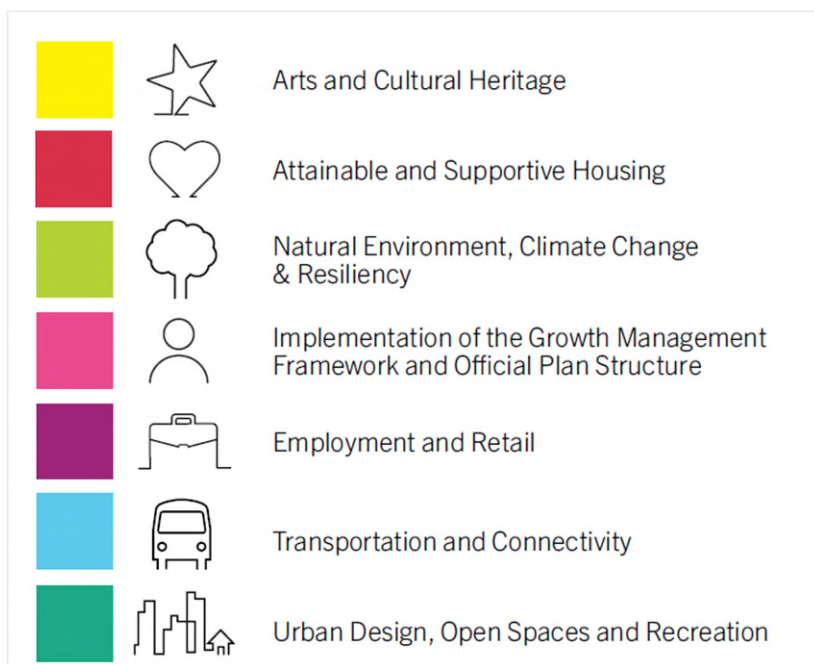


Figure 2: Focus Areas of the Official Plan Review

This discussion paper introduces bold visions and new ideas for Brampton's transportation network over the next 30 years, to help Brampton meet its growing needs, meet its sustainability objectives, and ultimately provide a network that works for everyone. Four "Key Directions" are introduced, and each contains several policy directions that elaborate further on how the "Key Directions" can be achieved. The four Key Directions are shown in Figure 3.

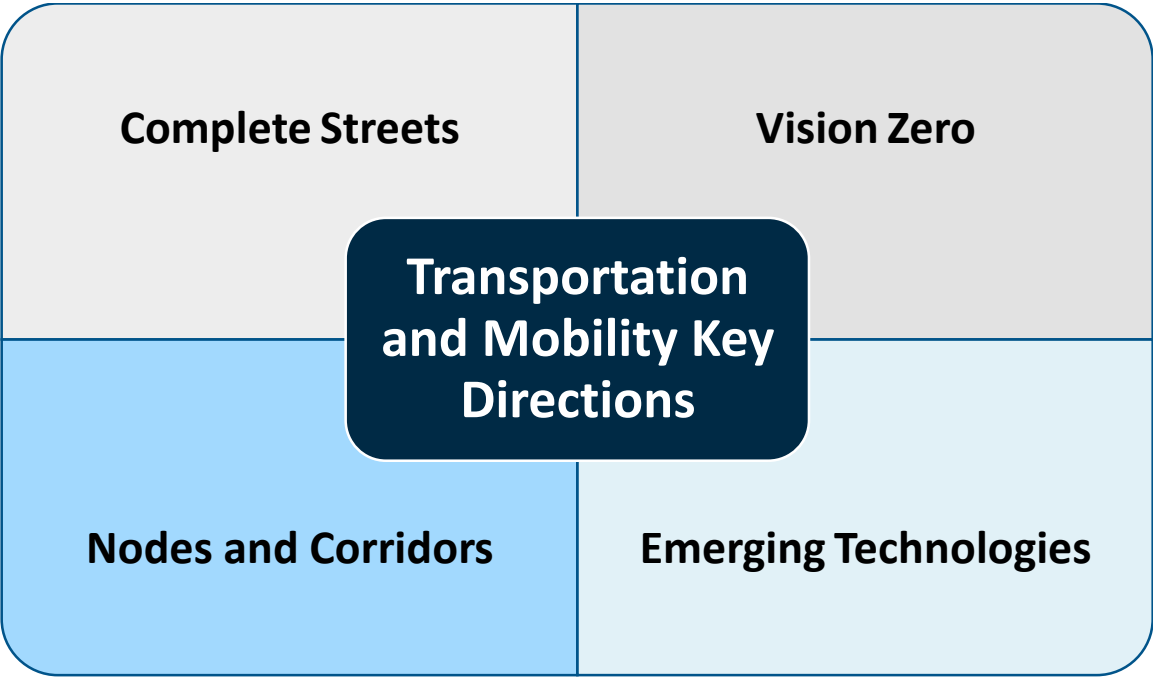


Figure 3: Transportation and Mobility in Brampton – Key Directions



2 POLICY CONTEXT INFLUENCING BRAMPTON OFFICIAL PLAN REVIEW

This review considered relevant provincial, regional, and municipal policy documents as well as guidelines and best practices to describe the City's existing policy framework and provide an analysis and recommendations for policy direction.

2.1 Provincial Legislation

It is important to understand how Provincial transportation policies influence the City Brampton's decision-making around land use planning.

2.1.1 Provincial Policy Statement (2020)

The **Provincial Policy Statement**, most recently updated in 2020, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting planning matters in Ontario must be consistent with the **Provincial Policy Statement**. The latest update directs municipalities to prepare for the impacts of a changing climate. It also continues to encourage transit-supportive development and intensification to improve the mix of employment and housing uses that will shorten commute journeys and decrease transportation congestion. Regional Context.

2.1.2 Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation May 2020) provides direction for long term planning in the Greater Golden Horseshoe, ensuring that growth in this area happens in a way that is beneficial from an economic, environmental and equity standpoint. This Plan favours a greater mix of land uses and higher densities in greenfield and built-up areas to provide residents with more employment opportunities within a shorter commute – making it easier to commute by multiple modes and reducing automobile dependency.

2.2 Regional Context

The Region of Peel establishes policies related to transportation planning. Brampton Plan must conform to the Region's policy framework.

2.2.1 2041 Regional Transportation Plan (2018)

The 2041 Regional Transportation Plan provides long-term direction for transit planning in the Greater Toronto and Hamilton Area. The plan was developed by Metrolinx, a provincial government agency, and establishes an overarching vision for reliable transit service accessible to residents across the region, and for the improvement and delivery of transit infrastructure, such as the light rail transit (LRT) and bus rapid transit (BRT) projects planned respectively for Hurontario (Main Street) and Queen Streets in Brampton.



2.2.2 Let's Move Peel Long Range Transportation Plan (2019)

The Let's Move Peel Long Range Transportation Plan is a five-year plan to facilitate planning and infrastructure in Peel Region and sets out the blueprint to accommodate anticipated levels of growth until 2041. The plan serves as the basis for transportation infrastructure programming and budgeting, as well as the Development Charges Background Study. Key components include sustainable mobility, safe mobility, vehicular mobility, the recommended future transportation network, and guidance for implementation and measurement.

2.2.3 Vision Zero Road Safety Strategic Plan (2018)

Peel's Vision Zero Road Safety Strategic Plan seeks to reduce and ultimately eliminate fatal motor vehicle collisions. It identifies six emphasis areas as priorities for safety improvement including intersections, aggressive driving, distracted driving, impaired driving, pedestrians, and cyclists.

2.2.4 Sustainable Transportation Strategy (2018)

Peel's Sustainable Transportation Strategy outlines the Region's course of action in addressing long-term transportation and growth-related issues. The strategy provides a framework for a more diverse transportation system that accommodates population growth in the Region.

2.2.5 Goods Movement Strategic Plan 2017-2021 (2017)

The Goods Movement Strategic Plan 2017 - 2021 is a five-year blueprint for action for goods movement in Peel Region. It combines initiatives based on current needs and a long-term vision for the goods movement system.

2.3 City of Brampton Context

The City of Brampton is required to implement Provincial and Regional direction through Brampton Plan and land use planning decisions by City Council. It is important to understand how the current Brampton Official Plan addresses transportation and connectivity issues and how the 2040 Vision provides direction to consider in Brampton Plan as summarized below.

2.3.1 Brampton 2040 Vision (2018)

Living the Mosaic: Brampton 2040 Vision is an overarching declaration of the City's vision for its own growth and development over the next quarter-century. The Vision was devised in consultation with a broad range of residents and includes seven aspirational vision statements to build on the overarching promise that the people of Brampton will "live the mosaic". Vision #4 in this document focuses on Transportation and Connectivity, and imagines Brampton as a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit. The Vision includes that the priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement and then shared vehicles and private vehicles.



2.3.2 Official Plan (currently being updated)

The City of Brampton's Official Plan is an overarching policy document that guides land-use decision making over a 30-year period. Brampton's Official Plan is currently being updated, and this discussion paper forms part of that process.

2.3.3 Transportation Master Plan (currently being updated)

Brampton's Transportation Master Plan (TMP) is a long-range umbrella policy document that guides investments into transportation initiatives, services and infrastructure in the City. The plan identifies existing transportation-related challenges in the City and provides strategic solutions to address these problems in response to significant anticipated population growth.

Brampton's TMP is currently being updated in tandem with the Official Plan. The TMP Update will better align it with the transportation strategy outlined in the 2040 Vision and identify a multimodal transportation network that prioritizes sustainable modes and that supports the city structure being identified in the Official Plan Review.

Seven guiding principles have been identified for the update:

1. Enhance mobility and travel options for people and goods
2. Advance multimodal transportation equity
3. Integrate transportation and land use planning
4. Protect public health and safety
5. Improve environmental sustainability
6. Leverage technology
7. Emphasize community engagement and collaboration

2.3.4 Active Transportation Master Plan (2019)

The City's Active Transportation Master Plan provides the network plan, policies and programs to support Brampton's 2040 Vision for safe, integrated transportation choices and new modes, contributions to civic sustainability, and emphasizing walking, cycling, and transit. The Plan aims to diversify the City's modal split to facilitate more use of Active Transportation to support environmental and health-related goals.

2.3.5 Sustainable Community Development Guidelines (2013)

Brampton's Sustainable Community Development Guidelines provide a basis for the City to review development applications with a sustainability lens. The framework for the guidelines is broken down into four themes or layers for sustainable community design: Built Environment, Mobility, Natural Environment and Open Space, Green infrastructure and Building. The two relevant to this transportation discussion paper are outlined below:

- Built Environment: The built environment should be designed in a manner to ensure that development contains the components of a community that directly impact physical activity and improve the overall health of its residents. Recognizing the importance of built environment factors in influencing and shaping travel mode choices is essential to creating a complete, walkable, and transit supportive community.
- Mobility: The indicators of mobility ensure that a variety of transportation options are available to residents. A community should be designed to encourage physical activity, facilitate active



transportation, and support public transit in place of automobile dependence. The most vulnerable population groups including children, elderly, disabled, and low-income individuals, are the most affected by choices available to them for mobility and access to services and amenities. Designing a safe, convenient, and accessible environment for walking and cycling encourages these alternative modes of transportation.

2.3.6 Overview of the Climate Reality and Climate Emergency (2019)

Climate change is expected to be one of the biggest challenges in the 21st century and is considered one of the greatest threats to livelihoods, security, and well-being. Ontario is already experiencing the effects of climate change, such as more severe precipitation, snow, ice, and wind events, greater temperature fluctuations and extremes, changing species migration patterns, and an increase in the presence of vector-borne diseases¹. In the next quarter century, the types of impacts and their severity are expected to increase. These impacts all have economic, social, and environmental costs to municipalities and residents.

In June 2019, The City of Brampton bolstered their commitment to battling climate change when Council unanimously voted to declare a climate emergency, acknowledging that to address this crisis, the City must urgently reduce greenhouse gas (GHG) emissions and prepare for the consequences of a warming planet.

2.3.7 Community Energy and Emissions Reduction Plan (2020)

The City of Brampton's Community Energy and Emissions Reduction Plan (CEERP) provides a roadmap to improve energy efficiency, reduce greenhouse gas emissions, create economic advantage, ensure energy security, and increase Brampton's resilience to climate change. In support of Brampton's 2040 vision, the CEERP sets three goals, based on an assessment of local energy and emission data relative to global best practices. These goals are identified in Figure 4.

In Brampton, the transportation sector accounts for 59% of emissions. The City of Brampton, in collaboration with the Region of Peel, has the ability to align policies and programs to plan, design, and develop green communities and encourage the adoption of low carbon transportation. This would help to achieve the objectives of reducing the average trip length and increasing the number of trips taken by walking, cycling, and transit, which will reduce GHG emissions emitted through transportation.

¹ https://www.brampton.ca/EN/residents/GrowGreen/Documents/CEERP/CEERP_Ch1_TheClimateReality.pdf

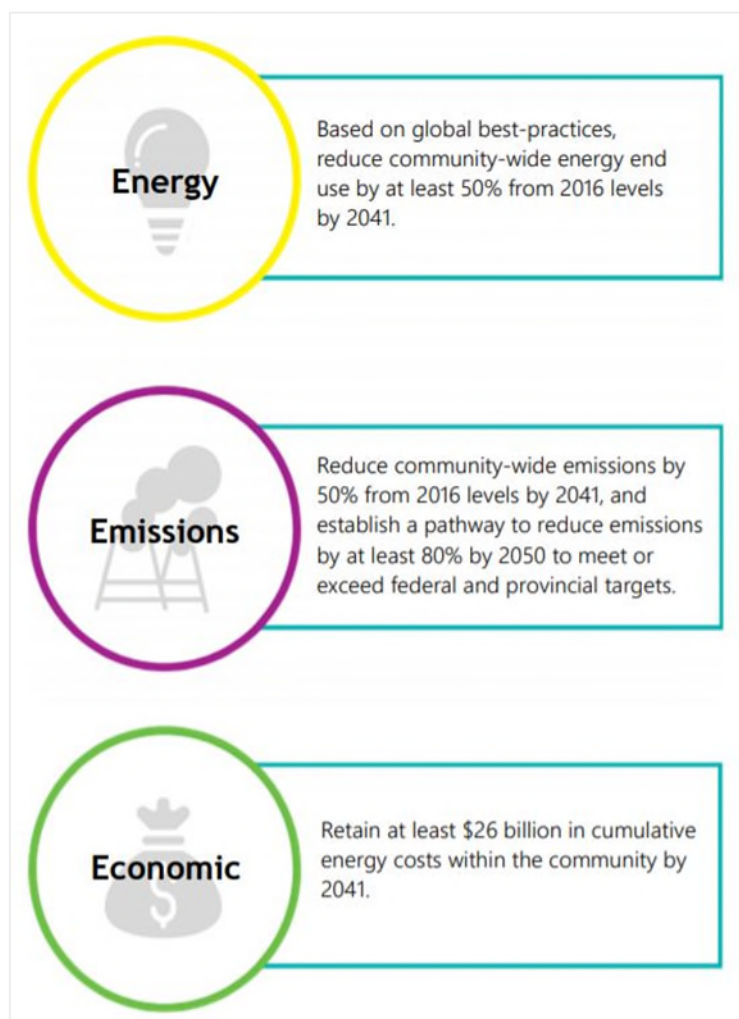


Figure 4: Goals established in Brampton's Community Energy and Emissions Reduction Plan

2.3.8 Age Friendly Brampton (2019)

In June 2019, Council unanimously endorsed its first ever Age-Friendly Strategy and Action Plan that provides a framework to move the City forward in its commitment to be an age-friendly community.

As people age, there is a tendency to drive less and to rely more on alternative modes of transportation such as transit, for-hire rides and, in the future, autonomous vehicles. The availability of accessible transportation options and different fare structures for different demographics aids in the ability of residents to participate in the community and increases access to community and health services.



3 INTRODUCTION TO THE KEY DIRECTIONS

Based on the policy context mentioned above, this discussion paper presents four Key Directions related to Transportation & Connectivity, each with several examples of policies and representative projects that could be established to support them. Underpinning this entire paper, however, are also three high-level issues that matter dearly to Bramptonians:

Sustainability: The transportation sector accounts for 59% of greenhouse gases generated in Brampton, and as a result, needs to be a major part of Brampton's efforts to become more sustainable. If Brampton's transportation network can be built in a way that makes walking, cycling, and taking transit more attractive, people will have the choice to drive less, and will produce less vehicle-related emissions as a result.

Health: Physical activity is a key component of public health, and when people walk, bike, or even take transit, they are incorporating physical activity into their daily lives. Not only that, less driving and the resulting less vehicle emissions can improve air quality in Brampton's neighbourhoods, reducing the chance for people to develop respiratory illnesses.

Equity: Brampton's transportation network needs to work for everyone, regardless of their age, gender, ability, ethnicity, socioeconomic status, or neighbourhood of residence. While driving may be the most common way to get around in Brampton, many people do not have access to, or struggle to have access to, this mode. An equitable approach to improving transportation in Brampton means making non-driving modes accessible to everyone across the city.



4 KEY DIRECTION #1: COMPLETE STREETS

VISION: The street network in Brampton is built to safely and comfortably accommodate people walking, cycling, taking transit, and driving.



Figure 5: A rendering of an example complete street (Credit: WSP)

4.1 Context

Complete Streets (such as the one shown in Figure 5) are those that provide safe conditions for everyone, regardless of how someone is travelling. Dedicated space is provided for people walking and cycling, and priority is considered for transit vehicles, using dedicated lanes, signals, and other means. Complete Streets also include trees and other urban design features to make a street feel like a place, rather than just a conduit for movement. Other supporting elements include lighting, crossings, traffic signals, utilities, and drainage infrastructure.

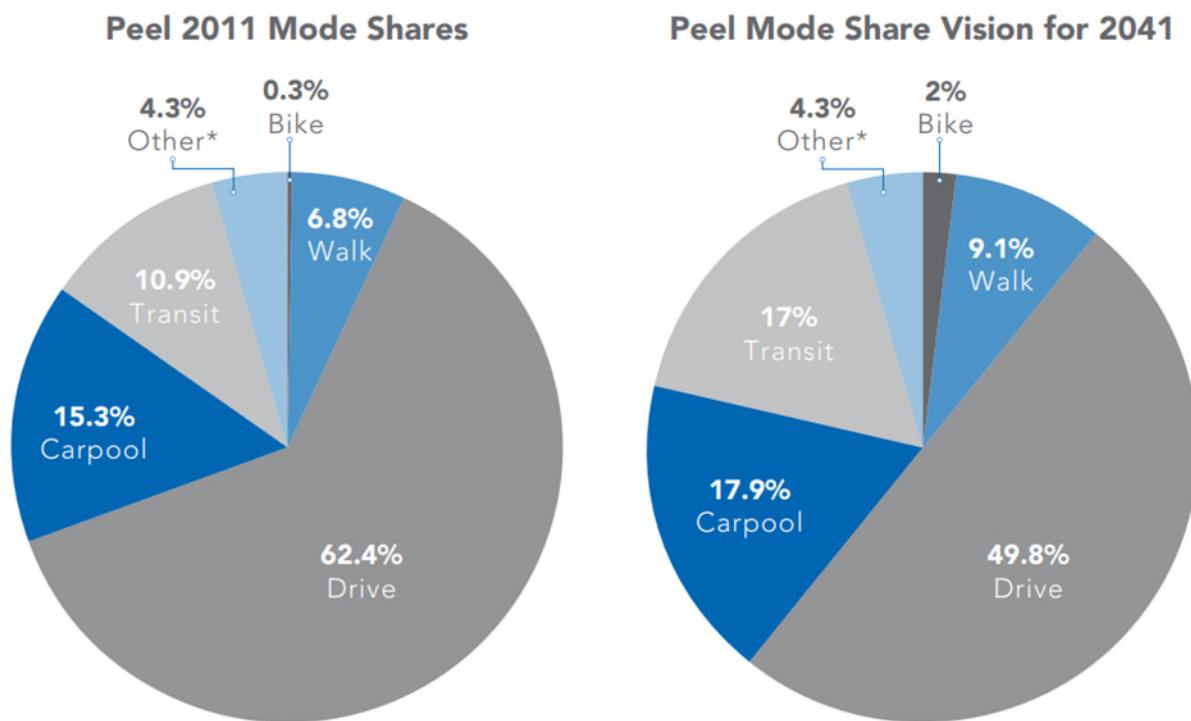
Complete Streets also focus on the context of the street and customize the elements of the street to support it. For example, the design of a shopping street might focus on wider sidewalks and traffic calming elements, while a major thoroughfare would prioritize movement for all users with wider travel areas and more separation of modes and directions (a centre median). Brampton's Transportation Master Plan and Official Plan recommend the implementation of Complete Streets principles, and Brampton is currently developing its own Complete Streets Design Guidelines.

Complete Streets are a vital part of achieving a shift towards more sustainable modes of travel (walking, cycling, and transit). Brampton's Transportation Master Plan calls for a 13% increase in



these travel modes in order to achieve a 50% sustainable travel mode share by 2041. This includes targets of having 20% of PM peak period trips made by transit, 10% made by walking and cycling, and 28% made by carpooling. As a comparison, in 2016 these rates were 4.4%, 2.3%, and 16.7%, respectively.

The benefits of Complete Streets extend far beyond travel mode shift. By enabling a shift to more sustainable modes of travel, Complete Streets also provide an opportunity to reduce Brampton's transportation-related greenhouse gas emissions, which account for 59% of all GHG emissions generated in Brampton. A higher use of active modes by Brampton residents also promotes improved public health and wellbeing.



*"Other" modes include school buses, taxis, and motorcycles.

Figure 6: A comparison of Peel's 2011 mode share and Peel's 2041 vision for mode share, showing the desired growth in trips made by transit, walking, cycling, and carpooling (Credit: Peel Region)

4.2 Policy Directions

Brampton Plan is expected to make a number of significant policy changes to shape the city as it continues to grow and develop. Policy Directions include:

4.2.1 Prioritized investment in transit

Public transportation is essential for efficiently and sustainably moving large numbers of people around Brampton. In fact, a dedicated transit lane (such as the one depicted in Figure 7) can move up to 10 times more people than a standard vehicle lane (NACTO). Transit in Brampton includes the Brampton Transit and Züm networks, GO Bus and GO Train services, the forthcoming



Hurontario LRT, and Via Rail. Brampton Transit, including Züm, is one of the fastest-growing transit networks in Canada, and to continue building on this success, more capital and operating funding is needed to improve service and support interregional transit connections.



Figure 7: A demonstration of the same number of people accommodated on a bus, by bicycle, and in cars. (Credit: Australian Cycling Promotion Fund)

Investments in transit are not limited to major infrastructure projects. Increased operational funding allows transit to become more attractive by running new routes, or more frequent service on existing routes, and implement alternate service delivery models such as On Demand services. Transit can also be prioritized at intersections through investments in Transit Signal Priority (TSP) technology, which is commonly used to speed up buses and streetcars in places like Toronto. Finally, new communities and roadways should be designed to make transit a convenient option for people to get around; for example, the draft Heritage Heights Secondary Plan proposes a fine-grained street network that is more compatible with a grid network of transit routes. New community designs should incorporate passenger amenities such as shelters and benches, and consider transit operational requirements and provision for electric bus on-road charging systems.



Figure 8: A street with centre-median bus-only lanes to allow transit to operate faster and more reliably (Credit: Matt Pinder)

4.2.2 Implement new metrics for measuring street and network performance

Transportation planning traditionally focuses on vehicle level of service and network travel times as the key metrics for deciding where road investments are needed. These metrics prioritize motor vehicles, and the results of prioritizing these modes (wider roadways) often result in worse conditions for people walking, cycling, and taking transit.

Multi-modal level of service (MMLOS) is an emerging tool for measuring the performance of street or intersection for all modes. For example, pedestrian level of service (PLOS) at an intersection is evaluated based on things like time spent waiting to cross, the number of lanes crossed, and whether motorists are allowed to turn at the same time as pedestrians are crossing. Cities including Ottawa and Halifax have adopted this metric to support decision-making on road projects, and Brampton is currently developing its own Multimodal Analysis Framework.



Vehicle kilometres travelled (VKT) is a metric that measures the total distance travelled by all vehicles. A transportation network, and a city as a whole, is more efficient when people do not have to travel as far (or are able to share rides) to get to work, shopping, daycare, school, and other destinations. Reducing VKT requires a change to both land use patterns and the transportation network, which produces different outcomes compared to the traditional focus on minimizing vehicle network delay.

Table 1 provides a comparison of what strategies might be taken to reduce VKT, compared to traditional strategies to reduce vehicle network delay. While vehicle network delay reduction strategies tend to be very motor vehicle centric and encourage more driving, VKT reduction strategies focus on changing development patterns and enabling walking and cycling for shorter trips.

Table 1: Comparison of traditional measures to reduce network delay, compared to reducing VKT

Strategies to Reduce Vehicle Kilometres Travelled	Strategies to Reduce Vehicle Network Delay
Mixed-use development to make trips shorter	Widen roads and intersections
More frequent intersections and crossing opportunities	More space between intersections
Increase the number of access points to major streets, including pedestrian “shortcuts” through developments	Reduce driveways and access points along major streets
Provide direct routes for walking and cycling	Increase vehicle travel speeds

4.2.3 Improve active transportation network connectivity

Many of Brampton’s neighbourhood street networks, especially in residential communities, are circuitous and tend to have limited connections to major streets. While this network design helps to reduce “cut-through” car traffic on local streets, it also limits people’s ability to walk or cycle to destinations. A convenience store or grocery store or a transit stop that is less than 400 metres away viewed on a map could require over a kilometre of walking to get there.

Walking and cycling are most attractive when they are as direct as possible. Brampton should leverage all opportunities to build or retrofit communities with more direct active transportation connections. When a new development is proposed, for example, the site plan could include one or more pedestrian “shortcuts” – small strips of land between buildings with a sidewalk or pathway connection – to provide direct walking routes while maintaining less direct routes for cars. When a larger development like a new subdivision or mall occurs, Brampton should ensure that a fine-grained street network is provided for people walking and cycling. Through City and developer initiated Secondary Plan and Block Plan updates, more attention could be placed on exploring options for longer term network upgrades and increased mobility choices.



4.2.4 Implement a human-focused approach to access management

Access management refers to how private properties (driveways) and intersecting streets are connected to larger roadways. A road with a high degree of access management has elements like centre medians to prevent left turns from driveways and side streets, and intersections spaced every 400 metres or more. Where intersections are provided, they tend to be much larger because a greater number of turning vehicles need to be accommodated.

This form of roadway design prioritizes the fast movement of cars over longer distances, while ignoring the connectivity needs of people on foot. The walkability of a street is improved when crossings (like the one shown in Figure 9) are spaced every 100-200 metres (TAC). When crossings are spaced further apart, people walking may commonly have to “double back” to reach a destination on the other side of the street, which may encourage crossing mid-block where no signal is provided. This can lead to unsafe “jaywalking” and can result in motorists striking crossing pedestrians at midblock locations.

Especially in areas of mixed-use development and near higher-order transit (see **Nodes and Corridors** section of this document), Brampton should introduce more pedestrian-friendly principles of access management to improve walkability of these areas. Brampton should also work closely with the Region to develop standards for access management that are more suited for urban areas, since Peel Region operates many of the major streets through mixed-use areas.



Figure 9: Midblock crossings like this one improve the number of crossing points to make streets more walkable
(Credit: Matt Pinder)



4.2.5 Investigate alternative design options to six-lane road widenings

There is mounting evidence that road widening projects do not improve congestion in the long term. Instead, they encourage more people to drive and the extra road space from the widening eventually “fills up”, leading to increased travel by car and increased greenhouse gas emissions. Road widenings also come at the expense of other modes: crossing distances are increased for pedestrians and less space is available for cycling facilities and landscaping. Brampton should explore other ways to increase the person-throughput of a street rather than focusing on vehicle capacity, such as adding dedicated transit lanes or transit priority measures, enhanced walking and cycling facilities, and exploring ways to increase the efficiency of signals with intelligent transportation systems (ITS). An example of a multimodal-oriented street reconstruction is shown in Figure 10.

As part of Brampton’s Transportation Master Plan update, work is currently underway to develop an interim strategy for dealing with near-term planned six-lane road widenings.



Figure 10: Clarke Avenue in Vaughan reconstructed as a Complete Street, with fully-accessible pedestrian and bicycle crossings, multi-use pathways, cycle tracks, and a transit “queue jump” lane (Credit: WSP)



5 KEY DIRECTION #2: VISION ZERO

VISION: Brampton's street network is designed, built, and operated in a way that minimizes risk of injury and death for all road users.



Figure 11: A new street constructed with a number of traffic calming features to improve safety (Credit: WSP)

5.1 Context

The year 2020 was Peel Region's deadliest year on record for traffic fatalities. These fatalities are tragic and affect everyone, but disproportionately affect more vulnerable road users. In total, 43 deaths were recorded on Peel streets, including 15 pedestrians, four cyclists, and four motorcyclists².

Vision Zero is a belief that all serious injuries and deaths on our streets are preventable, and a Vision Zero strategy focuses on eliminating these serious injuries and deaths, while providing safe,

² <https://www.mississauga.com/news-story/10309320-2020-was-peel-s-deadliest-year-for-traffic-fatalities-police-say/>



healthy, and equitable mobility for all road users. Compared to a conventional approach to road safety, Vision Zero focuses on system-wide changes to the way streets are designed and operated, to prevent the most serious collisions. Committing to Vision Zero requires strong collaboration between many different stakeholder groups, collection and analysis of collision data, managing vehicle speeds to levels that are safe, and establishing goals, funding and timelines for achieving progress.

Vision Zero strategies have been adopted by various governments at all levels across Canada, including Manitoba, British Columbia, Halifax, Kingston, London, and many more. The Ontario Traffic Council is currently developing its own Vision Zero guidance document to be used across Ontario.

Both Peel Region and Brampton have adopted the Vision Zero framework, which serves as the basis for Peel's Vision Zero Road Safety Strategic Plan. The plan aims to reduce fatal and injury collisions in Peel by 10% from 2018 to 2022. Vision Zero has also been incorporated into Peel's Sustainable Transportation Strategy as part of an overarching effort to make roads safer for vulnerable users. The Strategy identifies innovative engineering, education and enforcement as viable strategies to improve safety in priority areas.

5.2 Policy Directions

Brampton Plan is expected to make a number of significant policy changes to shape the city as it continues to grow and develop. Policy Directions include:

5.2.1 Prioritize vulnerable road users

The most proactive approach to road safety involves considering safety during design and construction, rather than waiting for collisions to happen and retrofitting changes later. Serious injuries and deaths from traffic crashes are not evenly felt among the population; people in equity-seeking communities, racialized persons, and people walking and cycling are injured at higher rates, making walking and cycling improvements a key issue for achieving equity.

Brampton should make road safety for all users, especially vulnerable road users, a key consideration for every street design. Frameworks like the multimodal level of service (MMLOS, see Section 4.2.2) are an example of quantifying how various design decisions impact different roadway users, so that when trade-off decisions are required, it is easier to compare options. For example, smaller corners at intersections encourage slower vehicle turning speeds, reducing the chance of a pedestrian being struck or injured at a crosswalk. "Protected intersections" are another emerging design focused on pedestrian and cyclist safety, an example of which is shown in Figure 12. Traffic signal timing can also be reflected to better serve pedestrians, such as by providing longer walk times for people with reduced physical ability, or shorter overall cycle lengths to reduce waiting times.

The benefits of prioritizing walking and cycling extend far beyond just safety – higher rates of walking and cycling coincide with a healthier population, reduced emissions, and improved social well-being.



Figure 12: A “protected intersection” in Ottawa that prioritizes safety for all users (Credit: Matt Pinder)

5.2.2 Revisit the role of speed in creating a safe, equitable, and livable city

While travelling faster offers people a way to get where they are going more quickly, there are many consequences of high-speed roadways. When collisions happen at higher speeds, people involved are more likely to be seriously injured or killed. Faster speeds create more noise pollution and reduce the “place” quality of a street. As an example, conventional, auto-centric street design would suggest that when streets are designed for speeds faster than 50 km/h, large “clear zones” are needed at the sides of the roadway. This requirement reduces the space available for landscaping and other amenities that help to mitigate the impacts of excessive vehicle speeds and that contribute to the quality of place at the street edge.

An example of a downtown main street in Ottawa recently reconstructed to encourage slower speeds is shown in Figure 13. Especially along collector and local roadways, where vehicle movement is not the top priority, Brampton should revisit its design criteria and expectations for vehicle speeds. Montreal, Ottawa, Edmonton, and Calgary are among the Canadian cities pursuing lower speed limits on local and collector roadways to achieve improved safety. Along arterial roadways, Brampton should identify key corridors and zones where lower speeds are desired to



improve the function of the street for other road users, such as in retail, mixed-use, and school zones.



Figure 13: Ottawa's Elgin Street was recently reconstructed to a design speed of 30 km/h to improve safety for vulnerable road users (Credit: Matt Pinder)

5.2.3 Re-examine the role and impacts of freight and large trucks

While large trucks and other freight vehicles are vital for Brampton's economy and the movement of goods, designing for these vehicles often runs counter to the needs of vulnerable road users. Large trucks need wider lanes and corners, which can lead drivers of smaller vehicles to travel faster. Trucks also have many more "blind spots" that put pedestrians and cyclists at risk. Brampton should focus on accommodating these vehicles only where they need to go, and plan more compact street designs in contexts where truck traffic is expected to be lower.



Figure 14: Large trucks are important for goods movement but pose a significant danger to vulnerable road users
(Credit: Matt Pinder)



6 KEY DIRECTION #3: NODES AND CORRIDORS

VISION: New development in Brampton is focused around key areas (nodes) and streets (corridors) that are supported by quality transit service, where residents can meet all their needs with the choice to not use a car.



Figure 15: Rendering of a potential boulevard design for Heritage Heights in Brampton (Credit: City of Brampton)

6.1 Context

For the past several decades, communities have been planned based on the separation of land uses: areas are designated exclusively for residential or commercial, but not a combination of the two (see Figure 16 for an example). In turn, this has increased distances between where people live and where they travel daily, creating more dependency on cars and roads for people to meet their basic needs and further contributing to emissions.

Mixed-use development (such as the example from the Heritage Heights proposal in Figure 15) seeks to integrate areas where people live with a range of activities, employment, and services. Within these developments, people can meet many of their needs on foot, while travelling to and from these areas on high-quality transit service. Development **nodes** are multi-use areas focused around a major hub like a GO or an LRT station, while **corridors** are those focused around a frequent on-street transit service like Züm. Together, nodes and corridors present a new way of thinking about how people live, work, and get around, that allows people to rely less on motor vehicles.



Brampton's current Official Plan supports this approach by discussing the introduction of grid-based transit services to provide direct and effective access within the city and strengthen corridors, and the promotion of intensification and transit-supportive development around major transit corridors and nodes. Brampton's Transportation Master Plan also discusses the integration of high-quality pedestrian and cyclist facilities as part of major transit nodes.

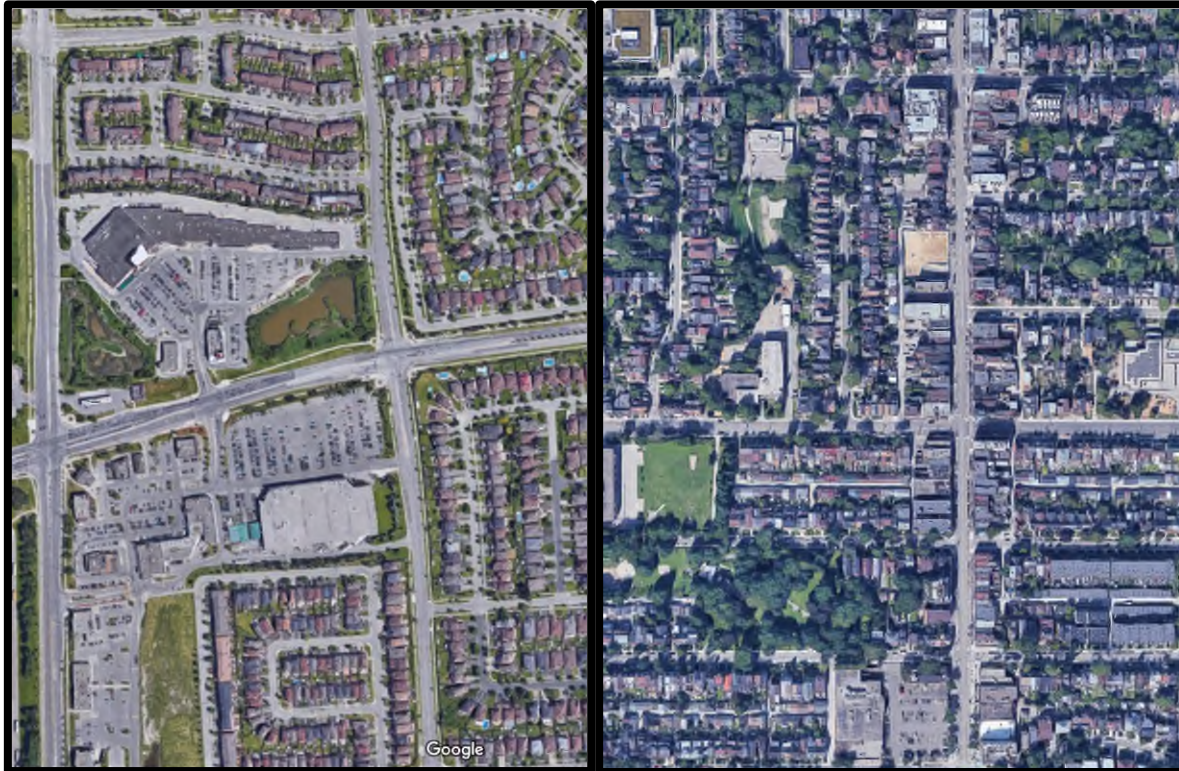


Figure 16: LEFT: A community where land uses are separated. Retail and residential land uses are not mixed. RIGHT: a mixed-use community, where retail, residences, and other uses are continuous

6.2 Policy Directions

Brampton Plan is expected to make a number of significant policy changes to shape the city as it continues to grow and develop. Policy Directions include:

6.2.1 Focus on making trips shorter by bringing people and activities closer together

When people live closer to destinations like malls, doctor's offices, restaurants, schools, and other destinations, it makes shorter trips possible. When trips are shorter, more sustainable transportation such as walking, cycling, and transit become much more convenient options, leading to a decrease in GHG emissions. A recent research paper from March 2020 found that people who



live in mixed-use centres that are connected by quality transit (an example of which is shown in Figure 17) travel less distance overall and are more likely to walk for their trips³.

Achieving this shift requires a coordinated effort between Brampton's land use and transportation plans. Nodes and corridors that are designated for mixed-use need to be supported by pedestrian-friendly street designs with frequent crossings and a fine-grained network, as well as a commitment to provide frequent, rapid transit service to the area.



Figure 17: A transit station integrated with a university campus, with a multi-use pathway providing access between buildings (Credit: Matt Pinder)

6.2.2 Identify key corridors where access is more important than throughput

All streets are required to strike a balance between **throughput** (getting people *through* the area) and **access** (getting people *to and from* local destinations). The traditional vehicle-oriented approach to streets assumes that as they get busier, they should increasingly prioritize throughput over access (such as with more travel lanes and larger intersections); however, this is not always

³ Keunhyun Park, Reid Ewing, Sadegh Sabouri, Dong-ah Choi, Shima Hamidi & Guang Tian (2020) Guidelines for a Polycentric Region to Reduce Vehicle Use and Increase Walking and Transit Use, Journal of the American Planning Association, 86:2, 236-249, DOI: 10.1080/01944363.2019.1692690



the case: a street could be busy with pedestrians and vehicles because it serves an important destination purpose.

Brampton should consider a framework to help distinguish between access and throughput-oriented streets. Along designated nodes and corridors, Brampton should shift the balance more towards providing access over throughput, such as by slowing down vehicles and orienting buildings closer to the street. A roadway can transition between a movement-oriented design and an access-oriented design as it travels through a node or corridor.

6.2.3 Focus on transit service as the primary mechanism to move people

Mixed-use development (such as the example shown in Figure 18) relies on placing origins and destinations closer together, leaving less space for automobile-oriented transportation amenities like wide roads and large parking lots. In these areas, public transit can move more people more efficiently, and thus in nodes and corridors the movement of transit should be prioritized above driving. Higher-order transit like BRT and LRT and GO provide the faster connections needed over long-distances between these centres.

Brampton's nodes and corridors require careful coordination with the existing and planned transit network. Rather than building mixed-use areas and waiting for transit demand to increase before improving service, Brampton should make more funding available to provide quality transit service from the onset of node and corridor developments. Furthermore, investments in transit can be used as a strategy to stimulate new development along high-potential corridors.

Along existing high-frequency transit routes, strategies like Transit Signal Priority (TSP) should be considered to help buses navigate intersections more quickly, enabling them to better maintain their schedules and increasing their competitiveness with private vehicle travel.



Figure 18: In dense, mixed-use areas, transit is the most efficient way to move people over longer distances (Credit: Matt Pinder)



7 KEY DIRECTION #4: EMERGING TECHNOLOGY

VISION: Brampton leverages emerging technologies to enhance and advance its broader mobility goals and move the city in a more sustainable and equitable direction



Figure 19: A self-driving shuttle bus on a test track in Michigan (Credit: WSP Client Photography)

7.1 Context

The transportation landscape is increasingly influenced by changing technology. The rise of services like Google Maps and Waze have provided users with better data for avoiding traffic congestion and have also created new datasets that cities can use to improve their planning. Companies like Uber and Lyft have shown how technology can connect people to drivers and vehicles seamlessly. Electric vehicles offer a new pathway to achieving vehicle emissions reduction mandates and sustainability goals. Finally, autonomous vehicles may offer the greatest change of all, but with a future that is still uncertain.

Emerging transportation technologies offer significant opportunity for Brampton to achieve its broader goals, but without proactive policies, new technology may have the opposite effect. Autonomous vehicles will allow us to move in new ways without the need to own a vehicle, but



could create more congestion and use more energy as vehicles travel empty across the city to find cheap parking or pick up other riders. Electric vehicles may significantly reduce emissions, but they do nothing to reduce traffic. Smaller technologies like scooters provide people with a new option but can conflict with other users if a safe space for operating them is not provided.

Peel's Sustainable Transportation Strategy supports this key direction by identifying the exploration of new technologies and business models to support carpooling and ridesharing as a key theme for action. The strategy also looks to avert the negative impact of autonomous vehicles and other forms of "new mobility", while capitalizing on the opportunity they present to promote sustainable modes of travel such as carpooling, ridesharing and micro transit.

7.2 Policy Directions

Brampton Plan is expected to make a number of significant policy changes to shape the city as it continues to grow and develop. Policy Directions include:

7.2.1 Support the transition to electrified transportation networks

Electrification offers benefits for all modes, at all levels, and a tremendous opportunity to reduce transportation-related emissions, which account for 59% of all emissions generated in Brampton. The electrification of the GO Train network will allow trains to run faster and more frequently. Electric cars and buses are quieter and cleaner. Electric bicycles allow riders to travel further with less effort, making large hills an easy feat to overcome.

Brampton has recently made strides on this direction, having recently launched a first-of-its-kind electric bus demonstration and integration trial.

Brampton should pursue further options to encourage this shift, which could include:

- Incorporating electric buses into the Brampton Transit fleet on a broader scale, and support the incorporation of electric bus charging infrastructure into developments
- Purchasing electric vehicles and electric cargo bicycles for use in the Brampton's corporate fleet
- Offering purchase incentives for e-bikes and electric cargo bicycles
- Exploring opportunities to provide priority parking spots for low and zero emission vehicles
- Provide incentives to encourage new buildings to be constructed with EV-supportive infrastructure



Figure 20: A new fully electric bus in the TTC's fleet (Credit: Matt Pinder)

7.2.2 Explore innovative technologies to enhance mobility

Many new technologies and modes of travel have emerged, resulting in an “ecosystem” of different vehicle types, and a wide array of new demands on the transportation system. No longer is the distinction between pedestrian and vehicle space so clear: electric scooters and e-bikes have different operating speeds and space requirements, creating potential for conflicts with other users.

Brampton should keep on top of emerging modes and trends and focus on how the positive aspects can be supported, while protecting against the negative aspects. Examples that could be considered include:

- Determining effective regulation for electric scooters and e-bikes, and working with stakeholders to determine what infrastructure is needed to accommodate them
- Considering the infrastructure needs of increased ride-hailing and eventually autonomous vehicles, such as the need for more “pick-up/drop-off” zones and potentially less demand for parking
- Creating priority parking spaces for carshare or electric vehicles
- Partnering with or procuring micromobility initiatives like bike share



Figure 21: Electric bicycles provide opportunities for more people to cycle and tend to be used for longer trips (Credit: Gazelle Bikes)

7.2.3 Explore new sources of data that can inform decision-making and help optimize the transportation system

The prevalence of smartphones and other connected devices and vehicles have led to massive amounts of data collection on how people move, and many companies have started assembling this data in secure ways that respects people's privacy. Some of these datasets are available for free (for example, the Strava Global Heatmap that shows where the app's users are cycling), while others are available for purchase (such as Streetlight, which uses cellphone data to predict traffic volumes).

In recent years, the City of Toronto's Big Data Team has emerged as a municipal leader in the use of data to improve efficiency and create new possibilities. Toronto's robust use of data has also allowed it to create more "open data" available to the public, allowing for more innovation from non-government organizations and private sector companies. Brampton is already using big data to help make decisions; Brampton's GEOHUB tool provides access to open data as well as unique tools and dashboards relating to City operations.

Brampton should explore the potential of more new forms of data for optimizing its planning, data collection, and decision-making processes. For example, intelligent transportation systems (ITS) rely on large amounts of data collection, and they use these data to better optimize traffic signals and other elements of streets. Brampton can also find new ways to provide more useful transportation information directly to travellers, through tools and apps.



Figure 22: Apps like Waze use and collect data to make transportation more efficient for people (Credit: Intelligent Transport)



8 NEXT STEPS

This Discussion Paper is one of seven Papers that are being completed as part of Phase 4 of the Brampton Plan project. The seven Discussion Papers align with the key focus areas of Brampton Plan and build on the work completed in Phases 1-3 to establish a foundation from which to develop policy directions. The focus areas have been informed by the work completed through the 2040 Vision, policy review and research and through consultation with city staff. The directions and recommendations presented in Section 3 of this paper will be refined through subsequent consultation with the public.

This is a starting point for generating discussion about Transportation and Mobility related issues and recommendations. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan Project Website: [Brampton.ca/BramptonPlan](https://brampton.ca/BramptonPlan).

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the [Brampton Plan project website](https://brampton.ca/BramptonPlan) or emailed to opreview@brampton.ca.

Date: 2020-06-07

Subject: **OZS-2020-0011**
Application to Amend the Official Plan and Zoning By-law
(To permit a residential development with 669 dwelling units)
**Great Gulf Homes (c/o Scottish Heather Developments Inc,
Brampton G&H Holdings Inc, Brampton G&H Holdings II Inc.**
West side of Mississauga Road, between Embleton Road and
Lionhead Golf Club Road
Ward: 6

Contact: Rob Nykyforchyn, Development Planner, Planning, Building &
Economic Development Department (rob.nykyforchyn@brampton.ca
or 905-874-2065)

David VanderBerg, Manager, Planning, Building, and Economic
Development Department (David.Vanderberg@brampton.ca or 905-
874-2325)

Report Number: Planning, Bld & Ec Dev-2021-669

Recommendations:

1. **THAT** the report titled: **RECOMMENDATION REPORT**, Application to Amend the Official Plan and Zoning By-Law, **Great Gulf Homes – c/o Scottish Heather Developments Inc and Brampton G&H Holdings Inc, Brampton G&H Holdings II Inc.**, west side of Mississauga Road between Embleton Road and Lionhead Golf Club Road, Ward 6 (File: OZS-2020-0011), dated June 7, 2021 to the Planning and Development Committee Meeting of June 21, 2021, be received;
2. **THAT** the application to amend the Official Plan and Zoning By-law submitted by Great Gulf Homes – c/o Scottish Heather Developments Inc, Brampton G&H Holdings Inc, Brampton G&H Holdings II Inc., Ward: 6, File: OZS-2020-0011, as revised, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan for the reasons set out in this report.
3. **THAT** the amendments to the Official Plan including the Bram West Secondary Plan generally in accordance with the by-law attached as Appendix 12 of this report be adopted;
4. **THAT** the amendments to the Zoning By-law generally in accordance with the by-law attached as Appendix 13 of this report be adopted;

5. **THAT** staff be directed to work with the applicant to ensure that amendments are made to the Purchase and Sale Agreement and the Detailed Community Information Maps to illustrate the revised housing and lotting changes, and,
6. **THAT** no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- This reports recommends approval of an application to amend the Official Plan and Zoning By-law to permit a residential development with a total of 669 dwelling units consisting of single-detached, semi-detached and townhouse dwellings.
- The applicant's initial submission had also included an apartment block with 420 dwelling units; but which is now removed in response to concerns raised at the public meeting.
- The property is designated "Residential" in the Official Plan, and "Executive Residential," "Low/Medium Residential," and "Neighbourhood Park" in the Bram West Secondary Plan (Area 40-3). The proposed Official Plan amendment (Appendix 12) seeks to amend the Official plan and the Bram West Secondary Plan (Chapter 40-4) to redesignate the subject lands to replace the "Executive Residential" designation in the Secondary Plan with a "Low/Medium Density Residential" designation to change the permitted housing types on these lands.
- The property is zoned Open Space (ie. a park) along with several residential zone categories (R1E-10.4-2427, R1E-11.6-2429, R1F-11.4-2430, R1E-15-2431, R1E-18-2432, R1E-21-2433). These zoning categories were established through two previous applications (City Files: C04W05.004 and C04W05.005) that permitted a total of 448 single detached dwellings. An amendment to the Zoning By-law (Appendix 13) is required to allow for the change in housing types, the reduction of lot widths, and the slight increase in size to the park block.
- The proposed Official Plan and Zoning By-law amendments represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the general intent of the City of Brampton Official Plan. The Provincial, Regional and Municipal policies and objectives emphasize compact and efficient growth. The revised plan is more in line with those objectives than the previous plan for 448 single detached dwellings.

A statutory Public Meeting for this application was held on December 7, 2020. Members of the public attended the statutory Public Meeting and

three members of the public spoke to the application. Over 100 written submissions were received. Details of the Public Meeting and the written submissions are included in Appendix 10 of this report.

- **The proposal is consistent with the “2018-2022 Term of Council Direction: A Compass for our Community” and supports the “A City of Opportunities” theme. The proposal is consistent with the direction of building complete sustainable communities to accommodate growth for people and jobs.**

Background:

The applicant submitted this application on June 22, 2020. Staff has reviewed this application for completeness and has found the application to be complete in accordance with the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on November 5, 2020.

Current Situation:

Proposal (Refer to Appendix 1):

An application to amend the Official Plan and Zoning By-law has been filed in support of the proposed development.

Details of the proposal are:

- A total of 669 dwelling units, including:
 - 383 single detached dwellings on 10.4 metre (34.1 feet) and 11.6 metre (38.0 feet) wide lots;
 - 136 semi-detached dwellings on 14.6 metre (47.9 feet) wide lots;
 - 150 townhouse dwellings on 6.1 metre (20.0 feet) wide lots; and,
- A 0.87 hectare (2.1 acres) park.

The subject lands are within two previously draft approved plans of subdivision (north plan files: C05W04.005/21T-06024B and south plan files: C05W05.004/21T-04008B). Those subdivisions included 448 single detached dwellings. The current application proposes to amend those subdivisions to permit the new proposed development. Please see Appendix 1 for a comparison of the previously approved and the proposed revised plan.

The proposed Official Plan Amendment to facilitate the requested land use changes would replace the existing "Executive Residential" designation in the Bram West Secondary Plan with a "Low/Medium Density Residential" designation.

This application also proposes to increase the size of the original park from 0.70 to 0.87 hectares. In addition, the applicant is proposing to create a dual zone category (i.e. both Open Space and Residential) for a small parcel of land located just east of Rock Bluff Trail and Desert Dune Crescent intersection, so that it can be developed in the

future with the abutting property to the east (i.e. 8654 Mississauga Road) for either single detached or townhouse type dwellings.

Changes Made to the Application Since the Public Meeting

The original application submission proposed to redesignate the "Service Commercial" lands, located at the north-west corner of Mississauga Road and Lionhead Golf Club Road, to a "Medium/High Density Residential" designation to accommodate four apartment buildings having heights of 6 storeys and totaling 420 units.

As a result of concerns raised by the neighbouring residents at both the virtual informal public meeting and at the statutory public meeting, the applicant has removed this proposed change from their application. The applicant has formally amended their application to delete the request for the apartment development and any future request will necessitate a new development application and public consultation process.

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

The lands have the following characteristics:

- Have a site area of approximately 32.0 hectares (79.1 acres);
- Are located on the west side of Mississauga Road between Embleton Road and Lionhead Golf Club Road;
- Contains three single detached dwellings on lots municipally known as 49, 62 and 78 on Cliffside Drive.

The surrounding land uses are described as follows:

North:	Open space lands containing Embleton Pond, and lands proposed for future residential development.
East:	Existing residential and commercial lands, along with open space lands.
South:	City Community Park / future recreation centre, and lands owned by the Peel District School Board for a future elementary school.
West:	The future extension of Rivermont Road and beyond which are residential lands under construction.

Application to Amend the Official Plan and Zoning By-law

The applicant has filed an application to amend the Official Plan and Zoning By-law for the purpose of deleting the "Residential: Upscale Executive" land use permissions and replacing them with "Residential: Low/Medium Density" permissions. This will involve amendments to the Official Plan and Bram West Secondary Plan land use schedules,

The applicant has also requested to amend the Zoning By-law to implement new zoning categories to allow a variety of smaller lot sizes for single detached, semi-detached and townhouse dwellings. In addition, a small block along the east property limit, which is to be redeveloped in conjunction with the abutting lands to the east, is dual zoned to either remain as Open Space or be developed for single detached dwellings or townhouse dwellings.

Summary of Recommendations:

This report recommends that Council adopt the Official Plan Amendment and enact the Zoning By-law Amendment as attached in Appendices 12 and 13, respectively. The proposal and implementing documents represents good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

To ensure that future prospective purchasers are aware of the new housing and lotting changes being proposed, it is recommended that the applicant amend their Purchase and Sale Agreements and their Detailed Community Information maps immediately after the land use approvals have been granted.

Planning Analysis Summary:

The proposal conforms to the goals and objectives of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan which promote the efficient use of land and support development of healthy, complete communities. Provincial policy encourages sustainable land use patterns by minimizing land consumption and servicing costs, and by integrating active and public transportation choices.

The application proposes to increase the number of units to 669 from the previously approved 448 units through eliminating executive residential lots and adding new housing types. These changes reduce land consumption and improve active and public transportation options. If this application is approved, the applicant will then need to submit applications to amend the two draft approved plans of subdivision to reflect the lotting changes. The proposed development will continue to support complete communities by providing increased housing options consistent with the existing housing stock in the area, with access to recreational and open space opportunities. The proposed development would rely on the existing water and sanitary/storm services in the area.

The subject lands are located close to Mississauga Road, which is identified as a Brampton Rapid Transit (BRT) Corridor on Schedule C, Transit Network in the Official Plan. The increased density would contribute to a more pedestrian and transit friendly development that would better achieve the planning objectives for the transit corridor. The proposed development is not expected to have negative impacts on any of the environmental or natural heritage features or their functions.

The proposed development would conform to the Official Plan and maintain the general principles of the "Low / Medium Residential" in the area Secondary Plan designation by providing a mix of single detached, semi-detached, and townhouse dwellings that is similar to that which already exists in the surrounding neighbourhood.

The Provincial, Regional and Municipal policies and objectives emphasize compact and efficient growth. The revised plan is more in line with those objectives than the previous plan. The intent of the existing Executive Residential designation is to encourage executive and upscale housing adjacent to natural heritage systems, with appropriate vistas and visual and physical access to environmental lands. The key characteristics of the Executive Housing designation are not achieved on the lands proposed for re-designation. The lands are flat tableland that are a significant distance from the Credit River without clear views or physical access into the valley lands. They have no other characteristics that would make them an attractive location for executive housing. However, their location near a major employment area and transportation corridor, existing commercial uses and existing and planned public transit make them appropriate for higher density residential uses than envisioned in the past. See Appendix 9 for a Detailed Planning Analysis.

Matters of Provincial Interest:

Planning Act:

The proposed development has regard for the matters of Provincial interest as set out in Section 2. It specifically has regard for the provincial interests as it proposes the orderly development of a safe and healthy community that is compatible with the existing development in the area, adds to the City's stock of housing, increases pedestrian/transit friendliness and protects the natural environment.

Provincial Policy Statement (2020):

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with the policy statements issued under the Act." The proposed development is consistent with the Provincial Policy Statement as it proposes a healthy, livable and safe community that accommodates low density residential uses, and respects the environment, public health and safety. It proposes a more compact form of development than previously approved for this site. It is located within a settlement area, and is based on a density and mix of land uses that more efficiently uses land and the existing municipal infrastructure/public service facilities, better supports active transportation, and is more transit-friendly.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019):

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

The subject lands are located within the 'Designated Greenfield Area' as per the 2019 Growth Plan. In accordance with the Growth Plan policies for this area, the changes to the proposed development have been planned, designated, and designed in a manner so as to better achieve complete communities, support active transportation, and

support transit services. The proposed development supports the achievement of a complete community by providing a street network that supports active transportation.

As per Growth Plan policy, the 'Designated Greenfield Area' in the Region of Peel is to be planned to achieve, within the horizon of the Growth Plan, a minimum density target that is not less than 50 residents and jobs combined per hectare for the entire 'Designated Greenfield Area' in Brampton. The previously approved development on the subject lands came out to a combined total of 40.9 people and jobs per hectare, and this was sufficient to help achieve the overall block plan average of 50 persons and jobs per hectare. The proposed development will now achieve a combined people and jobs per hectare calculation of 46.4 and this higher density on the subject lands will help to increase the overall block plan density even further.

Region of Peel Official Plan:

The subject lands are located within the "Urban System" designation in the Region of Peel Official Plan. In accordance with the Region of Peel Official Plan policies relating to the 'Urban System' and the 'Designated Greenfield Area', the proposed development envisages the achievement of a compact form of land use that supports walking, is transit friendly, and efficiently uses the resources of land, services, infrastructure and public transit. The application conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan:

The subject lands are designated 'Residential' and 'Open Space' on Schedule A – General Land Use Designations of the Official Plan, and 'Communities' and 'Designated Greenfield Area' on Schedule 1 City Concept of the Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Schedule A1 of the City's Official Plan identifies eight locations for Upscale Executive Housing Areas across the City. The Detailed Planning Analysis in Appendix 9, explains that the removal of the Upscale Executive Housing from the Bram West Secondary Plan has been made up in the Vales of Castlemore North Secondary Plan.

The City of Brampton's Official Plan policies state that residential growth should promote and facilitate compact, complete greenfield neighbourhoods and, in doing so, aid in achieving the City's minimum density target. The increased number of units proposed will utilize planned roads and infrastructure more efficiently by increasing the density on the lands and will bring the plans to conformity with the most recent planning policies. The proposed development conforms to the 'Residential' designation of the Official Plan.

Bram West Secondary Plan (SP Area 40-D):

The subject lands are designated "Residential: Executive Housing", "Residential: Low/Medium Density", "Neighbourhood Park" and "Open Space" in the Bram West Secondary Plan (Area 40-D). The proposed development will now be comprised of single detached, semi-detached, and townhouse dwellings.

The removal of the “Residential: Executive” designation from the subject lands is supportable from a land use planning perspective, given that:

- the proposed new plan better aligns with the provincial policies related to creating communities and efficient use of resources;
- unique environmental features / amenities are not negatively impacted by this development proposal;
- the existing and planned road, servicing, parks, and institutional facilities can accommodate the additional density increase.

This is explained in greater detail within Appendix 9 (Detailed Planning Analysis) of this report. Subject to the land use changes being implemented, the proposed development would conform to the Official Plan and provincial policies, and maintain the general principles of the “Low / Medium Residential” in the area Secondary Plan designation.

The proposed land use and design changes are consistent with the provincial policies and objectives, and also support the growth management goals of the Region and Municipality. The proposed use conforms to the ‘Residential: Low / Medium Density’ policies of the Secondary Plan.

Riverview Heights Community Block Plan 40-3:

The property is located within the approved Riverview Heights Community Block Plan (Area 40-3) for Sub Area 40-D. The Block Plan shows residential development to take place on the subject lands primarily in accordance with the road pattern that was approved for the area, which is being maintained. The exception is the road and lotting pattern along the east limit which has been changed so as to provide a road connection to the abutting property to the east (i.e. Terrace on the Green, @ 8654 Mississauga Road). This road connection will allow the abutting lands to the east to be redeveloped for “Residential: Low/Medium Density” purposes in conjunction with the internal road network thus allowing the existing Mississauga Road driveway access to be closed, thereby improving traffic safety and efficiency. The proposed development conforms to the general intent of the Block Plan.

Zoning By-law 270-2004:

The property is currently zoned Open Space (ie. a park) along with several residential zone categories (R1E-10.4-2427, R1E-11.6-2429, R1F-11.4-2430, R1E-15-2431, R1E-18-2432, R1E-21-2433). These zoning categories were established through two previous applications (City Files: C04W05.004 and C04W05.005) that permitted a total of 448 single detached dwellings. An amendment to the Zoning By-law (Appendix 13) is required to allow for the change in housing types, the reduction of lot widths, and the slight increase in size to the park block.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent and vision of the Official Plan policy and will facilitate the development of the subject property with low density, transit supportive, and pedestrian friendly land uses.

Community Engagement:

The application was circulated to City Departments, external commenting agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies are included as Appendix 10 – Results of Public Meeting and Correspondence Received, and Appendix 11 – Results of Application Circulation. Notice signs were placed on the subject lands to advise members of the public that the application to amend Zoning By-law was filed with the City.

Feedback on the application was received early in the process in the way of a form email (contained in Appendix 10, Results of Public Meeting and Correspondence Received) that was sent from 53 of the neighbouring residents to Planning staff. This correspondence generally noted that they did not support the proposal, and more specifically did not agree with:

- (1) the replacement of the “Executive Residential” housing designation with that of “Low/Medium Density Residential”, and,
- (2) the introduction of a “Medium/High Density Residential” block to accommodate four, six storey apartment buildings totaling 420 apartment dwelling units.

As a result of this feedback from the community, the applicant facilitated a virtual public open house on November 19, 2020 in an attempt to respond to the various comments and concerns of the area residents. At this virtual consultation meeting, there were approximately 170 people who joined. The applicant has summarized the various concerns along with the number of residents who raised them. The concerns included matters related to the increased density, traffic congestion, impact on and timing for community centres, schools and parks, and increased criminal activity. This information is attached as part of Appendix 14.

A second form letter was submitted by 57 of the area residents. The following summarizes the concerns contained within this correspondence.

- Recent purchasers feel they were not properly informed of proposed changes;
- Longer term residents purchased based on existing land use permissions;
- Concern about need to share existing resources (park, schools, community centre) with others;
- Increased congestion on roads, sidewalks, and parking lots;
- Increased noise and crime; and,
- Request by existing residents for the City to expedite Community Centre / Park.

The statutory public meeting for this application was held on December 7, 2020. Three delegates provided submissions at the meeting on behalf of the area residents with regard to the proposed development. Comments from the three delegates echoed the comments that had been previously received and noted above. Please see the Results of the Public Meeting at Appendix 10, which provides a response to the issues noted above.

As a result of the feedback from the area residents, the applicant chose to amend their application to delete the request for the residential apartment buildings, and filed revised drawings and reports in support of these changes.

A copy of all departmental/agency comments is attached as Appendix 11 to this report. This report along with the complete application requirements, including studies have 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.

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities:

The proposed development is consistent with the "A City of Opportunities" theme. It supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies these priorities by:

- Directing growth to an area that is within proximity to existing amenities and transportation infrastructure; and,
- Providing opportunity for efficient growth.

Living the Mosaic – 2040 Vision

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

Conclusion:

The proposal provides an opportunity to develop the subject land with single detached, semi-detached and townhouse dwellings integrated into the surrounding neighbourhood. It represents an appropriate use of the land by providing low/medium density form of housing that fits within the context of the surrounding neighbourhood. The proposed built form is compatible with adjacent developments and nearby land uses and the scale and massing would not impact the established physical character of the area.

The proposed development is consistent with the Provincial Policy Statement (2020), conforms to the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan, and the City's Official Plan. Staff is satisfied that the application represents good planning, and recommends approval of the application and that Council adapt the implementing by-laws to amend the Official Plan and Zoning By-law.

Respectfully submitted:

Robert W. Nykyforchyn, MCIP, RPP
Development Planner,
Development Services

Approved by:

Allan Parsons, MCIP, RPP
Director,
Development Services

Submitted by:

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

David Barrick
Chief Administrative Officer
City of Brampton

Attachments:

Appendix 1 – Application Comparison

Appendix 2 – Location Map

Appendix 3 – Official Plan Designations

Appendix 4 – Secondary Plan Designations

Appendix 5 – Zoning Designations

Appendix 6 – Aerial & Existing Land Use

Appendix 7 – Heritage Resources

Appendix 8 – Block Plan Designations

Appendix 9 – Detailed Planning Analysis

Appendix 10- Results of the Public Meeting

Appendix 11- Results of Circulation

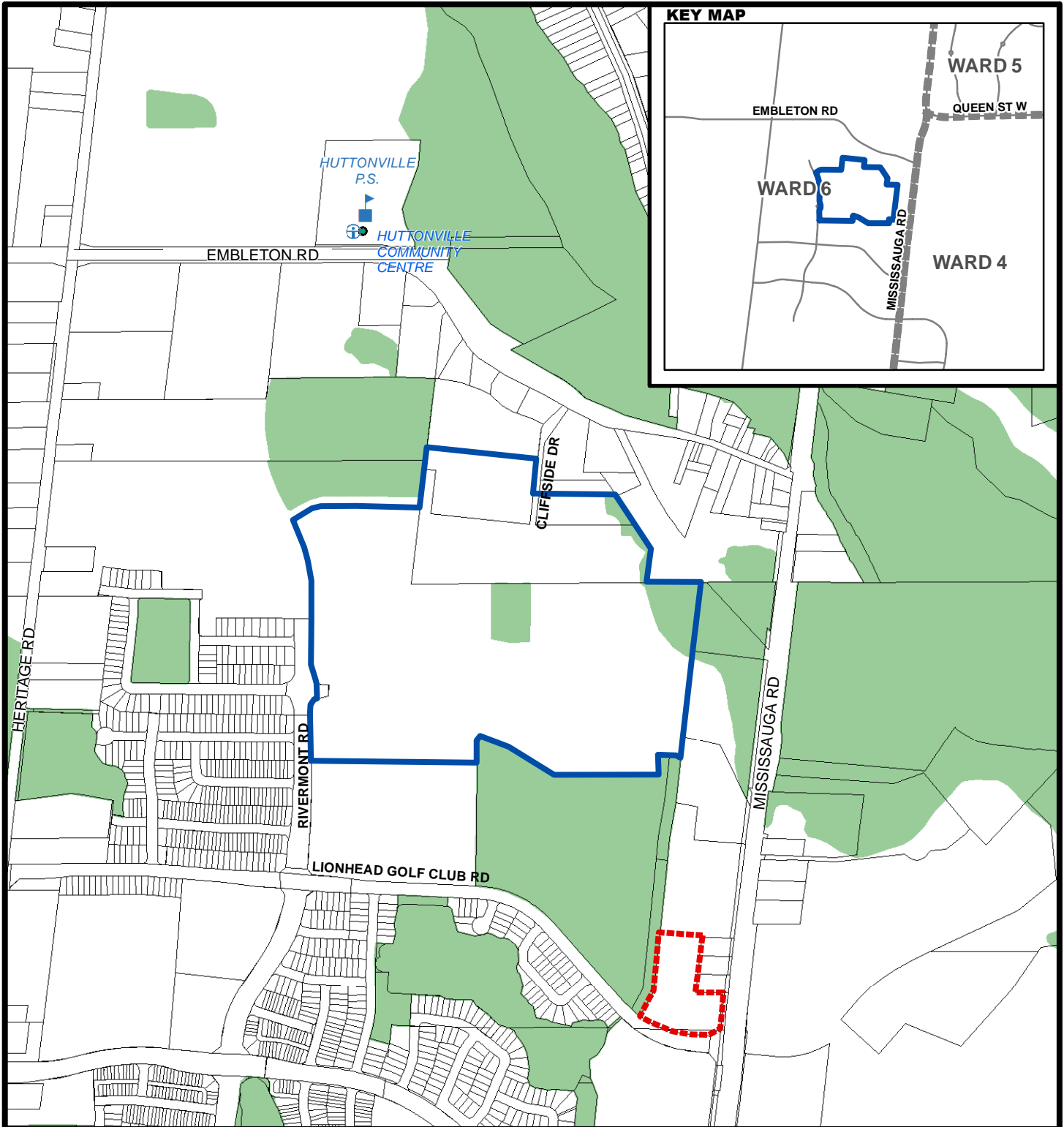
Appendix 12- Draft Official Plan Amendment

Appendix 13- Draft Zoning By-law Amendment

Appendix 14- Results of Virtual Public Info Meeting (November 19, 2020) as prepared
by the applicant

[illegible]

The map displays the Village of Hudsonville with various land parcels and blocks. The 'SUBJECT LANDS' are highlighted in red, including Block 951 Open Space (1.34 ha), Block 957 Public Secondary School (6.47 ha), Block 956 Open Space (3.87 ha), Block 959 Community Park (10.18 ha), Block 958 Open Space (4.74 ha), Block 953 Stormwater Management Pond (4.81 ha), and Block 950 Park (0.36 ha). The 'LANDS REMOVED FROM THIS APPLICATION' are highlighted in orange, including Block 952 and Block 954. The map also shows 'EXISTING RESIDENTIAL' areas and 'EXISTING COMMERCIAL' areas. A blue arrow points to the 'SUBJECT LANDS'.

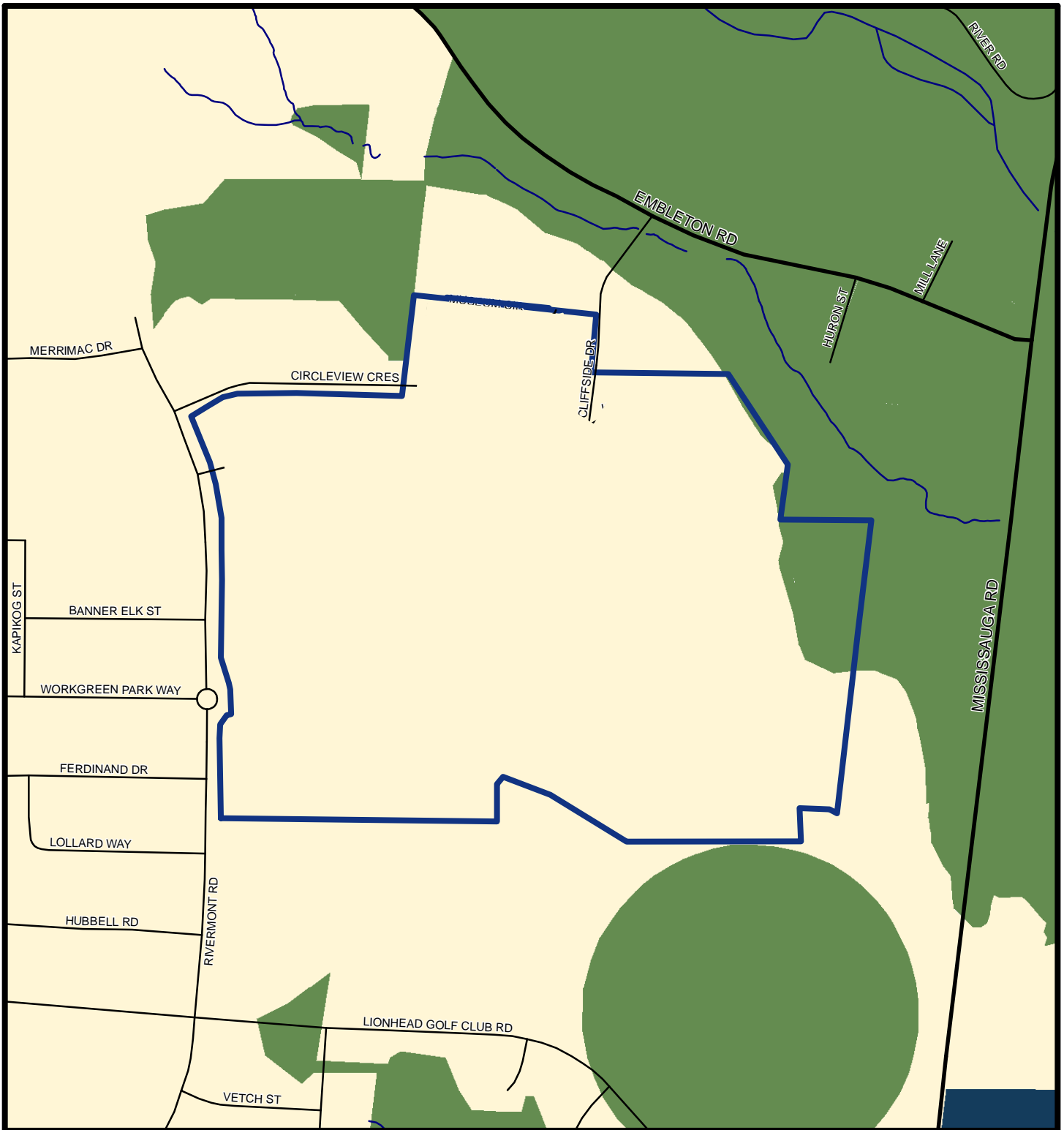


- SUBJECT LANDS
- GREENSPACE
- PROPERTY LINE
- ⚓ RECREATIONAL FACILITY
- 🚩 SCHOOLS
- LANDS REMOVED FROM APPLICATION








APPENDIX 2 LOCATION MAP

GREAT GULF GROUP OF COMPANIES
SCOTTISH HEATHER DEVELOPMENT INC.
AND BRAMPTON G&A HOLDINGS INC

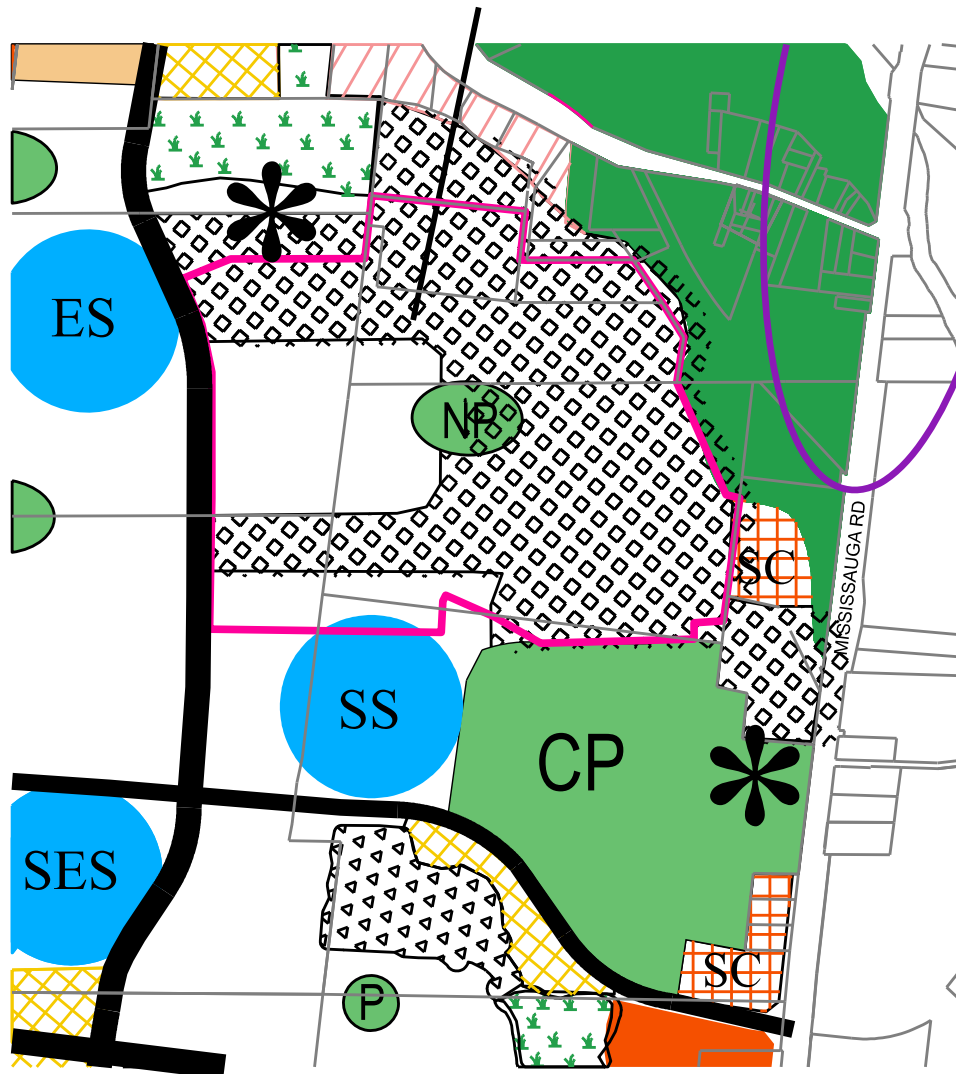


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | |
|--|---|--|
|  SUBJECT LAND |  OPENSOURCE |  VILLAGE RESIDENTIAL/OPENSOURCE |
|  BUSINESS CORRIDOR |  RESIDENTIAL | |

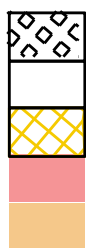


SUBJECT LANDS



EXTRACT FROM SCHEDULE SP41(D) OF THE DOCUMENT KNOWN AS THE BRAM WEST SECONDARY PLAN

RESIDENTIAL:



Executive Residential
Low / Medium Density
Medium Density
Medium / High Density
Mixed Use

ROAD NETWORK:



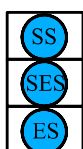
Minor Collector Roads
(23-26 metres)

EMPLOYMENT:



Service Commercial

INSTITUTIONAL:



Secondary School
Senior Elementary School
Elementary School

OPEN SPACE:



Valleyland
Community Park
Neighbourhood Park
Parkette
Woodlot
Wetland



SWM Facilities



Primary Gateway



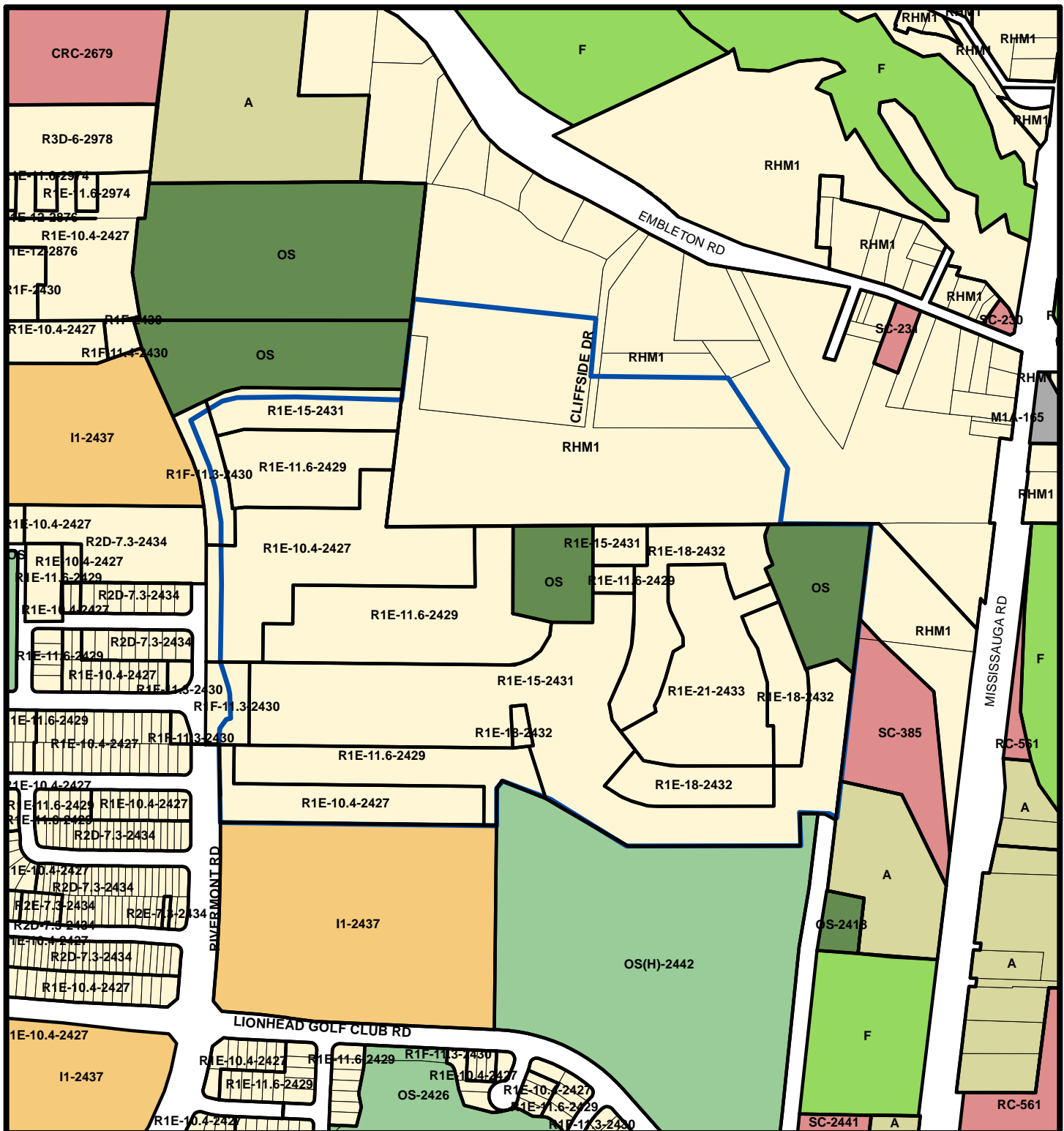
BRAMPTON
Flower City
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT




Drawn By: CJK
Date: 2021 04 21

APPENDIX 4 SECONDARY PLAN DESIGNATIONS

GREAT GULF GROUP OF COMPANIES
SCOTTISH HEATHER DEVELOPMENT
AND BRAMPTON G+A HOLDINGS INC.
CITY FILE: OZS-2020-0011



 SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL
  FLOODPLAIN
 RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



A horizontal scale bar with a black background. It has white markings at 0, 50, and 100. Below the bar, the word "Metres" is written in black.

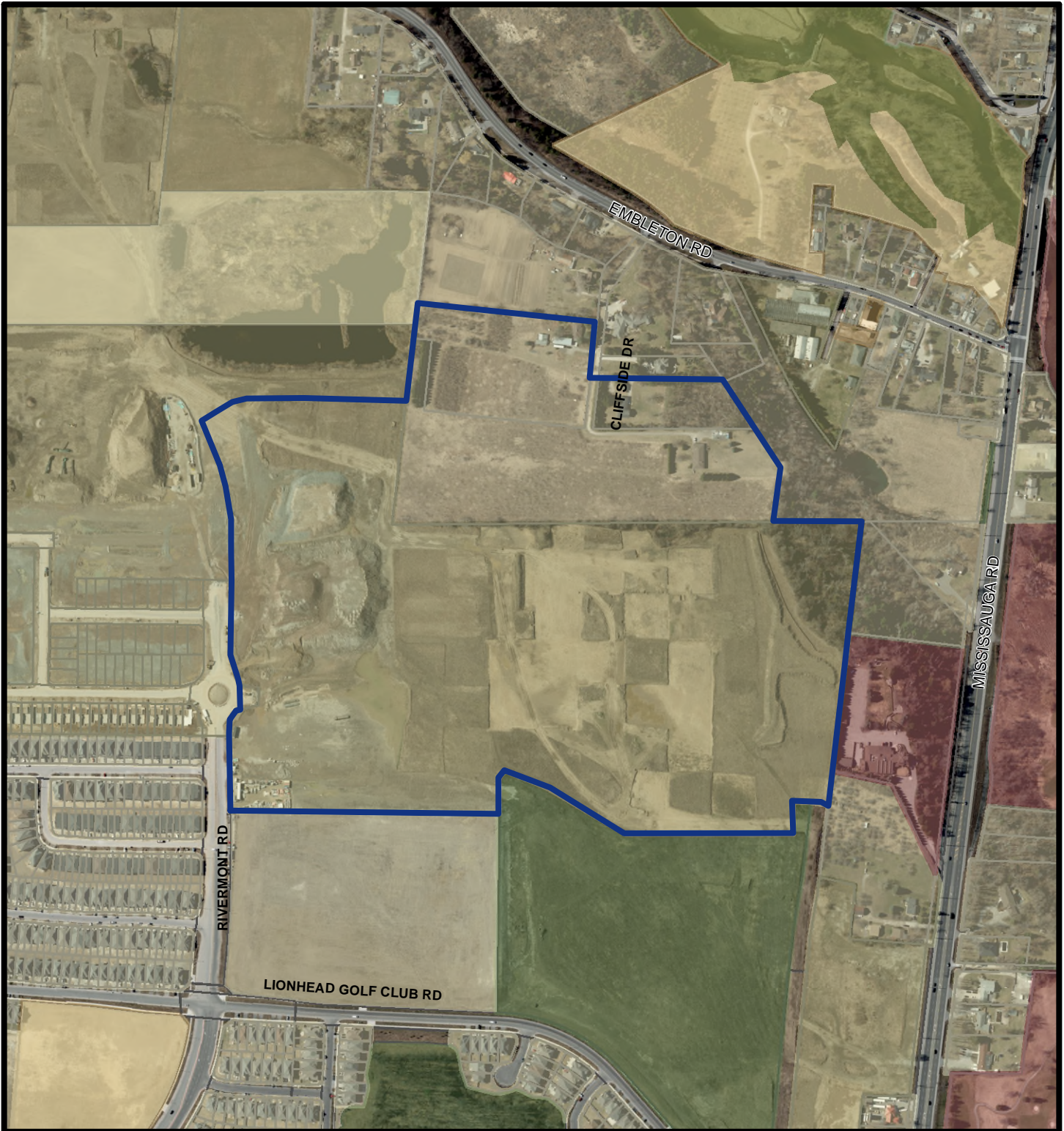
Author: ckovac
Date: 2021/06/04

APPENDIX 5

ZONING DESIGNATIONS










GREAT GULF GROUP OF COMPANIES
SCOTTISH HEATHER DEVELOPMENT INC.
AND BRAMPTON G&A HOLDINGS INC

Page 238 of 497
CITY FILE: OZS-2020-0011

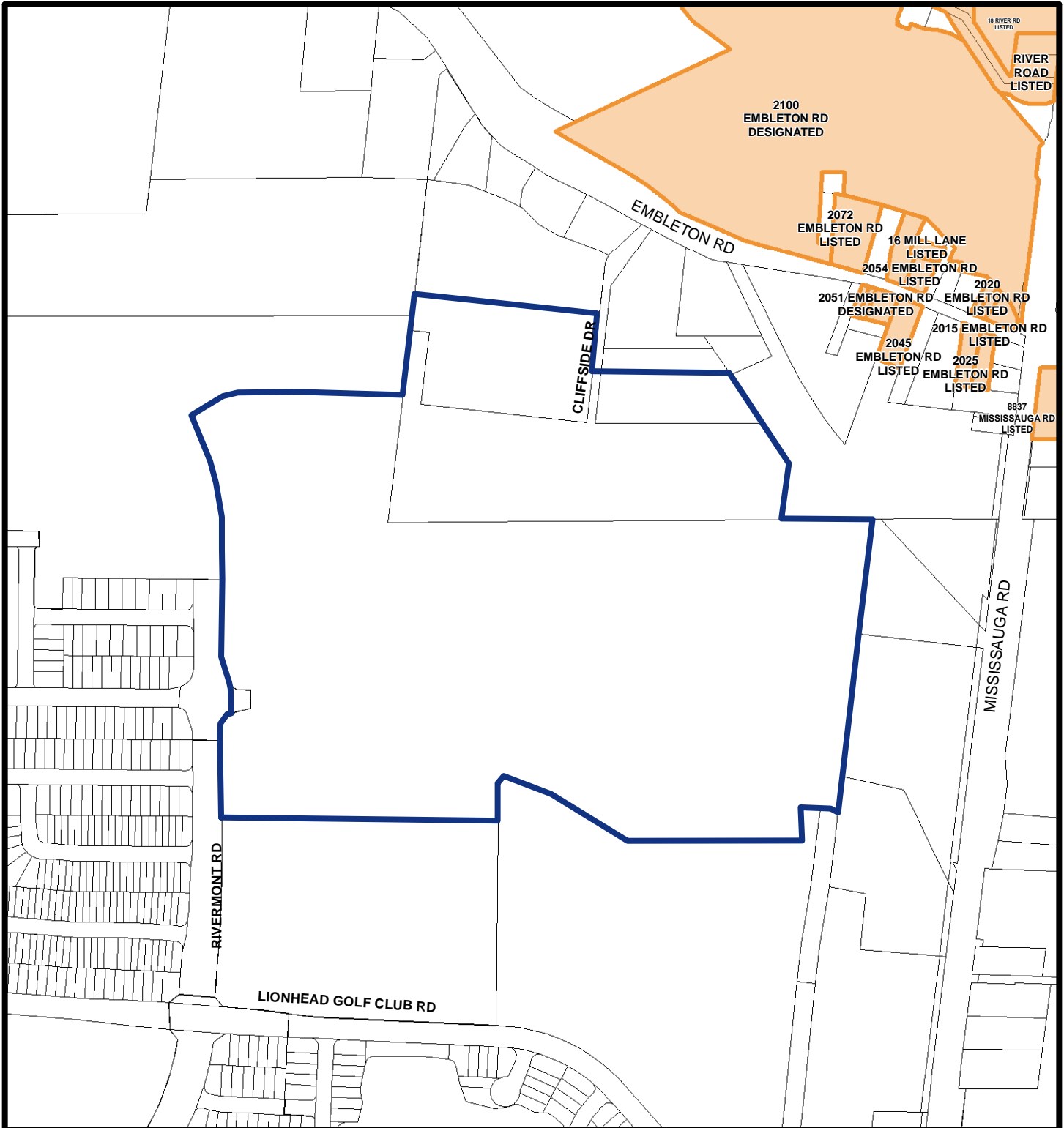






AERIAL PHOTO DATE: SPRING 2020

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





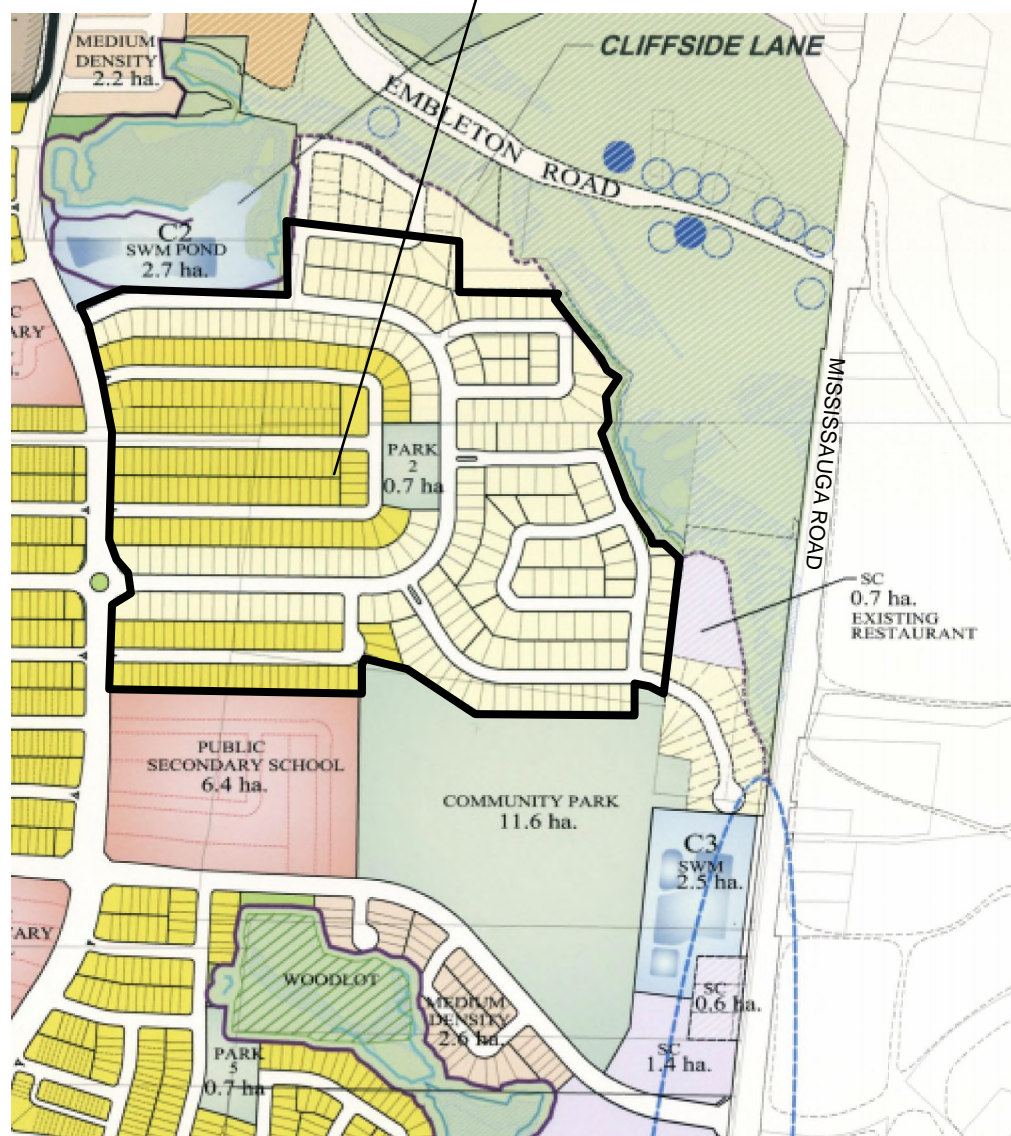
- | | | | |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



APPENDIX 7 HERITAGE RESOURCES

GREAT GULF GROUP OF COMPANIES
SCOTTISH HEATHER DEVELOPMENT INC.
AND BRAMPTON G&A HOLDINGS INC

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 40-3 OF THE DOCUMENT KNOWN AS THE RVIEWVIEW HEIGHTS BLOCK PLAN

LEGEND					
EXECUTIVE RESIDENTIAL (36.3 ha)	SERVICE COMMERCIAL (8.9 ha)	VISTAS (11.5 ha)	MNR Mapped Wetlands (approx. from air photography)	DEVELOPMENT LIMITS	
VILLAGE RESIDENTIAL (4.1 ha)	SPECIALTY OFFICE AND SERVICE COMM. (7.7 ha)	INSTITUTIONAL & SCHOOLS (30.0 ha)	NON PARTICIPATING LANDS- FURTHER STUDY REQUIRED	Limit of Development	
LOW/MEDIUM DENSITY RESIDENTIAL (81.0 ha)	CONVENIENCE COMMERCIAL (8.2 ha)	OPEN SPACE/ WOODLOTS (126.8 ha)	DESIGNATED HERITAGE PROPERTY	Approximate Limit of Development	
MEDIUM DENSITY RESIDENTIAL (14.7 ha)	NEIGHBOURHOOD COMMERCIAL (7.8 ha)	SWM POND (21.6 ha)	LISTED HERITAGE PROPERTY	Staked Dripline of Mature Forest	
MEDIUM / HIGH DENSITY RESIDENTIAL (3.3 ha)	OFFICE CENTRE (4.2 ha)	ROADS/ WIDENINGS (78.7 ha)	PRIMARY GATEWAY	Staked Edge of Wetland (MNR July 2008)	
MIXED USE (4.0 ha)	PRESTIGE INDUSTRIAL (10.7 ha)	TOTAL AREA 485 ha	MISSISSAUGA RD. STREETSCAPE ENHANCEMENT	Staked Top of Bank	
	PARKS & PARKETTES (17.5 ha)			Stable Top of Slope	
		Access to ponds L2 and L5 to be determined at the subdivision stage of development.			
		Limited turn movements			
					<p>Surveyed Feature Limits prepared by: MMM Group 10m buffer applied to dripline of mature forest top of bank & floodline 15m buffer applied to staked wetland & centreline of creek unless alternative approved in EIR.</p> <p>Date: July 20, 2011 Revised: September 19, 2011</p> <p> MALONE GIVEN PARSONS LTD.</p>

Detailed Planning Analysis

City File No. OZS-2020-0007 Subdivision File No. 21T-20002B

Overview:

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide directions that support land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act:

The proposed development has regard for the following matters of Provincial interest as set out in Section 2 of the Planning Act:

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

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

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

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

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

Regard for these sections is reflected in the proposed Official Plan and Zoning By-law Amendment, as the development proposal:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and transit services;
- provides a land use that is compatible with the surrounding land uses; and,
- maintains a road network that is walkable, and would connect to Rivermont Road that will contain public transit.

Provincial Policy Statement (2020):

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

1.1.1: healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, 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;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development will provide additional housing types (singles, semis, and townhouses) and parkland for the area residents, and the additional density will provide a more cost effective development to take advantage of the existing and proposed infrastructure.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) 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;*

The proposed development will generate opportunities for recreation and interaction in the community by providing convenient access to existing recreational services in the surrounding neighbourhood through public streets.

1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development is designed to minimize private vehicle trips and to encourage the use of active transportation by creating accessible and efficient access to the existing sidewalks, and providing convenient access to transit services located along Rivermont Road.

2.1.1 Natural features and areas shall be protected for the long term.

No development has been proposed within or adjacent to the NHS area. A 10 metre buffer along the valleyland has been established to protect the natural area and features.

The proposed development is consistent with the Provincial Policy Statement 2020.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the 'Designated Greenfield Area' as per the 2020 Growth Plan. As such, the proposal conforms to the following policies of the plan:

2.2.1.2: Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems;*
and,
 - iii. can support the achievement of complete communities.*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*

- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- iv. areas with existing or planned public service facilities.*

The proposed development is located within the 'Designated Greenfield Area' within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water and wastewater systems. With its location in proximity to the existing commercial uses along Mississauga Road and the area (existing and planned) amenities, connectivity to the broader road network and (planned) transit, and opportunities for active transportation, the proposed development will have the necessary features to be a complete community.

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

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;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*

- iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within a designated growth area in the City's Official Plan. It also provides housing on a site that is well connected to the local road network, is situated close to a Brampton Rapid Transit Corridor (Mississauga Road), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing a mix of housing types that is in close reach and proximity to a range of amenities.

2.2.7: Designated Greenfield Areas

- 1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) supports the achievement of complete communities;*
 - b) supports active transportation; and,*
 - c) encourages the integration and sustained viability of transit services.*
- 2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - 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;*

The proposed development will constitute a complete community by way of offering housing on a site located close to a Brampton Rapid Transit Corridor, is well served by the existing/future municipal infrastructure, public services, and amenities. It also offers publicly accessible open spaces in the area, and other recreational facilities, and encourages opportunities for walking/active transportation.

The additional housing units being proposed will result in the combined people and jobs density per hectare being increase from 40.9 to 46.4. The previous development approvals for this block plan had already achieved the minimum requirement of 50 people and jobs, and as such the additional density will continue to maintain the City minimum density target for Brampton's 'Designated Greenfield Area'.

The application conforms to the policies of the Growth Plan (2020).

Region of Peel Official Plan:

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located with the "Urban System" as established in the Regional Official Plan (Schedule D). The Region of Peel Official Plan sections that are applicable to this application include:

The Urban System Objectives:

5.3.1.4: To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, infrastructure and public finances while taking into account the characteristics of existing communities and services;

The proposed development is appropriate for the area. The proposal includes a more compact residential built form than the previously approved development that is appropriate for the area. Infrastructure and public finances are taken into account by proposing an appropriate density that does not put stress on the infrastructure requirements, but utilizes the existing infrastructure appropriately.

5.3.1.5: To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a more compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and transit supportive environment.

5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and general accommodate a pattern of compact forms of urban development and redevelopment

The proposed development is consistent with the above noted policies as it comprises a compact form of development within the Regional Urban Boundary that will efficiently use existing Regional services and infrastructure. The proposal supports the

development of a healthy urban community that respects the characteristics of the existing community and protects the natural environment.

The applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan:

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

The subject lands are designated as "Residential" on Schedule A – General land Use designations in the Official Plan (Refer to Appendix 3). The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. The proposed residential development conforms to the Official Plan.

Within Section 4.2.1.1 of the Official Plan, it states that *"The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses"*.

Schedule A1 of the City's Official Plan identifies eight locations for Upscale Executive Housing Areas across the City. Official Plan Policy 4.2.2.6 states that a total of 5,100 executive housing units should be provided and that these lots should be in excess of 464.6 square metres (5,000 square feet). In addition, it is stated that Area #1 (Bram West Secondary Plan) is required to provide 1,000 of these units. The applicant has filed an application to amend the Schedule A1 of the Official Plan to delete the Upscale Executive Housing designation from their lands (227 executive housing units), and to amend Official Plan Policy 4.2.2.6 to reduce the number of upscale executive housing units from 1,000 to 750 units.

The applicant's Planning Justification Report has identified that 5,412 executive housing permits have been issued in the City according to the Toronto Gore Density Policy Review, thereby exceeding the City's requirement of 5,100 units in the Official Plan. In particular, the Vales of Castlemore North Secondary plan has 500 executive housing units allocated to it, and which has been exceeded with 1,116 executive housing permits now being issued. In light of this surplus, the applicant's request to delete the 250 executive housing can be supported.

The proposed development conforms to these policies by introducing new residential growth that is well planned in the form of a complete community. It proposes a compact form of development to be added to the City's supply of housing that is well served by the existing municipal infrastructure/services, and future transit.

The proposed changes to the two draft approved subdivision plans diversifies the housing mix within the Block Plan by adding a slightly higher densities that will provide more housing choice to residents. The subject lands are located near a major employment area and primary transportation corridor, nearby commercial uses and future transit that is appropriate for higher density residential uses.

The proposed land use changes are supportable from a land use planning perspective, and is consistent with the intent of the Official Plan.

Bram West Secondary Plan (Chapter 40d):

The property is designated "Low/Medium Density Residential" (Executive Residential" and "Neighbourhood Park" in the Bram West Secondary Plan (Chapter 40d). The policies that are applicable to this application include but are not limited to:

- *Section 3.1.1.a) – The special policy area designated as Upscale Executive Housing Area on Secondary plan Schedule SP40a) is an area that is considered to have appropriate characteristics to accommodate a successful upscale executive housing community in accordance with the policies set out in the Official Plan.*
- *Section 3.2.16 – The Plan will be implemented by way of a Block Plan process that will coordinate the completion of the environmental, servicing, transportation and urban design analysis and approvals.*
- *Section 3.4.1 - The various residential designations as shown on Schedule SP40(a), are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from single detached units to high rise apartments.*
- *Section 3.4.2 - Notwithstanding housing policies for the various residential designations on Schedule SP40(a), consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.*

The applicant has filed an Official Plan Amendment application to amend the Bram West Secondary Plans Land use Schedule (Schedule SP40a of Chapter 40d) to redesignate lands from "Executive Housing" to "Low/Medium Density Residential".

The intent of the existing "Residential: Executive Housing" designation is to encourage executive and upscale housing adjacent to natural heritage systems, with appropriate vistas and visual and physical access to the environmental lands. The applicant

contends that the key characteristics of the Executive Housing designation are not achieved on the lands proposed for re-designation. In this regard, the lands are flat tableland that are a significant distance from the Credit River without clear views or physical access into the valley lands. They have no other characteristics that would make them an attractive location for executive housing. However, their location near a major employment area and transportation corridor, existing commercial uses and existing and planned public transit make them appropriate for higher density residential uses than envisioned in the past.

As noted in the Official Plan section above, the removal of the Upscale Executive Housing from the Bram West Secondary Plan has been made up elsewhere in the City (ie. Vales of Castlemore North Secondary Plan), thereby fulfilling the City's Official Plan requirement to provide 5,100 units across the City.

The applicant is proposing to amend the Block Plan for Sub-area 40-3 of Chapter 40d of the Bram West Secondary Plan (Part III Block Plan of the City of Brampton Official Plan to revise the lotting, land use, and to increase the park size. The proposed land use changes will be the same as that which exists in the surrounding area and as such is considered to be appropriate for the development of the lands, is supportable from a land use planning perspective, and is consistent with the intent of the Secondary Plan.

Block Plan:

The site is located within the approved Riverview Heights Community Block Plan (Area 40-3). The approved Block Plan permits both "Low/Medium Residential" and "Executive Residential" uses, and a Park site on the subject lands. As noted above, an amendment to the Riverview Heights Block Plan Stage 2 Area 40-3 is proposed to revise the lotting, land use and to slightly increase the park size.

The City's various Block Plans set out the goals and objectives of the secondary plans and specify the location and type of land use, the unit mix and the local and collector road patterns to guide the more detailed subdivision plans required for development approval. The Riverview Heights Block Plan, approved in October 2011, anticipates that approximately 3,600 to 3,730 units will be achieved, with approximately 557 executive lots being located within the northern portion of the Block Plan. The combined addition of 221 lots on the Scottish Heather and Brampton G&A lands will increase the overall number of dwelling units from 456 to 677.

It is noted that the approved Riverview Heights Block Plan ultimately provided less developable land than was anticipated in the Secondary Plan. It provides for 3,600 to 3,730 residential units, with a population of approximately 11,000 to 11,325 persons and approximately 5,300 jobs. The residential density is quite low, with approximately 16% of the units anticipated being executive residential lots. The inclusion of the large employment areas located along Steeles Avenue West and commercial uses along Mississauga Road were relied upon to achieve the 50 persons and jobs per hectare target. As a result, the density target is achieved across the Block as a whole. This is important to note when considering individual parcels within the Block Plan that by density and job count currently do not meet the regional and municipal

density targets. However, the proposed increase in units to the Scottish Heather and Brampton G&A plans now brings their density above 50 persons and jobs per ha.

In light of the above, the proposed development is considered to be consistent with the intent of the approved Block Plan.

Zoning By-law:

The property is zoned open space (i.e. a park) along with several residential zoned categories (R1E-10.4-2427, R1E-11.6-2429, R1F-11.4-2430, R1E-15-2431, R1E-18-2432, R1E-21-2433) all by By-law 270, 2004, as amended. An amendment to the Zoning By-law is required to allow for the change in housing types, the reduction of the lot widths, the increase in park size, and the dual zone of a small block so that it can be used for "Open Space" or "Low/Medium Density Residential" development if developed in conjunction with the abutting lands to the east (8654 Mississauga Road). The proposed zoning changes will implement the policies of the Official Plan and Zoning By-law and will result in residential development that is similar to that which exists within the surrounding area.

Technical Analysis

Land Use:

The road pattern for the subject lands was established as part of the subdivision review process for application C05W04.005/21T-06024B (Southerly Plan) and application C05W05.004/21T-04008B (Northerly Plan). The road pattern will remain essentially the same with the exception of the easterly north-south road (Rock Bluff Trail) which has been shifted easterly about 30 metres so that it now abuts the easterly property limit and to reconfigure some of the lots in this area. The purpose of this change is to allow for a future road connection to the property to the east (8654 Mississauga Road) to provide a public road connection. As a result of this road reconfiguration, a small parcel of Open Space table land has been created and which is proposed to be dually zoned to allow for singles and/or townhouse development once the abutting lands to the east are developed. Refer to Appendix 1 (Application Comparison) to compare the road and lotting pattern change.

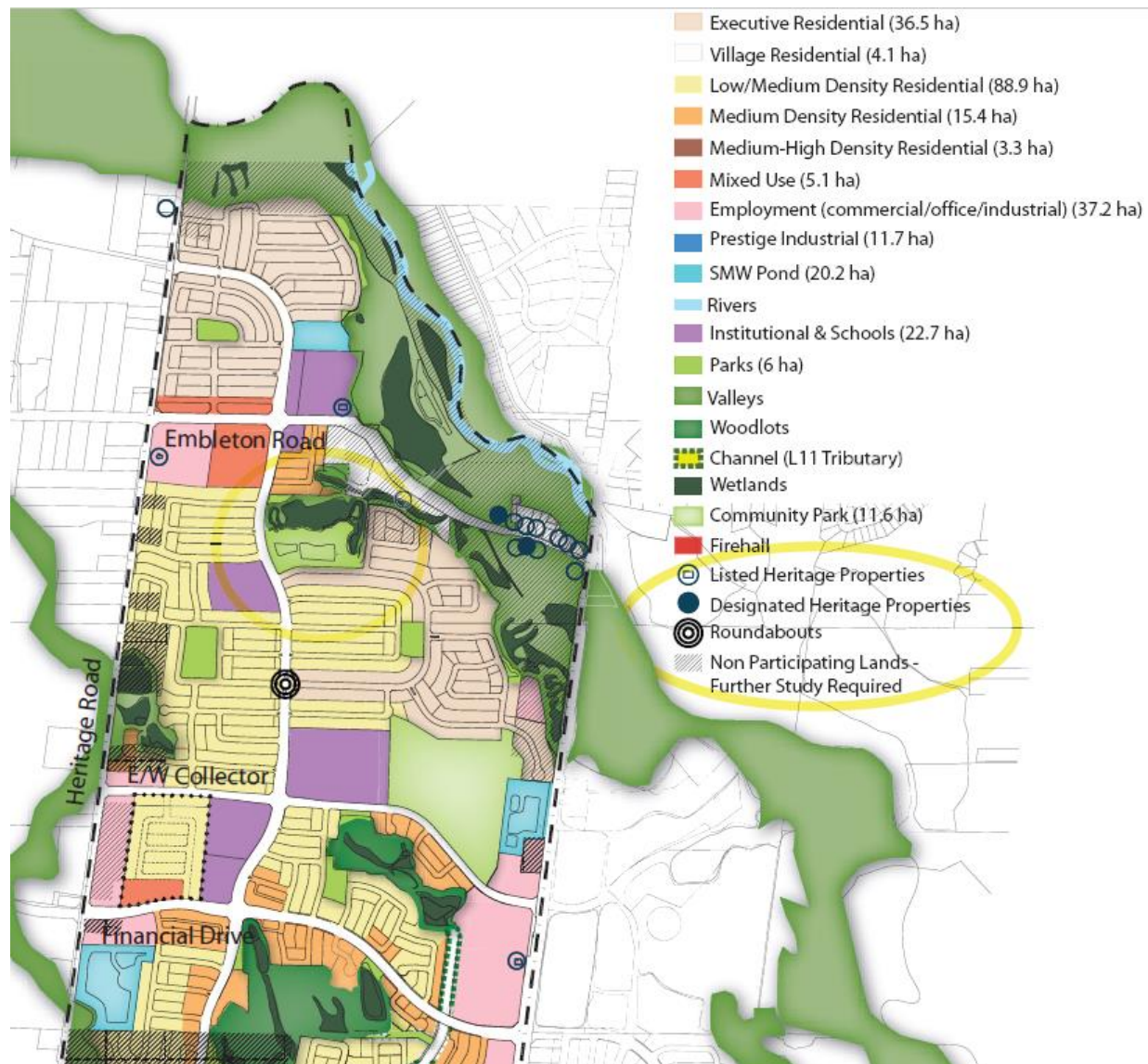
As a result of comments received from Transportation planning, the applicant has had to shift some of the lots to ensure that they have proper driveway widths. The changes are illustrated on Appendix 1 by way of a RED outline to the lots that have shifted.

The proposed mix of housing now being requested is based on the same residential zone categories that were approved in the surrounding area, and are considered to be appropriate for the development of the land and is acceptable from a land-use perspective.

Urban Design:

The site is subject to Riverview Heights Community Design and Architectural Control Guidelines (CDG) that were prepared by The Planning Partnership, and approved on April 20, 2012. The CDG's sets out the detailed guidance on the development and design of the community and have been prepared in accordance with the City's approved Development Design guidelines (DDG). This document acts as a tool for the implementation of the plan through the subdivision, site plan, and construction stages by providing guidance for the built form, landscape, urban design and the architectural review process.

While the applicant's proposed Official plan Amendment application intends to remove the Upscale Executive Housing Special Policy Area on the Scottish Heather and Brampton G&A Lands, the new Low / Medium Density residential development will be subject to the same development criteria that has been applied to the balance of the lands in the area. The following is an extract of the approved land use plan from this document.



Engineering Submissions:

The Phase 1 Environmental Site Assessment (ESA) for the northerly parcel (Brampton G & A Holdings Inc.), prepared by Pazin Geotechnical Services Ltd, dated October 22, 2010 reviewed the actual and potential site contaminations by hazardous substances due to the historical usages of the site. The report indicated that there was no evidence of contamination that was observed on the subject site or adjacent properties. As such, there is no further need for environmental investigation. In addition, any wells or septic systems will need to be decommissioned in accordance with the applicable regulations.

Given the date of this report and that a Record of Site Condition was not prepared, an updated Phase 1 ESA was prepared, by EXP, dated April 20, 2021. This updated report found that there were no contaminants on site or within close enough proximity to the northerly property to warrant a Phase Two ESA submission. A Record of Site Condition (RSC) will be required to be filed as part of the conditions of draft plan approval requirements.

A Phase 1 Environmental Site Assessment and a Record of Site Condition (RSC) were also prepared for the southerly parcel (Scottish Heather Development Inc.) for the entirety of their 124.2 hectare (307 acre) multi phased plan of subdivision. If a single RSC was previously filed (not within the last 5 years) for the overall 307 acre property, City will require certifications from a Qualified Person as per the O. Reg. 153/04 to confirm site conditions have not changed since the previous RSC filing supported by recent soil and groundwater characterization, land use history since RSC filing, etc. or Individual RSCs will need to be provided at the time of registration for each phase of the development to the satisfaction of the City.

An addendum to the Environmental Implementation Report for Riverview Heights / Block 40-3. Scottish Heather Development Inc., Brampton G & A Holdings Inc. and Brampton G & A Holdings II Inc. prepared by R.J. Burnside & Associates Limited, dated April 21, 2021, was reviewed and found to be acceptable by City engineering staff, and as such can confirm that the site can achieve the grading, storm servicing, and Stormwater Management proposed.

Comments received from Credit Valley Conservation (CVC), dated May 4, 2021, confirm that the proposed development will not change the limits of development around the natural heritage feature / natural hazard blocks, and as such is also satisfied with the findings of the applicant's Environmental Implementation Report for both properties. CVC will be further involved once the applicant submits an application to amend the draft approved plans of subdivision and the associated conditions of approval.

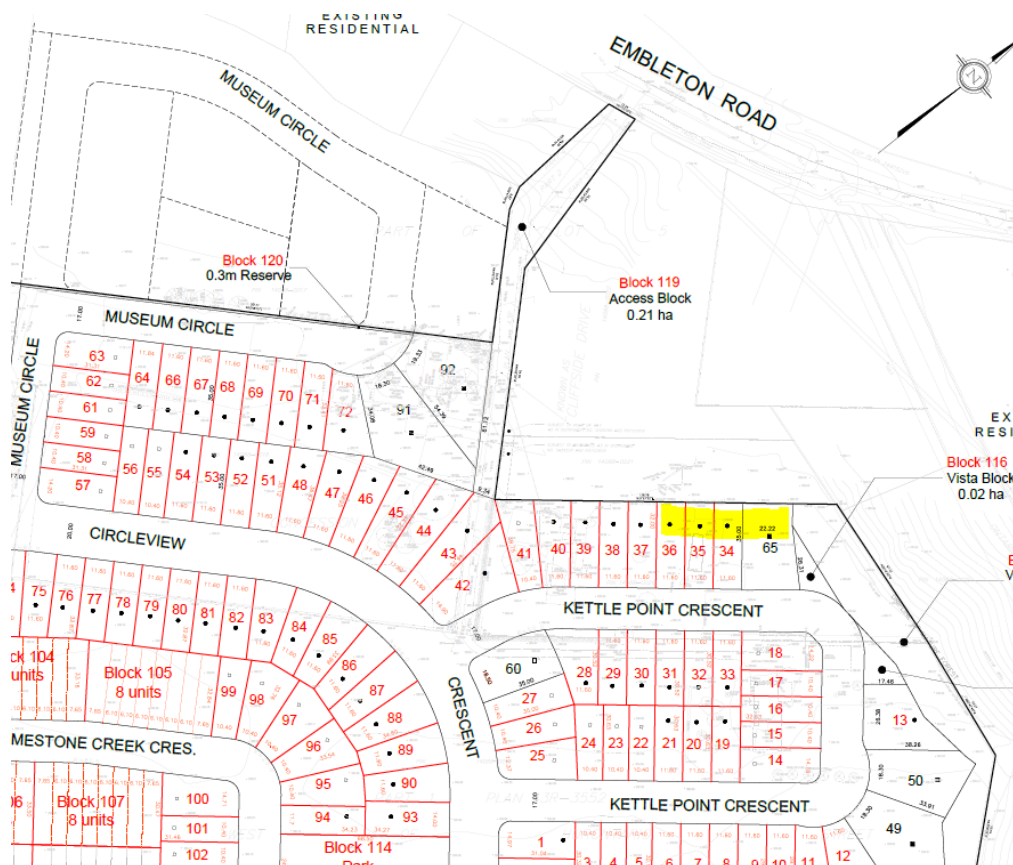
Transportation:

The City and Regional staff have reviewed the potential traffic impact from this small low density development, and concluded that in view of the amount of traffic to be generated,

and subject to the draft plan conditions, the road network and key intersections will operate at an acceptable level of service during the weekday a.m. and p.m. peak hours.

Tree Protection / Preservation:

There is a number of mature Norway spruce trees located along the northeast limit of the subject property which abuts 52 Cliffside Drive. Comments have been received from Steven Pordage, Pallett Valo, LLP, who represents the abutting land owner at 52 Cliffside Drive, who has raised concerns about the preservation of this vegetation and how fencing and servicing would be addressed in this area. To address these comments/concerns, the applicant retained SLR to provide an assessment and recommendation on how to protect the vegetation in this area of the plan. It was recommended that the best way to protect this vegetation, would be to apply a 3.0 metre wide protection zone along the rear property line of four of the lots (ie. Lots 34, 35, 36, & 65 on the northerly subdivision plan) shown below. Within this buffer area, no construction or servicing (rear yard catch basin) will be able to take place, and would also restrict soil excavation for a pool. City engineering and landscape staff are in agreement with the tree preservation approach being recommended. Appropriate conditions of approval will be imposed when the applicant files an amendment to their draft approved subdivision application.



Sustainability:

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices). Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 30, achieving the City's Bronze Threshold. The proposal meets City's required minimum sustainability standards.

Results of Public Meeting and Correspondence Received

City File: OZS-2020-0011

Monday, December 7, 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

Members Absent:

Nil

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
J. Humble, Manager, Policy Planning
E. Corazzola, Manager, Zoning and Sign By-law Services
D. VanderBerg, Manager, Development Planning
C. Owusu-Gyimah
R. Nykyforchyn, Development Planner
N. Mahmood, Development Planner
M. Michniak, Development Planner
K. Henderson, Development Planner
N. Jagtiani, Development Planner
N. Deibler, Development Planner
M. Gervais, Policy Planner
M. Palermo, Policy Planner

Corporate Services:

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:

Prashanth Panda, Karmbir Singh, and Vijay Bhatt, Brampton residents
Shridhar Shah and Shilpa Shah, Brampton residents
Gloria Shan, Brampton resident

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on December 7, 2020 via electronic participation, 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 City Council procedures and which exceed the Planning Act notice requirements of 120 metres.

As indicated in Appendix “8”, there were approximately 6 members of the public that advised that they were attending the virtual meeting and were directed to be delegates for other residents in the community to speak on their behalf. In addition, approximately 125 emails / correspondence were received in opposition to the application. The majority of this information has been submitted as two form emails which have been forwarded by the area residents. The applicant has consolidated the information and which has been attached as Appendix 14 of this report.

Rob Nykyforchyn, City Development Planner, provided a presentation of the application which included the location of the subject lands area context, design details, current land use designations, preliminary issues, technical considerations, along with an explanation of the concept plan the next steps, and the applicable contact information.

David Milano, Malone Given Parsons’, the planner for the applicant, high lighted features of the revised plan. Also in attendance and available to answer questions on behalf of the applicant and the owner were Joan MacIntyre, Malone Given Parsons; Wei Guo, Great Gulf; and Katy Schofield, Great Gulf.

After the presentation, the following members of the public addressed Committee and expressed their views, suggestions, concerns, and questions on this application:

1. Prashanth Panda, Karmbir Singh, and Vijay Bhatt, Brampton residents:

Concerns were raised about area residents purchasing housing in the area based on the original land use and lotting concept. Residents feel that they have been deceived and overcharged if the proposed density increase and land use changes are approved. It is questioned why executive housing can no longer be marketable for the builder and how they can now request density and land use changes once area residents paid to locate in this prestige area. In addition, there is a concern that the area infrastructure is not designed to accommodate this additional development. Lastly, there is a need for the City to initiate the construction of the area Community Centre and Community Park for the local youth given that the adjacent Community Centres are operating above capacity. The additional density being proposed by this application is problematic given the lack of hospital beds and road infrastructure to currently serve the area.

Staff Response: Planning staff provide the following response:

First, it is noted that the area residents purchased residential housing within the “Low / Medium Density Residential” area and that there is no evidence of which staff is aware

that the conversion of the “Executive Residential” to the same “Low/Medium Residential” development will reduce house values in the area. The concern that housing values will depreciate as a result of the proposed development is difficult to prove. Notwithstanding this, staff is basing their planning opinion on policies identified in the planning policy framework, such as the creation of complete communities as discussed in the Planning Analysis section of this report. These are the relevant considerations to consider in the review of the application.

Second, there are no guarantees that changes to the overall land use and lotting layout will not change over time as a result of Provincial or municipal housing policy changes. The applicant’s planning rationale report stated that the “Executive Residential” designation is typically applied to residential lots that have direct access or views to natural environmental areas, and that their lands do not benefit from these environmental features. In addition, the Provincial Planning policies have changed significantly from what was in place when the Secondary Plan and area block plan policies were approved. Today’s planning policies try to ensure that residential development promotes the efficient use of land and support development of healthy, complete communities.

Third, the technical studies submitted in support of the proposed residential density increase, and the comments received from City engineering and traffic, the Region, and the area School Boards all confirm that the additional density can be accommodated by the existing and planned infrastructure for the area. It is also noted that some of the original comments and concerns were based on the applicant’s proposal to change the Service Commercial land use permissions to allow for an apartment development which would add an additional 420 apartment dwelling units to the area. The applicant has since amended their application to delete this request.

Lastly, the request for the City to expedite approvals and construction work on the Community Centre / Community Park is not associated with the applicant’s development application proposal. The timing for these public infrastructure projects will be dictated by the City budget forecasting and needs assessment.

At this time, the current anticipated completion date for this project is 2025/2026, and both budget and timelines will be subject to City Council approval.

2. Shridhar Shah and Shilpa Shah, Brampton residents

Concern was based on the residential development unit increase, from 448 to 1,049 units, which included the proposed apartment development.

Staff Response:

Since the original application was filed and presented at the statutory public meeting, the applicant has since revised their proposal to exclude the proposed apartment development. This means that the new proposed housing development will be increased from 488 to 669 units for a net increase of 181 units which is significantly less

than what was first proposed. As previously noted, the applicant's technical submissions and the comments received from internal and external departments and agencies has confirmed that the proposed density increase can be accommodated.

3. Gloria Shan & Gimar Sandhu, Brampton residents

Similar concerns were reiterated about the premiums that the residents have paid to purchase dwellings within this area and the need to expedite the construction of the area community centre and Community Park.

Staff Response:

Staff contend that there is no information to support the argument that the existing sales value of the neighbouring dwellings will be reduced as a result of the proposed land use changes, and that the ultimate timing of approvals and construction for the City's Community Centre and Community Park or other community uses (ie. Police Station) are not affiliated with this private planning development application.

4.0 Emailed Correspondence, Form Letter #1

Once residents within the adjacent area were made aware of the applicant's development application, a form letter was generated and circulated for residents to submit to City Staff. This email was sent to the City by 53 area residents and is contained in Appendix 14 of the Report and is identified as Letter #1. This correspondence generally noted that they did not support the proposal, and more specifically did not agree with:

- (1) the replacement of the "Executive Residential" housing designation with that of "Low/Medium Density Residential", and,
- (2) the introduction of a "Medium/High Density Residential" block to accommodate four, six storey apartment buildings totaling 420 apartment dwelling units.

Staff Response:

Regarding the first concern, it is noted that the establishment of the "Executive Residential" designation within the Bram West Secondary Plan was intended to implement Provincial policies and those within the 2006 Official Plan which required that 1,000 executive housing units to be provided in this area. The applicant's proposal to delete the "Executive Residential" designation and to replace it with "Low/Medium Density residential" is argued to be more in keeping with current Provincial policy initiatives which is to build complete communities for compact and efficient growth. It was also noted that the subject lands do not offer the unique exposure or proximity of special environmental attributes that are typically associated with upscale executive housing area. In addition, the applicant has advised that an additional 250 executive

housing units will be added to the Vales of Castlemore North Secondary Plan, which is better suited for this type of housing.

The second concern related to the proposed apartment development is considered to be addressed by way of the applicant amending their application to delete this request.

5.0 Emailed Correspondence, form Letter #2

Approximately one week prior to the December 7, 2020 public meeting, a second form letter was prepared and signed by 57 of the area residents and is contained in Appendix 14 of the Report and is identified as Letter #2. It is noted that most of the concerns listed below will be significantly reduced by the applicant's decision to delete the original request for apartment development on the north-west corner of Mississauga Road and Lionhead Golf Club Road which has the effect of reducing the overall net dwelling unit increase by about two-thirds (ie. from 641 to 221 units). The following summarizes the concerns contained within this correspondence.

- a) Recent purchasers feel cheated by Sales Office not informing of proposed changes;

Staff Response:

The applicant filed a pre-consultation development application with the City in 2017 to discuss the opportunity to make changes to the housing type and lotting pattern for the subject lands. Last summer a formal development application was submitted with the City to implement these changes. Residents who have recently purchased in the area are upset that the applicant or their sales office did not advise perspective purchasers about the housing and lotting changes that were being contemplated on the subject lands. Had they been advised of the proposed changes, then they may have not purchased their dwelling. Since these concerns were raised, the applicant has advised that the sales office has been advised of the current land use amendments that are being proposed. Staff is recommending that the applicant amend their Purchase and Sale Agreements and their Detailed Community Information maps to illustrate the revised housing and lotting changes that are being proposed.

- b) Earlier residents purchased based on existing land use permissions;

Staff Response:

The concern was raised that the original purchasers in the area did so based on the understanding of what the approved plan was for the area which included large executive residential lots in the area and which did not include any nearby apartment development. Since these comments were provided, the applicant has decided to withdraw their original request for apartment development which thereby addresses a portion of this concern. It is noted that the proposal to replace the Executive Residential lands with Low/Medium Density residential development, is

proposing the same type of dwellings that exist in the area. In addition, there has been a slight increase to the area park size which is viewed as a positive feature.

- c) Need to share existing resources (park, schools, community centre) with others;

Staff Response:

As noted above, the size of the park will be increased slightly in size (from 0.7 to 0.82 hectares). In addition, the subject lands will be served by a large Community Park and a future Community Centre that should be constructed in the next 4-5 years. The proposed increase in dwelling units has been assessed by City Parks, and the area School Boards and no concerns have been raised about possible parkland shortfalls or student accommodations. As such, Staff is satisfied that the additional housing density being proposed can be accommodated in this area.

- d) Will increase congestion on roads, sidewalks, and parking lots;

Staff Response:

Transportation staff have assessed the proposed 221 unit lotting increase as it pertains to the potential for traffic congestion on the road network or parking shortfalls in the area, and have concluded that the additional housing density can be appropriately accommodated without further changes to the plan.

- e) More development will mean more noise and crime; and,

Staff Response:

This concern seems to be primarily related to the apartment site that was originally being proposed. With the applicant's decision to remove the apartment development from their application, this concern appears to have been addressed.

- f) Request by existing residents for City to expedite Community Centre / Park.

Staff Response:

The residents in the area are concerned that the Community Centre and the Community Park have still not been developed and that this community infrastructure is badly needed by the area residents. The adjacent community centre are too far away and are too crowded. Based on comments received to date, the current anticipated completion date for this project is 2025/2026, and both budget and timelines are subject to Council approval.

Results of Application Circulation

External Departments & Agencies

From: planification <planification@csviamonde.ca>

Sent: 2020/07/29 10:16 AM

To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Subject: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0011 Notice of Application and Request for Comments DUE AUG 20/2020

The Conseil scolaire Viamonde has no comments regarding development application file # OZS-2020-0011.

Regards,

Kenny Lamizana

Agent de Planification, Secteur de l'immobilisation, de l'entretien et de la planification

Planning Officer, Building, Maintenance and Planning Department

Conseil Scolaire Viamonde | 116 Cornelius Parkway, Toronto, ON M6L 2K5



Conseil scolaire Viamonde

*tout est
possible*

#####

From: GTAW New Area <gtaw.newarea@rci.rogers.com>

Sent: 2020/08/11 12:46 PM

To: Nykyforchyn, Rob <Rob.Nykyforchyn@brampton.ca>

Cc: GTAW New Area <gtaw.newarea@rci.rogers.com>

Subject: [EXTERNAL]FW: OZS-2020-0011 Notice of Application and Request for Comments DUE AUG 20/2020

Rogers Communications Canada Inc. has no objections.

Thank you

#####

February 2, 2021

Rob Nykyforchyn

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application to Amend the Official Plan and Zoning By-Law
GREAT GULF
(for BRAMPTON G&A HOLDINGS INC., BRAMPTON G&A HOLDINGS II INC.
(21T-04008B) and
SCOTTISH HEATHER DEVELOPMENTS INC. (21T-06024B)
Part of Lots 4, 5 and 6, Concession 5 W.H.S.
Located West of Mississauga Road, between Embleton Road and Lionhead Golf Club
Road
City File Number: **OZS-2020-0011**

Canada Post Corporation appreciates the opportunity to comment on the above noted application and has no objections to its approval.

Though our comments relative to 21T-06024B and 21T-04008B remain unchanged, we have no comments relative to this amendment application.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,



Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
416-433-6271
christopher.fearon@canadapost.ca

Public Works

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

peelregion.ca

May 21, 2021

Rob Nykyforchyn
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Rob.Nykyforchyn@brampton.ca

RE: Region of Peel Comments
Official Plan Amendment and Rezoning Application
Heritage Road, Mississauga Road, and Embleton Road
Scottish Heather Development Inc./ Brampton G&A Holdings Inc./ and
Brampton H&A Holdings Inc.
OZS-2020-0011
Regional File: OZ-20-011B

Dear Mr. Nykyforchyn,

Region of Peel staff have reviewed the second formal submission for the above noted Official Plan Amendment and Rezoning application. It is noted that the proposal has been revised to remove the medium/high density block, leaving Block 931 as service commercial and a total number of 1376 units for the lands. The Region is pleased to offer Regional clearance based on the following:

Prior to Official Plan Amendment and Rezoning Approval:

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to Official Plan Amendment and Rezoning approval:

Development Services Planning

- There are ongoing subdivision applications on the subject lands (Regional file no. 21T-06024B and 21T-04008B).
- The Region understands that the purpose of the official plan amendment and rezoning application is to confirm there is adequate capacity to support the increased density. As such, formal Regional comments are only with respect to the updated functional servicing report and traffic impact study submitted to confirm there is adequate water/wastewater to service the site and that Regional roads can support the increased density.
- Following approval of this application the Region understands that the applicant will be resubmitting red lined draft plans to reflect the revised proposal. Upon formal circulation of the revised subdivision applications, the Region will provide updated draft plan conditions reflecting the revised proposals and most current Regional standards.

Site Servicing Requirements

- The Region is in receipt of the Addendum to the Environmental

Implementation Report (dated April 1, 2021) prepared by RJ Burnside & Associates Limited. The Report is satisfactory based on the following:

- The Updated FSR is proposing 1376 units (6048 people) for Scottish Heather and 133 units (552 people) for G&A Holdings. The updated population is 791 more people for Scottish Heather and 170 more people for G&A Holdings.
- All outstanding site servicing requirements will be addressed upon receipt of the red-lined draft plans in the form of draft plan conditions prior to Regional clearance for registration.

Regional Traffic Requirements

- The Region has reviewed the traffic brief (dated April 8, 2021) prepared by RJ Burnside & Associates Limited. The site layout has been revised and shows an internal road that can provide an internal connection to the existing hold out lots. As such, the brief is satisfactory.
- Updated land conveyance requirements will be confirmed upon receipt of the red-lined draft plans in the form of draft plan conditions prior to Regional clearance for registration.

Waste Collection

- Regional waste collection requirements will be confirmed after receipt of red-lined draft plans through the associated subdivision applications.

If you have any questions or concerns, please contact me (Alex.Martino@peelregion.ca 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino
Planner, Development Services
Region of Peel

Public Works

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



**Credit Valley
Conservation**
inspired by nature

May 4, 2021

VIA EMAIL

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Rob Nykyforchyn, Planning and Development Services

**Re: Official Plan Amendment and Zoning By-law Amendment
City File OZS-2020-0011 (CVC File OZ 20/011)
Associated with 21T-04008B and 21T-06024B
Part of Lots 3, 4 and 5, Concession 5 WHS
City of Brampton**

Credit Valley Conservation (CVC) staff have had the opportunity to review the above-noted application and the following comments are provided for your consideration.

SITE CHARACTERISTICS:

The subject properties are within Draft Plan of Subdivision 21T-04008B and 21T-06024B. They are located within Sub-Area 40-3 of the Bramwest Secondary Plan (Riverview Heights) and as such are subject to the Riverview Heights Environmental Implementation Report (EIR) and Functional Servicing Report (FSR).

A portion of the subject properties are regulated by CVC due to wetlands, Embleton Pond, the slope valley associated with Credit River and its tributaries, and the slope valley and floodplain associated with Levi Creek and its tributaries.

PROPOSAL:

It is my understanding that the proposal is for an Official Plan Amendment and Zoning By-law Amendment to re-designate Executive Residential lands south of Embleton Road and west of Mississauga Road to Low/Medium Density Residential and to add a servicing block (Block 1084).

COMMENTS:

These sites are part of Draft Plan of Subdivision 21T-04008B and 21T-06024B, which were both draft plan approved. Based on our review of the redlined draft plans provided for each application, this proposed Official Plan Amendment and Zoning By-law Amendment will not change the limits of development around natural heritage feature/natural hazard blocks. The setbacks and block limits previously established are maintained.

The submission of the Addendum to the Environmental Implementation Report provided for Scottish Heather Development Inc., Brampton G&A Holdings Inc., and Brampton G&A Holdings II Inc. (Burnside, April 2021), and responses to our previous comments (Burnside, April 5, 2021) are generally acceptable.

As such, CVC staff have **no objection** to the proposed Official Plan Amendment and Zoning by-law Amendment. We will review the detailed plans, including erosion and sediment control plans and restoration plans for the buffers, through subsequent submissions, and will provide further comments at that time.

I trust that these comments are sufficient. Please do not hesitate to contact the undersigned at trisha.hughes@cvc.ca or 905-670-1615 (ext. 325) should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Trisha Hughes". The signature is written in a cursive, flowing style.

Trisha Hughes
Planner

c.c. Wei Guo, Great Gulf
Alex Martino, Region of Peel

Subject: OZS-2020-0011 Notice of Application and Request for Comments DUE AUG 20/2020

From: GTAW New Area <gtaw.newarea@rci.rogers.com>

Sent: 2020/08/11 12:46 PM

To: Nykyforchyn, Rob <Rob.Nykyforchyn@brampton.ca>

Cc: GTAW New Area <gtaw.newarea@rci.rogers.com>

Subject: [EXTERNAL]FW: OZS-2020-0011 Notice of Application and Request for Comments DUE AUG 20/2020

Hi Rob

Rogers Communications Canada Inc. has no objections.

Thank you

From: Trdoslavic, Shawntelle [<mailto:Shawntelle.Trdoslavic@brampton.ca>]

Sent: Tuesday, July 28, 2020 4:07 PM

To: circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@electrautilities.com>; Dennis De Rango <landuseplanning@hydroone.com>; GTAW New Area <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; Vidovic, Branko <branko.vidovic@peelsb.com>; planification@csvgamonde.ca

Cc: Nykyforchyn, Rob <Rob.Nykyforchyn@brampton.ca>

Subject: OZS-2020-0011 Notice of Application and Request for Comments DUE AUG 20/2020

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

If you have any concerns please **contact the assigned Planner,** Rob Nykyforchyn at Rob.Nykyforchyn@brampton.ca

Please note comments are due to Rob **by August 20, 2020**

Thank you and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

August 10, 2020

Rob Nykyforchyn
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Nykyforchyn:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
West of Mississauga Road, between Embleton Road and Lionhead Golf Club Road
File: OZS-2020-0011
Related files: 21T-06024B & 21T-04008B
City of Brampton – Ward 6

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 843 detached, 350 semi-detached, 316 townhouse and approximately 420 apartment units which are anticipated to yield:

- 257 Junior Kindergarten to Grade 8 Students; and
- 166 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Alphonsa	365	553	0
Secondary School	St Augustine SS	970	1320	3

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

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

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

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

August 28th, 2020

Rob Nykyforchyn
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Nykyforchyn:

**RE: Application to Amend the Official Plan and Zoning By-law
OZS-2020-0011 & 21T-06024B & 21T-04008B
Great Gulf (for Brampton G&A Holdings Inc., Brampton G&A Holdings II Inc.
(21T-04008B) and Scottish Heather Development Inc. (21T-06024B))
To redesignate lands from Executive Residential to Low/Medium Density
Residential, and from Service Commercial to High Density Residential, and to
rezone the lands to permit 669 single detached, semi-detached, townhouse
dwellings and up to 420 apartment dwelling units within two draft approved plans
of subdivision) Part of Lots 4, 5, and 6, Concession 5, WHS
Located west of Mississauga Road, between Embleton Road and Lionhead
Golf Club Road
City of Brampton (Ward 6)**

The Peel District School Board has reviewed the above-noted application (383 residential single detached units, 136 semi-detached units, 150 townhouse units and 420 apartment units, for a total of 1,089 units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows: 393 K-8
113 9-12

The students are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Huttonville P.S.	266	715	0
Jean Augustine S.S.	983	1,533	0

Trustees

Brad MacDonald, Chair
David Green, Vice-Chair
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker

Nokha Dakroub
Will Davies
Sue Lawton
John Marchant
Kathy McDonald
Balbir Sohi

Interim Director of Education and Secretary
Jaspal Gill

Associate Director, Instructional & Equity Support Services
Poleen Grewal

Associate Director, Operational Support Services
Jaspal Gill

Associate Director, School Support Services
Mark Haarmann

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board."
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, MES(Pl.), RPP, MCIP
Planning Officer - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)
OZS-2020-0011 comment.doc

DRAFT OFFICIAL PLAN AMENDMENT

THE CORPORATION OF THE CITY OF
BRAMPTON BY-LAW

Number_____

To Adopt Amendment Number
OP_____ to the Official Plan
of the City of Brampton
Planning Area

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

1.0 Amendment Number OP_____ to the Official Plan of the City of Brampton
Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND, and THIRD TIME, and PASSED in OPEN COUNCIL, this _____
day of _____, 20____.

PATRICK BROWN – MAYOR

PETER FAY – CLERK

Approved as to Content:

Allan Parsons, MCIP, RPP

Director, Planning and Development Services

AMENDMENT NUMBER OP_____

To the Official Plan of the City of
Brampton Planning Area

AMENDMENT NUMBER OP_____

TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING
AREA

1.0 Purpose:

The primary purpose of this amendment is to amend the City of Brampton's Official Plan for Upscale Executive Housing Special Policy Areas and Chapter 40(d) of the Bram West Secondary Plan for the Riverview Heights Community, approved in 2011, to reflect changing provincial policies and objectives.

The proposed amendment would re-designate the Executive Residential lands south of Embleton Road and west of Mississauga Road to Low/Medium Density Residential. This would allow a larger range of lot frontages and an increased net density. The proposed amendment would remove the subject lands from the Upscale Executive Housing Special Policy Area 1 and delete the Upscale Housing Unit requirement of the Bramwest Secondary Plan Area.

2.0 Location:

The lands subject to this amendment are generally located south of Embleton Road, west of Mississauga Road, north of Financial Drive, and east of Heritage Road. This amendment relates to 2 Draft Plans of Subdivision (see Key Map in Schedule A to this amendment). The lands related to the south plan ('Scottish Heather') are legally described as part of west half of lot 5, east half of lot 4, west half of lot 4, east half of lot 3, west half of lot 3, Concession 5 west of Hurontario Street. The lands related to the north plan ('Brampton G & A') are legally described as part of lot 5 Concession 5, W.H.S.

3.0 Amendments and Policies Relative Thereto:

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

- (1) By amending Schedule A1 - Upscale Executive Housing Special Policy Areas of the Official Plan to amend 'Special Policy Area 1', south of

Embleton Road and west of Mississauga Road, as shown on Schedule B to this amendment.

- (2) By amending Policy 4.2.2.6, "Allocation of Upscale Executive Housing Unit Requirements by Upscale Executive Housing Special Policy Areas", to delete the 1,000 units of the upscale housing unit requirement from Area 1 (Bram West Secondary Plan). in the table titled "Allocation of Upscale Executive Housing Unit Requirements By Upscale Executive Housing Special Policy Areas."

- (3) By amending Policy 4.2.2.6 to read as follows:

"The City shall endeavour to ensure that the eight Upscale Executive Housing Special Policy Areas designated on Schedule "A1" collectively yield a minimum of 4,100 upscale executive housing units having nominal lot sizes exceeding 464.5 square metres (5000 sq. ft.). The allocation of this total upscale executive housing requirement to the eight areas is as follows:"

- 3.2 The portions of the document known as the Bram West Secondary Plan Area 40(a), Chapter 40(d) (Part II Secondary Plan of the City of Brampton Official Plan, as amended), is hereby further amended:

- (1) By amending Schedule SP 40(a) of Chapter 40(d) of Part II: Secondary Plan, to re-designate lands from "Executive Residential" to "Low/Medium Density" as shown on Schedule C to this amendment; and,3.3 The portions of the document known as the Block Plan for Sub Area 40-3 of Chapter 40(d) of the Bram West Secondary Plan (Part III Block Plan of the City of Brampton Official Plan, as amended), is hereby further amended:

- (1) By amending Schedule Riverview Heights Block Plan Stage 2 Area 40-3 to revise the parcel fabric, lotting, and park size of the development as shown on Schedule D to this amendment.

Approved as to Content:

Allan Parsons, MCIP, RPP

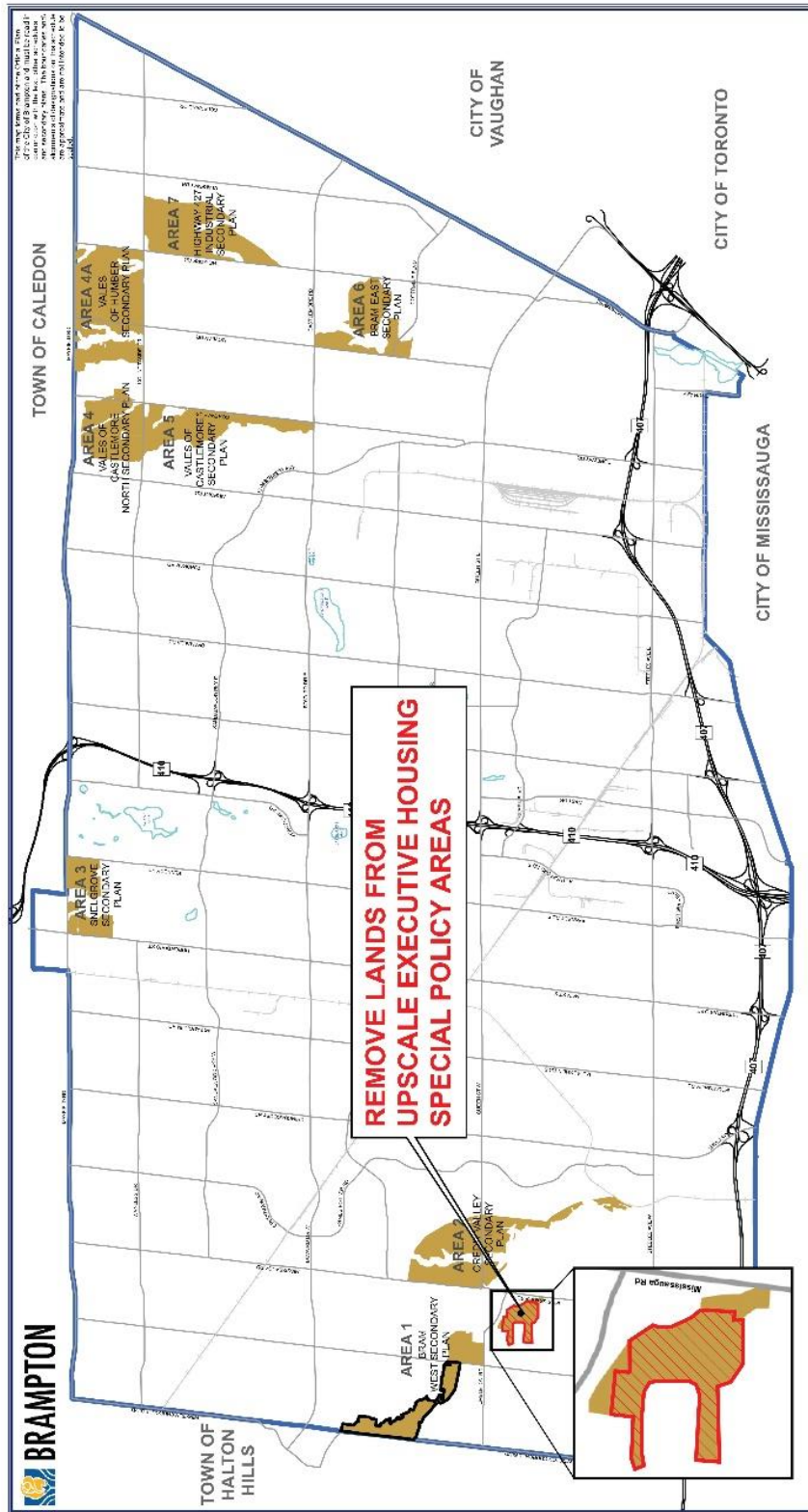
Director, Planning Policy and Growth Management

SCHEDULE 'A' TO THE OFFICIAL PLAN AMENDMENT OF _____

KEY MAP



SCHEDULE 'B' TO THE OFFICIAL PLAN AMENDMENT OP _____
LANDS TO BE REMOVED FROM "SPECIAL POLICY AREA 1"



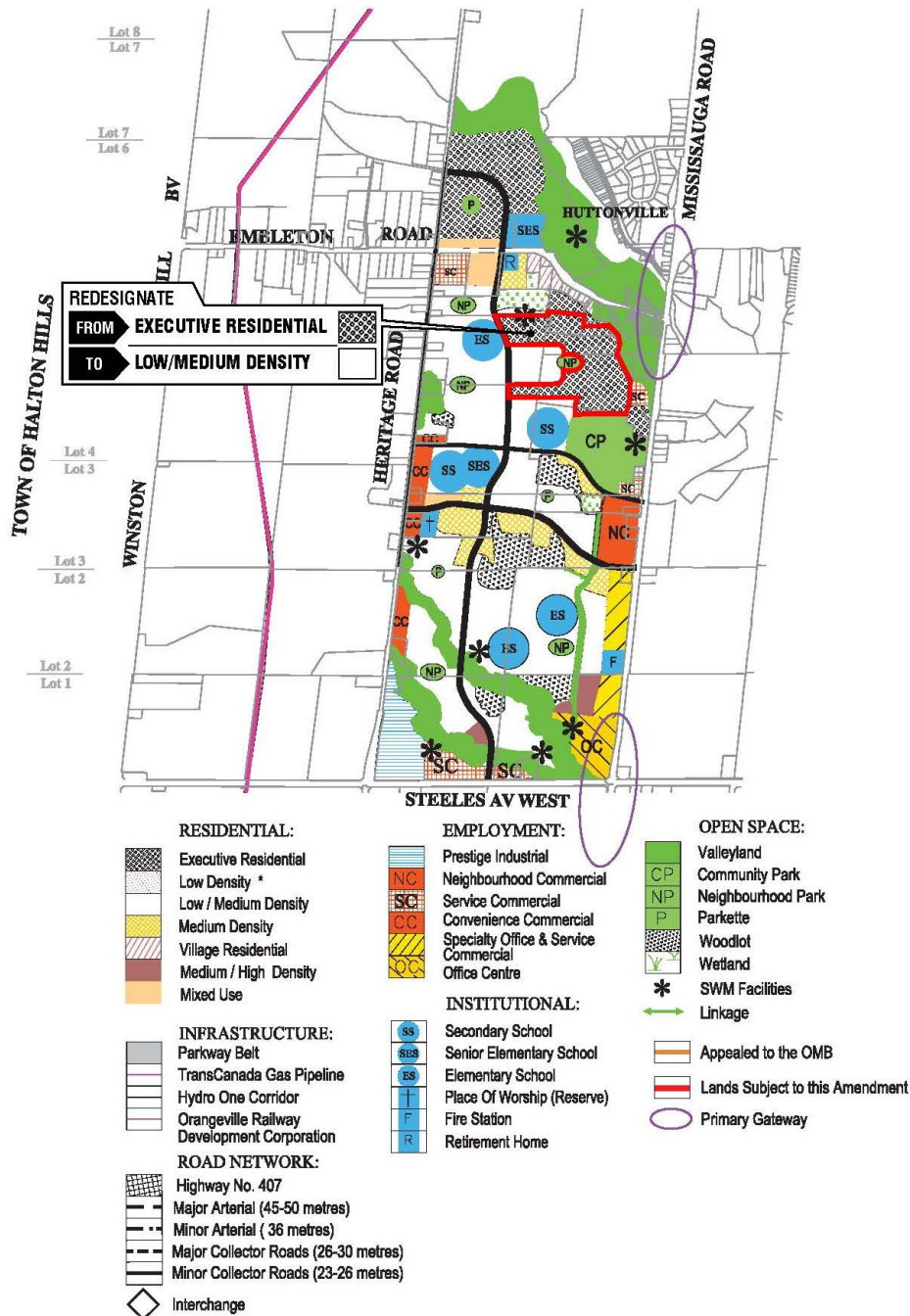
- APPEALED TO THE OMB
- UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS

SCHEDULE A1 UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS

Date: 27-07-028
Last Amended Date: Aug 10th 2015
PLANNING & DEVELOPMENT SERVICES
City of Brampton 2006 Official Plan September 2015 Urban Consolidation

SCHEDULE 'C' TO THE OFFICIAL PLAN AMENDMENT OP _____

RE-DESIGNATE LANDS FROM EXECUTIVE RESIDENTIAL TO LOW/MEDIUM DENSITY



SCHEDULE 'D' TO THE OFFICIAL PLAN AMENDMENT OP _____
REVISED BLOCK PLAN

[illegible]

EXECUTIVE RESIDENTIAL (38.3 ha)
 VILLAGE RESIDENTIAL (4.1 ha)
 LOW/MEDIUM DENSITY RESIDENTIAL (31.0 ha)
 MEDIUM DENSITY RESIDENTIAL (14.7 ha)
 MEDIUM / HIGH DENSITY RESIDENTIAL (3.3 ha)
 MIXED USE (4.0 ha)
 SERVICE COMMERCIAL (8.9 ha)
 SPECIALITY OFFICE AND SERVICE COMMERCE (7.7 ha)
 CONVENIENCE COMMERCIAL (8.2 ha)
 NEIGHBOURHOOD COMMERCIAL (7.8 ha)
 OFFICE CENTRE (4.2 ha)
 PRESTIGE INDUSTRIAL (10.7 ha)
 PARKS & RECREATION (17.5 ha)
 VISTAS (1.5 ha)
 INSTITUTIONAL & SCHOOLS (60.1 ha)
 OPEN SPACE/ WOODLOTS (126.8 ha)
 SWAN POND (21.8 ha)
 ROADS / WIDENINGS (76.7 ha)
 TOTAL AREA 465 ha
 MNR Mapped Wetlands (approx. from aerial photography)
 Limit of Development
 Staked Outline of Mature Forest
 Staked Edge of Wetland (MNR July 2008)
 Staked Top of Bank
 Stable Top of Slope

1. Appendix 13

2. DRAFT ZONING BY-LAW AMENDMENT

To amend By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton ENACTS as follows:

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

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

From:	To:
RESIDENTIAL HAMLET ONE (RHM1)	RESIDENTIAL SINGLE DETACHED E -10.4 – 2427 (R1E-10.4-2427), RESIDENTIAL SINGLE DETACHED F -10.4 – 2973 (R1F-10.4-2973), RESIDENTIAL SINGLE DETACHED E -11.6 – 2974 (R1E-11.6-2974), RESIDENTIAL SINGLE DETACHED F -11.6 – 2975 (R1F-11.6-2975), RESIDENTIAL SEMI-DETACHED D - 7.3 – 2434 (R2D-7.3-2434), RESIDENTIAL STREET TOWNHOUSE D - 2436 (R3D-6.0-2436), OPEN SPACE (OS)

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL,

this day of 2021

PATRICK BROWN - MAYOR

PETER FAY - CITY CLERK



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

To amend By-law 270-2004, as amended

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

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

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

From:	To:
RESIDENTIAL SINGLE DETACHED E -10.4 – 2427 (R1E-10.4-2427), RESIDENTIAL SINGLE DETACHED F -11.4 – 2430 (R1F-11.4-2430), RESIDENTIAL SINGLE DETACHED E -11.6 – 2429 (R1E-11.6-2429), RESIDENTIAL SINGLE DETACHED E -15.0 – 2431 (R1E-15.0-2431), RESIDENTIAL SINGLE DETACHED E -18.0 – 2432	RESIDENTIAL SINGLE DETACHED E -10.4 – 2427 (R1E-10.4-2427), RESIDENTIAL SINGLE DETACHED F -10.4 – 2973 (R1F-10.4-2973), RESIDENTIAL SINGLE DETACHED E -11.6 – 2974 (R1E-11.6-2974), RESIDENTIAL SINGLE DETACHED F -11.6 – 2975 (R1F-11.6-2975), RESIDENTIAL SEMI-

(R1E-18.0-2432), RESIDENTIAL SINGLE DETACHED E – 21.0 – 2433 (R1E-21.0-2433), OPEN SPACE (OS)	DETACHED D - 7.3 - 2434 (R2D-7.3-2434), RESIDENTIAL SEMI- DETACHED D - 7.3 - 3015 (R2D-7.3-3015), RESIDENTIAL TOWNHOUSE D – 6.0 - 2436 (R3D-6.0-2436), OPEN SPACE – SECTION 3016 (OS-3016), and OPEN SPACE (OS)
---	---

(2) By adding thereto the following sections:

“3015 The lands designated R2D-7.3-3015 on Schedule A to this by-law:

3015.1 Shall only be used for the purposes permitted in a R2D zone;

3015.2 Shall be subject to the following requirements and restrictions;

(1) Maximum Building Height: 11 metres. Building Height shall mean the vertical distance measured from the average finish grade level at the front elevation to:

- a) In the case of a flat roof, the highest point of the roof surface;
- b) In the case of a mansard roof, the deck line, or;
- c) In the case of a peaked, gabled, hip or gambrel roof, the mean height level between eaves and ridge;

(2) Minimum Lot Depth: 25 metres;

(3) Minimum Rear Yard Setback: 6 metres;

(4) A balcony or porch with or without a cold cellar may project into the minimum required front or exterior side yard by a maximum of 1.8 metres, eaves and cornices may project an additional 0.6 metres into the minimum required front or exterior side yard;

(5) Bay windows and box-out windows with or without foundations, and including eaves and cornices, may project a maximum of 1.5 metres into the minimum required front, rear and exterior side yard;

(6) The maximum cumulative garage door width shall be 3.1 metres if the lot width for the dwelling unit is less than 8.2 metres;

(7) The minimum building setback to a daylighting triangle/rounding: 1.2 metres.

3016 The lands designated OS-3016 on Schedule A to this by-law:

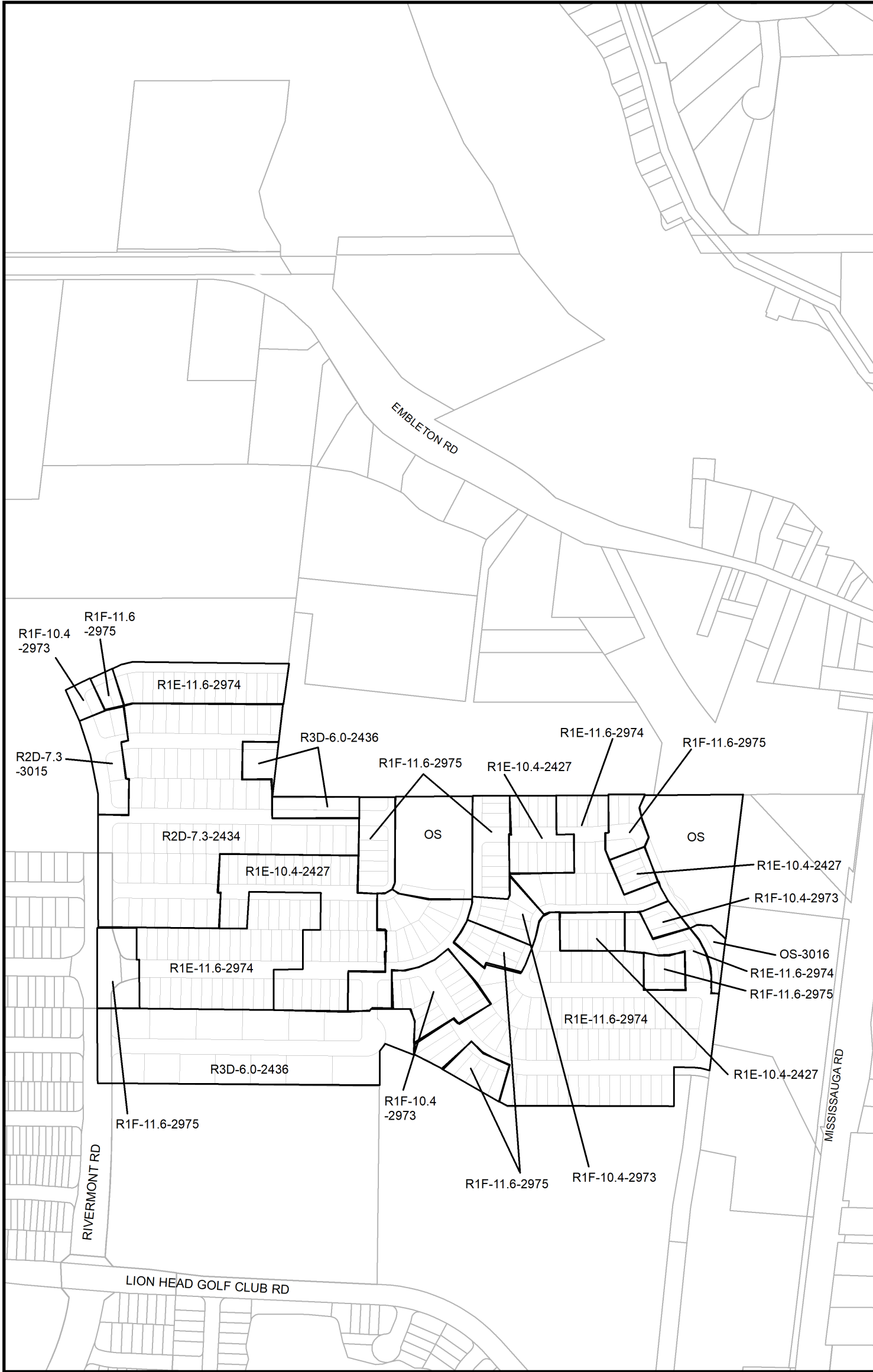
3016.1 Shall only be used for the following purposes in addition to the uses permitted in an OS zone:

(1) Those purposes permitted in the R1F-10.4-2973, R1F-11.6-2975 and R3D-6.0-2436.”

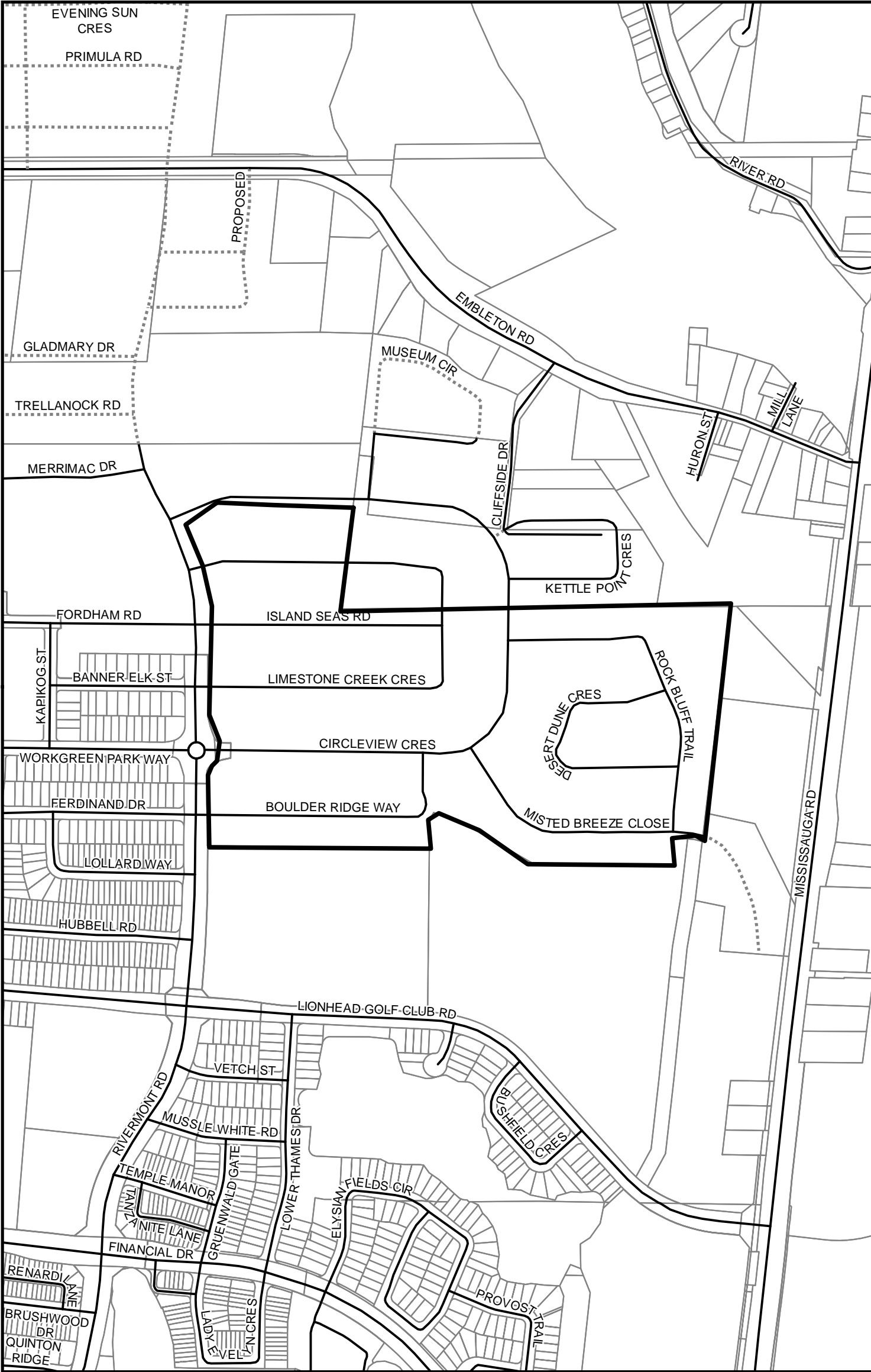
READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL,
this day of 2021.

Patrick Brown, Mayor

Peter Fay, City Clerk



PART LOT 4, CONCESSION 5 W.H.S..



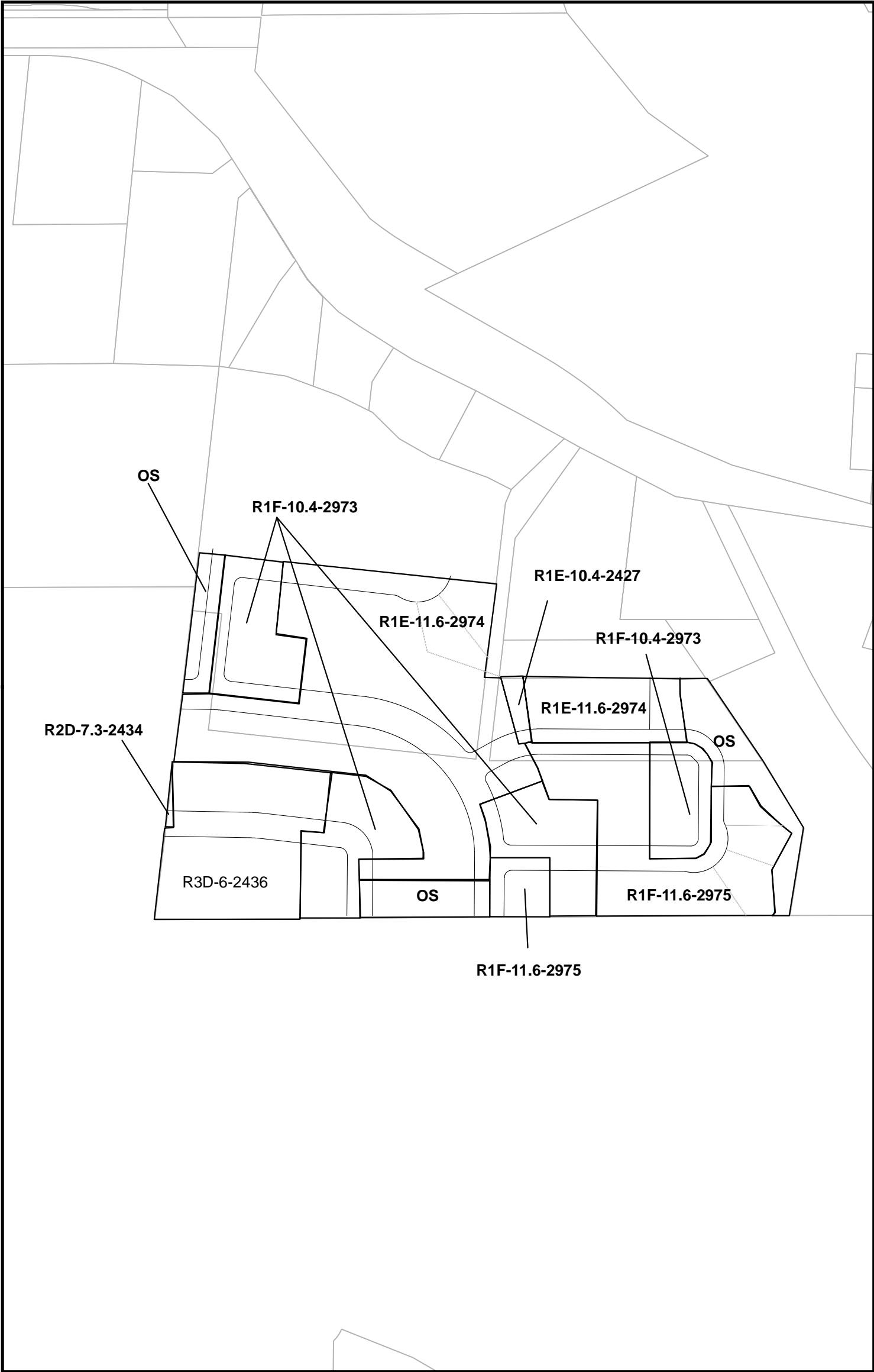
SUBJECT LANDS



brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



KEY MAP



BRAMPTON
Flower City



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2020-0011_ZBLA_PART1

Date: 2021/05/03

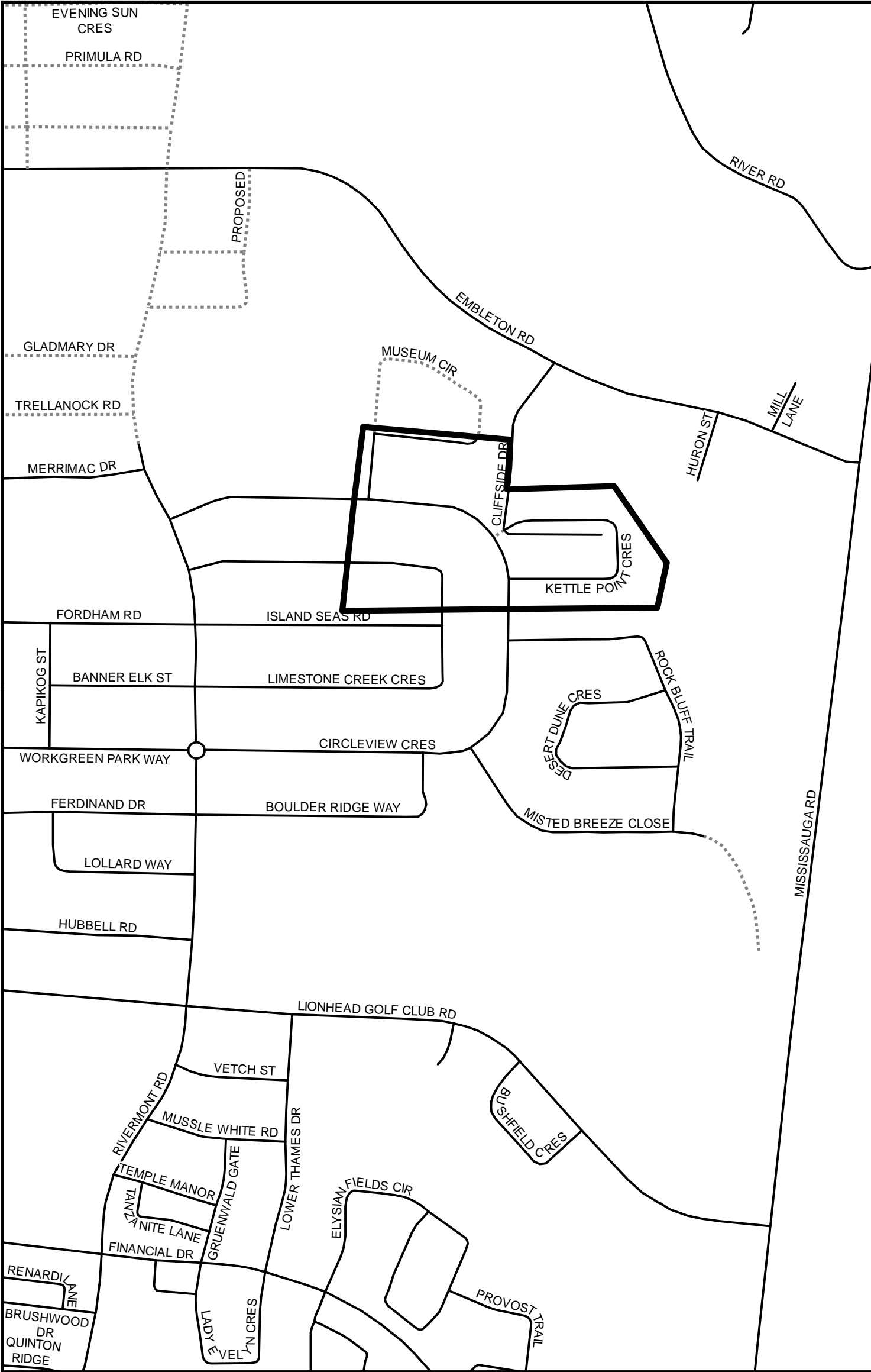
Drawn by: ckovac

PART LOT 5, CONCESSION 5 W.H.S..

Page 299 of 497

BY-LAW _____

SCHEDULE A



SUBJECT LANDS



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



KEY MAP

**RESULTS OF THE VIRTUAL PUBLIC INFORMATION MEETING
(NOVEMBER 19, 2020) AS PREPARED BY THE APPLICANT**

Scottish Heather Developments Inc, Brampton G & A Holdings Inc, and Brampton G & A Holdings II Inc.

November 19, 2020 Informal Public Information Meeting Zoom Chat Summary

Resident Concerns from Informal Public Info Meeting	
Category	Comment
Medium-High Density Apartment Block/General Comments on Density: Resident Concerns: 14+	<ul style="list-style-type: none"> Residents concerned with location of med-high density development and question location choice Many residents expressing general opposition to med-high density block and apartment units Questions asked if apartments would include social housing Residents would like to see more information about apartments i.e. renderings Residents concerned about other apartments being developed in the area (i.e. on the east side of Mississauga Road) Residents concerned the increase in units/homes in the community would decrease current home values Residents worried about increasing density and being too close together during COVID pandemic Residents concerned that higher density would take away the prestigiousness and character of the neighbourhood Residents ask if the high density could be located closer to the 401 to alleviate traffic Residents concerned the current infrastructure cannot sustain additional population
Transportation / Traffic Congestion: Resident Concerns: 12+	<ul style="list-style-type: none"> Resident concerned area is already busy and will be busier and more congested after the development is built, overcrowding of cars/people in the area Resident concerned of large amounts of traffic currently coming from Chalo Plaza and that apartments would add more congestion into and out of plaza Lack of access to Heritage Road creating congestion Residents concerned over Mount Pleasant GO Station already limited parking and that increasing density will add users Residents concerned of road safety and pedestrian street crossing Concerns over how narrow Mississauga road is north of Lionhead Concerns over not having enough entry and exit points toward Rivermont Road Concerns of increased parking on streets Concerns over speed limit being too high Concerns over not having enough sidewalks Residents would like to see photo radar in school zones Concerns over air quality due to more vehicles

<p>Community Centre/Schools/Parks:</p> <p>Resident Concerns: 12+</p>	<ul style="list-style-type: none"> • Concerns of over capacity of community park and schools. Residents mention school might not be able to accommodate increase in density • Residents concerned if the school boards don't buy the land it will only increase the amount of housing development space • Residents concerned that current community centres are too far away, and the proposed centre must be larger to accommodate many users in the area • Residents express interest in having a swimming pool as an amenity in the community centre • Residents concerned about the timeline of the community centre, says community needs it now • Residents state that the City of Brampton currently doesn't have enough public facilities to accommodate growth • Residents would like the community park and community centre to be built before any more residential units
<p>Crime:</p> <p>Resident Concerns: 10+</p>	<ul style="list-style-type: none"> • Many residents brought up concerns with the amount of crime already happening in the neighbourhood and are concerned that apartments would bring more crime. • Councillor Palleschi spoke to the future speed cameras and police station potentially in the area.
<p>Other:</p> <p>Resident Concerns: 5+</p>	<ul style="list-style-type: none"> • Some residents stated they would have not purchased a home if this was the plan when buying and only bought due to original plan • Resident addressed concern over the "prestige" of Mississauga Road and will lose it • Residents concerned about environmental impacts that could potentially be affected by zoning • Residents expressing concern over lack of hospitals in the City • Concerns over their preference of commercial rather than residential

From: Robby Singh
Sent: November 10, 2020 1:18 PM
To: David Milano
Subject: Scottish Heather info Concerns

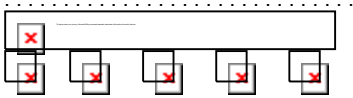
Hey David,

I live on Lionhead, and am a bit concerned about having 3 schools in one small area. Is this finalized and who planned this out.

Having 2 highschoools in a one block proximity is not safe. Is this finalized?

--

Robby Singh



From: Taha Sheikh
Sent: Monday, November 23, 2020 11:43 AM
To: David Milano
Cc: Joan MacIntyre
Subject: Re: Bram West - Question about School Sites

Thanks so much for your reply David, I really appreciate the information.

Best,

Taha

On Mon, Nov 23, 2020 at 10:17 AM David Milano wrote:

Hi Taha,

Thank you for attending the meeting last Thursday. If you are referring to the planned Catholic School on Howard Stewart Drive, we did not provide an update because that land is not part of the Scottish Heather/Brampton G&A development that we presented last week. The school sites numbered 1-4 are within this development and so the developer was able to provide updates on the timelines of the agreements for those school sites.

As for the Catholic School on Howard Stewart, I know that part of that land is located on another subdivision yet to be developed (to the west). I do not have any info on the timeline of that school site being purchased by the School Board. But yes, you are correct – typically when the land is being developed, the School Board will enter into an agreement with the developer which gives the Board 10 years to purchase the school site. If that time expires and the Board does not purchase/develop the lands then it remains with the developer.

I've include some links to the City's website that may also provide some useful information.

The first link is to the Scottish Heather application and the supporting studies:

<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2020-0011>

The second link is to all current development applications that have been filed with the City. This should provide information on any other developments that you might want to know about:

<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Welcome.aspx>

I hope this helps.

Thank you,

David Milano

Planner



From: Taha Sheikh
Sent: November 20, 2020 10:47 PM
To: David Milano
Subject: Bram West - Question about School Sites

Hi David,

Hope this email finds you well. I really appreciate the MGP team taking time out earlier this week to speak with the residents of the Bram West community.

I had a quick question regarding the proposed school sites in the area.

For context, I live in the neighborhood just below school sites 1 - 4 in the attached screenshot. As you know, the public elementary (Whaley's corner) has already been developed and is operational. There is another plot of land directly across my house (134 Rising Hill Ridge) that is zoned as a Cathrolic Secondary School. I noticed there was no update on whether this school would actually be developed.

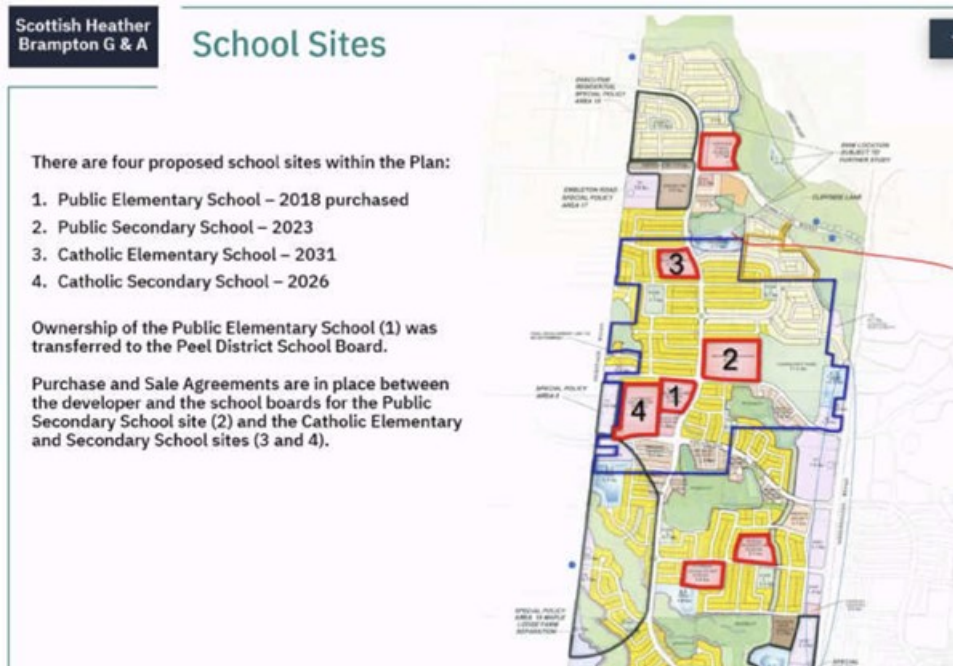
Would you be able to provide more information? Additionally, in the event that the Catholic school board decides not to develop a school on this land, is there a possibility that it could be rezoned for residential?

I'd really appreciate any information that you may be able to provide.

Thanks and hope you have a great weekend.

Cheers,

Taha



From: Elizabeth Sue Ling <>
Sent: December 10, 2020 7:29 AM
To: David Milano
Cc: rob.nykyforchyn Joan MacIntyre
Subject: RE: Great Gulf Proposed Amendment for Westfield - Follow up to request slide presentation

Importance: High

Good morning David,

Thank you very much for providing the slide presentation and also taking the time to include responses to the previous emails. It was greatly appreciated.

After reviewing the slide presentation and reading your responses, I would like to ask for a quick 15 minute phone call to still clarify some outstanding questions. Im an old school type of gal and sometimes conveying what you are trying to understand over email can be solved in a quick call over the phone. :)

Please advise when we can schedule something at your earliest convenience.

Thank you,
Elizabeth

Sent from [Mail](#) for Windows 10

From: [David Milano](#)
Sent: December 8, 2020 5:27 PM
To: [Elizabeth Sue Ling](#)
Cc: [rob.nykyforchyn](#) [Joan MacIntyre](#)
Subject: RE: Great Gulf Proposed Amendment for Westfield - Follow up to request slide presentation

Hi Elizabeth,

Sorry for the delay in response. I've attached the slides from last night's presentation, they are also attached to the City's website on the agenda for the Planning and Development Committee.

To provide a bit more detail - the slide that shows the housing mix details the existing part of the community (and area under construction) in one boundary (black), and the proposed revised plan in the other boundary (blue). We included this slide to illustrate that the revised plan still includes mostly wide lot singles (38ft) even with the increase in units.

If you have any other questions regarding the presentation please feel free to reach out. I've also attempted to answer some of the questions to your first email, responses in red below.

Regarding a meeting/call, I'd be happy to discuss with you any further questions or comments.

Thank you,



From: Elizabeth Sue Ling
Sent: December 8, 2020 11:11 AM
To: David Milano
Cc: rob.nykyforchyn
Subject: RE: Great Gulf Proposed Amendment for Westfield - Follow up to request slide presentation
Importance: High

Good morning David,

Hope all is well. My name is Elizabeth Sue Ling. I just called you and left a vm. I am hoping to get in touch with you regarding the proposed amendment presentation from last night's town hall meeting.

I emailed back on Nov 20th. There are many of us residents who are indifferent about the condos being built. Some are fine with it, some are in different, some actually want it and then of course some who oppose it.

You shared something new in your presentation yesterday, that I would like to discuss further and share with my fellow neighbour residents. You mentioned that there will be a change to have more 38 ft lots built rather than 34 ft lots. My husband, myself and other community members feel that this would be great.

Can you please give me a call and or reply back to my email. I did email back on November 20th with no reply. I am hoping to further discuss the slide presentation for that one specific part.

Thank you for your time in advance.

Elizabeth Sue Ling
Westfield resident

Sent from [Mail](#) for Windows 10

From: [Elizabeth Sue Ling](#)
Sent: November 20, 2020 6:47 PM
To:
Cc:
Subject: Great Gulf Proposed Amendment for Westfield - New Discussion/New Proposal
Importance: High

Hello David,

CC: Michael

CC: Joan

CC: Katy (sorry if I am misspelling)

Hope everyone is well. My name is Elizabeth Sue Ling. I live in the Mississauga Rd & Steeles - Westfield neighbourhood.

Unfortunately, I do not have the contact of Katy from Great Gulf or Joan and I was hoping to get them included on this email/conversation. If you can connect them by cc'ing me on a forwarded email that would be appreciated.

On Thursday, Nov 19th, we had a zoom meeting with over 150 participants. Quite frankly, the meeting was a shit show. Excuse my language.

However, I am emailing all of you to speak up for a large number of participants on that call and generally who live in the neighbourhood, who are interested in taking a different approach regarding the amendment changes proposed. Everyone is not totally against the new proposed plan.

However, it has been expressed that the presentation provided, left some questions/gaps and we would like more concrete answers before taking any position on the proposed changes.

Please see below an outline of questions that we have:

- 1) I know the "textbook" definition with by-law is that it is proposed to add 4 "apartment" 6 story buildings up to a max of 420 units.
 - a) Can you please clarify the term apartments?
 - b) Will this be a "rental" only style building?
 - c) Can you please speak to the price range if these are going to be condo units?
 - d) Can you please provide renderings by Nov 30th before the full meeting on Dec 07th? If renderings are not available, can you please show an example of something that was built in the past that you are considering for this proposed area.
 - e) How will this be marketed? Can there be a discussion around calling the buildings and units "luxury condos"?
 - f) When are these being proposed to be built?

It is still very early to discuss most of these details. The slideshow for the Dec 7th meeting includes two mid-rise apartment examples that Great Gulf has built. Both examples are 4 storey apartments but the built form would be similar to what you might see but for a 6 storey apartment.

- 2) What are the plans to address added traffic and congestion? What are the time lines looking like?

A traffic/transportation study was submitted with the application and discusses the proposed development. This, and other supporting studies, are being reviewed by the City currently.

- 3) What are the plans and timelines to add infrastructure such schools, hospitals, police stations, more shopping centres, etc.
 - a) Can you please speak to how the current infrastructure will accommodate the new influx of more residents?
 - b) Can you please speak to the potential locations
 - c) Can you please speak to adding a mandate for some more diverse driven commercial spaces/businesses in our area?

The Nov 19 meeting spoke to the timelines on purchase agreements with the school boards. The timeline to develop the site is up to the school board and their funding. I cannot not speak to other community uses (hospitals, police) as they would not be included in the application. I know the Councillor provided some details during the meeting on a future police station. In terms of infrastructure, a servicing addendum study was submitted with the application which details the engineering aspects needed for the proposed water, sanitary, stormwater etc. services.

- 4) As you all heard, there is a huge outcry for a community centre. We were told that due to budgetary restrictions that we wont be seeing a community centre built until 2025. We keep hearing that it's coming but there continues to be huge delays. Is there a way, to work with the city and builder, Great Gulf, to find a solution to getting this community centre built earlier than 2025? I understand, Great Gulf, that this does not involve you as you are the builder. However, could we look at a possible collaboration effort that would be a show of "good faith" for the community members, where you have had such a large impact/influence?

The presentation for the Nov 19 meeting provides the timeline/budgetary info that was provided to us by the City. As it was mentioned, the City owns the 10-hectares that have been dedicated for the park/rec centre, which was purchased from the developer a few years ago. I'm sorry but I do not have any further information on this as the park is not part of the development application and is out of the scope of this project.

Is there anyway that we can schedule a zoom meeting with all of you and just myself as the representative for the community members trying to get educated and informed.

I have real and constructive suggestions to discuss and share from our community members. From if the proposed apartments/condos are built and what we would want to see to the community centre and how we can begin expediting the process.

I look forward to chatting with you all and really hoping to having a REAL progressive discussion.

Thank you in advance,
Elizabeth Sue Ling

Sent from [Mail](#) for Windows 10

From: Rajesh
Sent: December 8, 2020 8:47 AM
To: David Milano
Subject: Re: Scottish Heather Info Meeting

Thanks David.

I will contact Great Gulf.

Regards,
Rajesh Bahendwar

On Monday, November 30, 2020, 09:35:28 AM EST, David Milano wrote:

Hi Rajesh,

Yes that would be a question for Great Gulf. I imagine their sales centre/website may have a broad timeline.

Thanks,

David Milano

From: Rajesh
Sent: November 26, 2020 10:34 AM
To: David Milano
Cc: Joan MacIntyre
Subject: Re: Scottish Heather Info Meeting

Hi David,

Thanks for information.

I have one more question, may be my question is naive to you.

Is the booking started? or when the booking for the houses will start?

If you are not the right person to ask this question can you please guide me.

Thanks in advance.

Regards,
Rajesh Bahendwar

On Monday, November 23, 2020, 11:55:49 AM EST, David Milano wrote:

Hi Rajesh,

I've attached the presentation slides from the Zoom meeting. I have also provided some links below to the City's website which should provide additional info on the development. Please feel free to reach out if you have any other questions.

The first link is to the Scottish Heather application and the supporting studies:

<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2020-0011>

The second link is to all current development applications that have been filed with the City. This should provide information on any other developments that you might want to know about:

<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Welcome.aspx>

Thank you,

David Milano
Planner

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

From: Rajesh <rajesh_bahendwar@yahoo.com>

Sent: November 23, 2020 11:28 AM

To: David Milano <DMilano@mgp.ca>

Subject: Scottish Heather Info Meeting

Hi David,

I could not attend the ZOOM meeting on Nov 19, 2020, can you please provide me the details about this project?

Regards,
Rajesh Bahendwar

From: Surendra Reddy
Sent: November 20, 2020 3:24 PM
To: David Milano
Subject: Scottish Heather Info Meeting

Hi David,

I missed to attend the meeting yesterday . Could you please share any ppt or other documents that I can refer for the meeting information.

Thanks,
Suri

Sent from my iPhone

Date: 2021-05-28

File: **OZS-2020-0012 & 21T-20004B**

Subject **Recommendation Report**
Application to Amend the Official Plan, Amend the Zoning By-law,
and Proposed Draft Plan of Subdivision
(To permit development of 78 stacked townhouse dwellings)
**Your Home Developments (Ebenezer) Inc. – Candevcon East
Limited**
4316 Ebenezer Road
Ward: 8

Contact: Mark Michniak, Development Planner
Planning, Building and Economic Development
905-874-3882, mark.michniak@brampton.ca
Steve Ganesh, Manager, Development Services
Planning, Building and Economic Development
905-874-2089, steve.ganesh@brampton.ca

Report Number: Planning, Bld & Ec Dev-2021-335

Recommendations:

1. **THAT** the report titled: **Recommendation Report**, Application to Amend the Official Plan, Amend the Zoning By-law, and Proposed Draft Plan of Subdivision, **Your Home Developments (Ebenezer) Inc. – Candevcon East Limited**, 4316 Ebenezer Road, Ward 8 (OZS-2020-0012, 21T-20004B, and Planning, Building and Economic Development-2021-335), dated May 28, 2021 to the Planning and Development Committee Meeting of June 21, 2021 be received;
2. **THAT** the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Candevcon East Limited on behalf of Your Home Developments (Ebenezer) Inc., Ward 8, Files: OZS-2020-0012 and 21T-20004B be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. **THAT** the amendments to the Official Plan and Bram East Secondary Plan, generally in accordance with Appendix 7 to this report, be adopted; and

4. **THAT** the amendments to the Zoning By-law, generally in accordance with Appendix 8 to this report, be adopted.

Overview:

- This application proposes a Draft Plan of Subdivision along with amendments to the Official Plan, Bram East Secondary Plan, and Zoning By-law to permit the development of 78 stacked townhouses. The proposed Draft Plan of Subdivision will create a residential block for a future condominium, a natural heritage system block, and a buffer block.
- The property is designated as “Residential” on Schedule A – General Land Use Designations of the Official Plan. The property is designated as “Low/Medium Density Residential” and “Medium Density Residential” on Schedule SP41(a) of the Bram East Secondary Plan. The Official Plan permits the proposed development, but an amendment is proposed to designate the valleyland. An amendment to the Secondary Plan is required to permit the proposed development.
- The property is zoned Highway Commercial One (HC1-1501) and Agricultural (A) by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed residential uses.
- A Statutory Public Meeting for this application was held on October 5, 2020. Members of the public provided written comments on the application prior to the Public Meeting. Details of the Statutory Public Meeting are included in Appendix 11 of this report.
- The proposal is consistent with the “2018-2022 Term of Council Priorities” by supporting “A City of Opportunities” theme. The proposal is consistent with the direction of building complete communities to accommodate growth for people and jobs.
- The proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Brampton Official Plan.

Background:

This application was received on May 19, 2020 and has been reviewed for completeness and found to be complete in accordance the Planning Act. On July 15, 2020 staff issued formal notice that the application was deemed to be a complete application.

Current Situation:Proposal (Refer to Appendix 1):

An application to amend the Official Plan, amend the Zoning By-law, and Draft Plan of Subdivision has been filed in support of the proposed development.

Details of the proposal are as follows:

- To create one (1) residential block;
- To create one (1) natural heritage system block;
- To create one (1) buffer block; and,
- To permit seventy-eight (78) stacked townhouse dwelling units.

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

The lands have the following characteristics:

- Located on the north side of Ebenezer Road between The Gore Road and McVean Drive;
- Currently occupied by two buildings. A single storey institutional/commercial building on the western half of the property and a single detached dwelling on the eastern half. The majority of the property is used as surface parking;
- Contains a tributary of the Humber River at the northern edge of the property; and,
- Roughly rectangular shaped parcel with an area of approximately 1.47 ha (3.63 ac) and with frontage of approximately 80 m along Ebenezer Road.

The surrounding land uses are described as follows:

North: Open space containing a tributary of the Humber River. A low density residential neighbourhood consisting of single detached dwellings, a school, park space, and a stormwater management pond.

South: Across Ebenezer Road there is a low density residential neighbourhood consisting single detached and semi-detached dwellings.

East: Single detached and semi-detached dwellings.

West: Single detached and semi-detached dwellings.

Summary of Recommendations:

This report recommends the approval of the Draft Plan of Subdivision application and enact the Official Plan Amendment attached hereto as Appendix 7 and the Zoning By-law Amendment attached hereto as Appendix 8.

Planning Analysis Summary:

Staff has reviewed the proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment and found that this application represents good planning, including that they are consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan. Staff has reviewed this application relative to the provisions prescribed within Section 2 and Section 51(24) of the Planning Act and advises that the proposed development satisfies these criteria. A detailed analysis of these policies can be found in Appendix 10 of this report.

Community Engagement:

The proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment were circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. A copy of all department/agency comments are included in Appendix 12 of this report. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on October 5, 2020. There were no delegations at the meeting and five (5) written submissions were received. Details of this meeting are included in Appendix 11 of this report.

Corporate Implications:Financial Implications:

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities:

This application is consistent with the “A City of Opportunities” theme. It supports the building of complete communities to accommodate growth for people and jobs. The redevelopment of lands makes efficient use of land and resources and takes advantage of existing infrastructure and will provide a transit supportive, pedestrian friendly development.

Living the Mosaic – 2040 Vision:

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

Conclusion:

Staff have undertaken a thorough review of this application to ensure that all technical and financial matters have been satisfactorily addresses. Staff is satisfied that the Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment application represents good planning. This application is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, the Peel Region Official Plan, and the City’s Official Plan. Staff therefore recommend that the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment be approved.

Authored by:

Mark Michniak, MCIP, RPP
Development Planner III
Planning, Building & Economic
Development

Reviewed by:

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

Approved by:

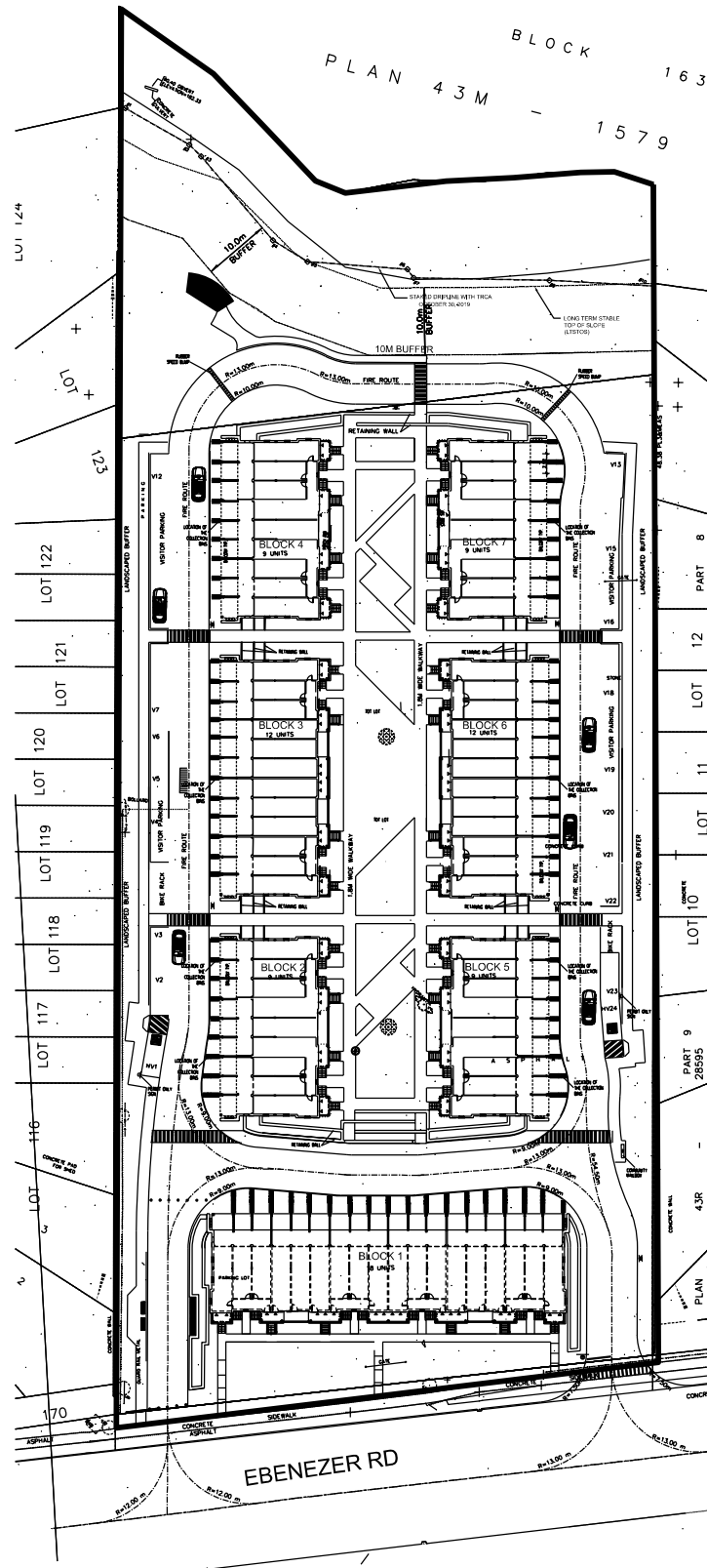
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning, Building & Economic
Development

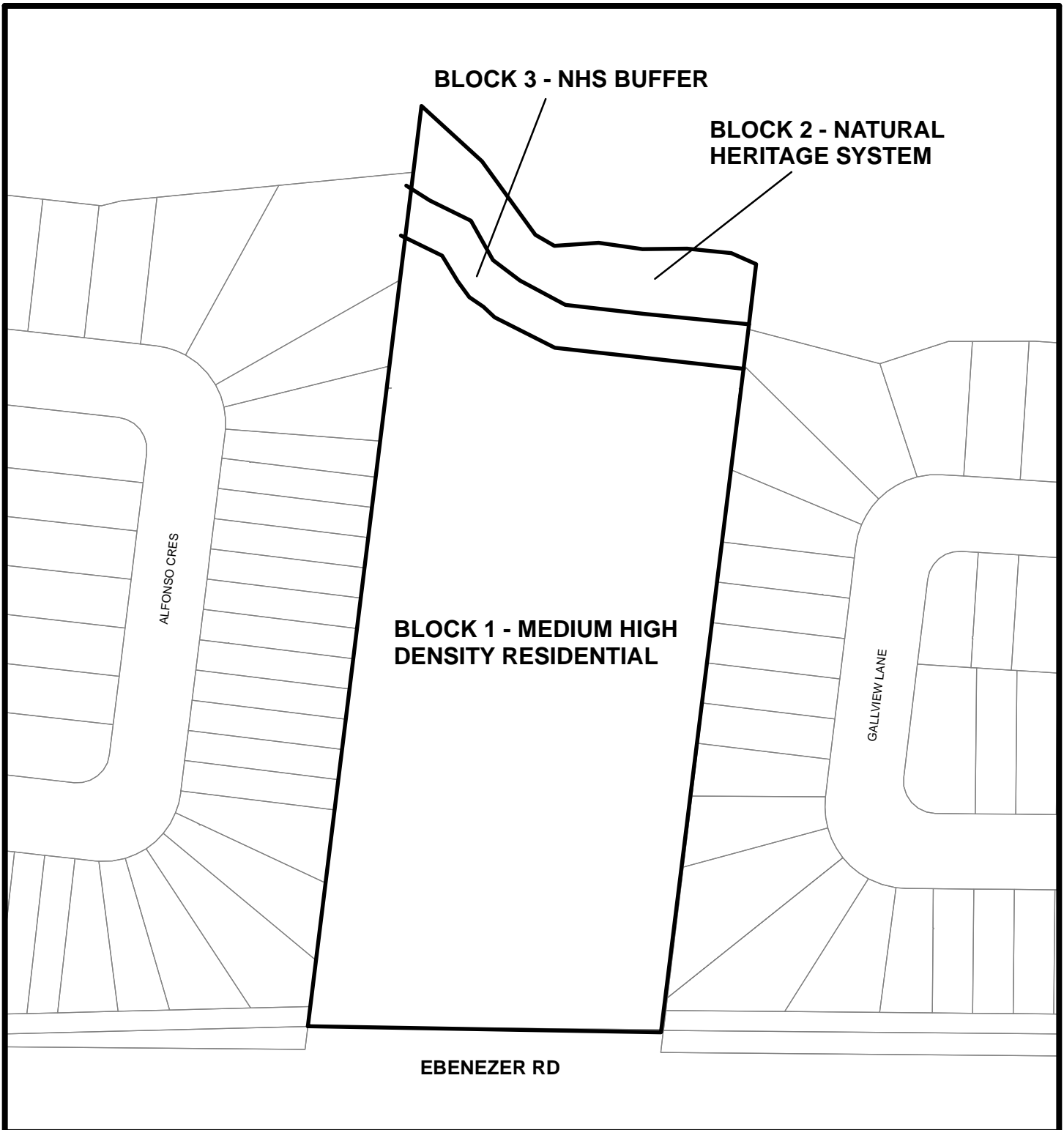
Submitted by:

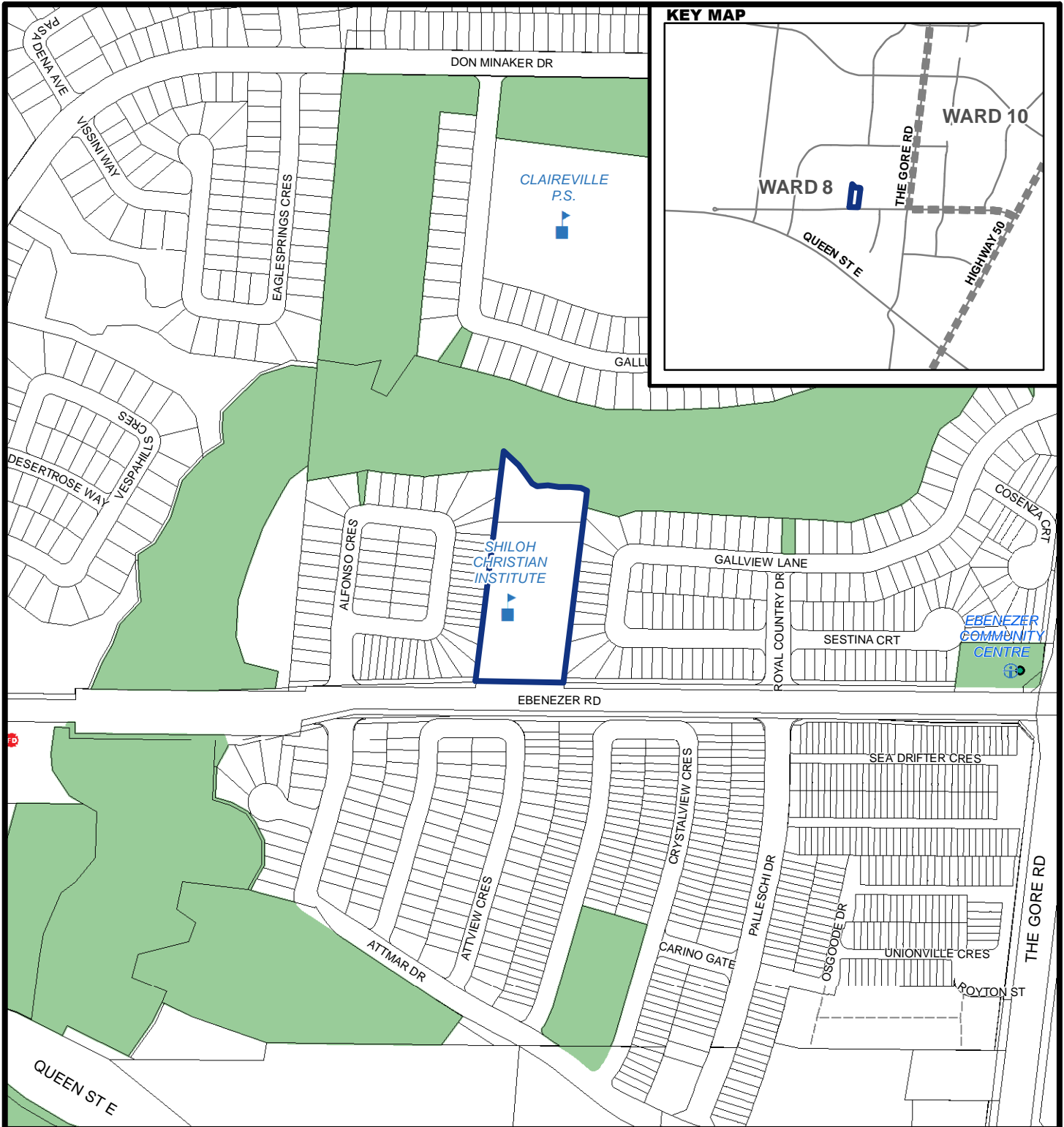
David Barrick
Chief Administrative Officer

Attachments:

Appendix 1:	Concept Plan
Appendix 1A:	Draft Plan of Subdivision
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Existing Land Use Plan
Appendix 7:	Draft Official Plan Amendment
Appendix 8:	Draft Zoning By-law Amendment
Appendix 9:	Draft Conditions of Draft Plan Approval
Appendix 10:	Detailed Planning Analysis
Appendix 11:	Results of Public Meeting
Appendix 12:	Results of Application Circulation





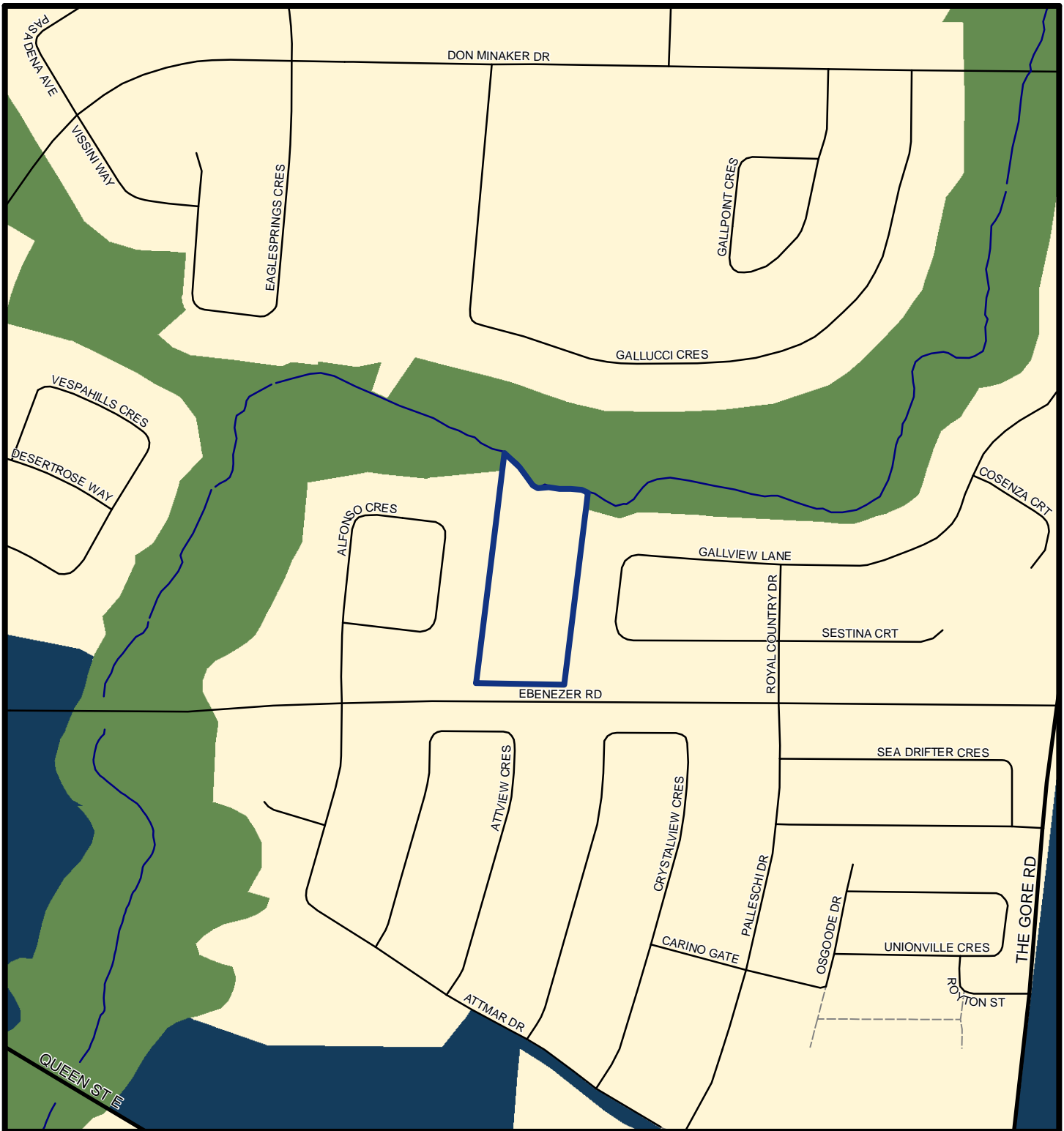


KEY MAP



- SUBJECT LAND
- GREENSPACE
- SCHOOLS
- PROPERTY LINE
- RECREATIONAL FACILITY



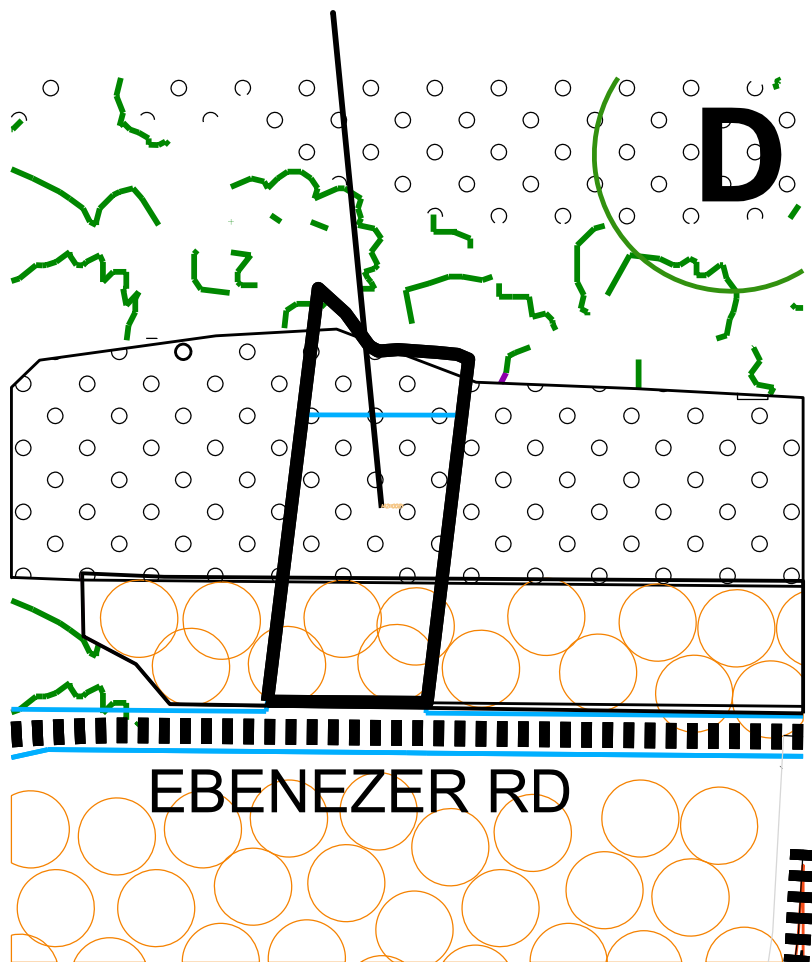


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

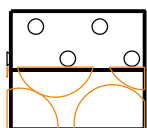
- SUBJECT LAND
- BUSINESS CORRIDOR
- OPENSOURCE
- RESIDENTIAL



SUBJECT LANDS



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



RESIDENTIAL LANDS:

Low / Medium Density

Medium Density



ROAD NETWORK :

Collector Road



OPEN SPACE:

Valleyland



Storm Water
Management Facility



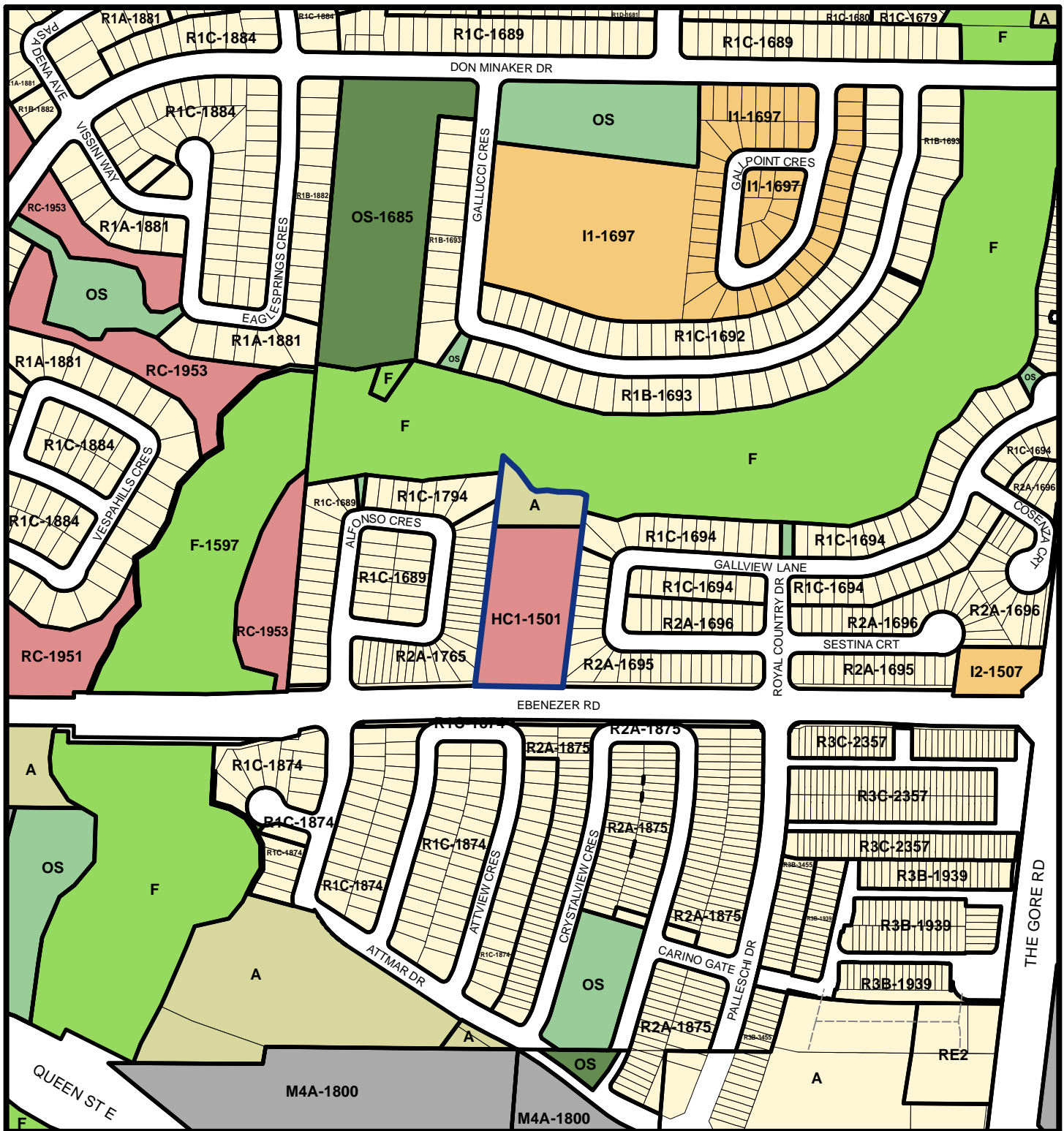
BRAMPTON
Flower City
PLANNING AND DEVELOPMENT SERVICES



Drawn By: CJK
Date: 2020 07 20

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
CANDEVCON LTD.
YOUR HOME DEVELOPMENTS (EBENEZER) INC.

CITY FILE: OZS-2020-0012












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





Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				

AERIAL PHOTO DATE: SPRING 2019



APPENDIX 7

OZS-2020-0012 – DRAFT OFFICIAL PLAN AMENDMENT

Draft Official Plan Amendment

OZS-2020-0012

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number_____ - 2021

To Adopt Amendment Number OP2006-_____

To the Official Plan of the
City of Brampton Planning Area

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

1. Amendment Number OP2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this _____ day of _____, 2021.

Approved as to
form.

____/____/____

PATRICK BROWN – MAYOR

Approved as to
content.

____/____/____

PETER FAY – CLERK

AMENDMENT NUMBER OP2006— _____

To the Official Plan of the
City of Brampton Planning Area

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

1.0 Purpose:

The purpose of this amendment is to amend the Bram East Secondary Plan and Bram East Secondary Plan Schedule SP41(a) to reflect revisions to the land use designations.

2.0 Location:

The subject property is municipally known as 4616 Ebenezer Road and is located on the north side of Ebenezer Road between McVean Drive and The Gore Road.

3.0 Amendments and Policies Relative Thereto:

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

- (1) By changing Schedule A – General Land Use Designations, the land use designations shown on ‘Schedule A’ to this amendment from “Residential” to “Open Space”.
- (2) By adding to the list of amendments pertaining to Secondary Plan Area Number 41: Bram East as set out in Part II: Secondary Plans, Amendment Number OP 2006-_____.

3.2 The portions of the documents known as the 1984 and 1993 Official Plans of the City of Brampton Planning Area which remain in force, as they relate to the Bram East Secondary Plan Area 41 (being Part Two: Secondary Plans, as amended) are hereby further amended:

- (1) By adding to Schedule SP41(a) of Chapter 41 of Part II: Secondary Plan a new “Medium/High Density Residential” designation, and changing the land use designations shown on ‘Schedule B’ to this amendment from “Medium Density Residential” to “Medium/High Density Residential”, “Low/Medium Density Residential” to “Medium/High Density Residential”, and “Low/Medium Density Residential” to “Valleyland”.
- (2) By deleting Section 3.1.12 in its entirety and replacing it with the following:

“3.1.12 Medium/High Density Residential

In areas designated Medium/High Density Residential on Schedule ‘SP41(a)’, residential uses within the High Density Residential category defined in Part I of the Official Plan are

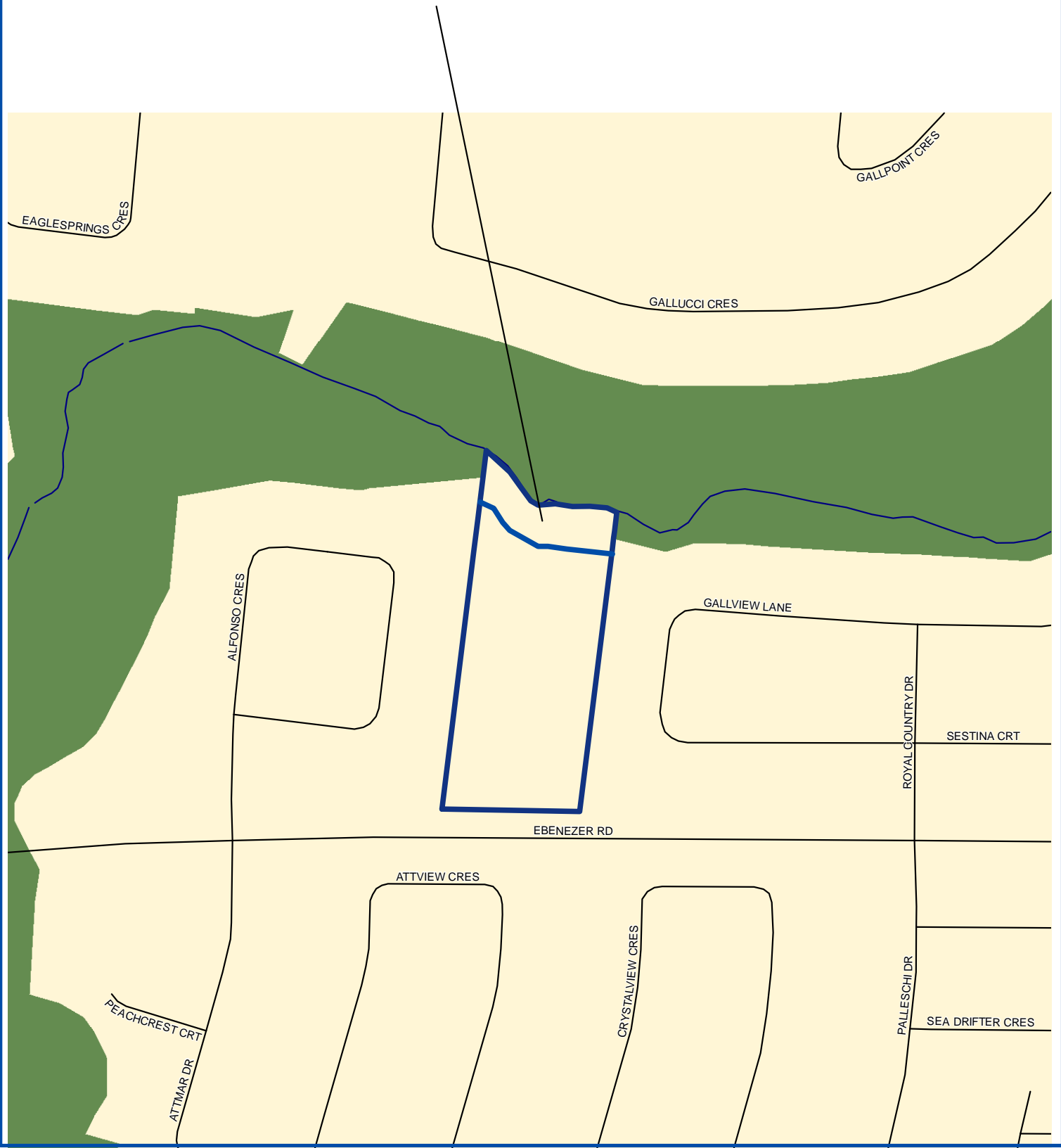
permitted at a maximum combined density of 65 units per net hectare (27 units per net acre)."

- (3) By deleting Section 3.1.18 in its entirety.

Approved as to Content:




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

LANDS TO BE REDESIGNATED FROM "RESIDENTIAL" TO "OPEN SPACE"



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

Legend

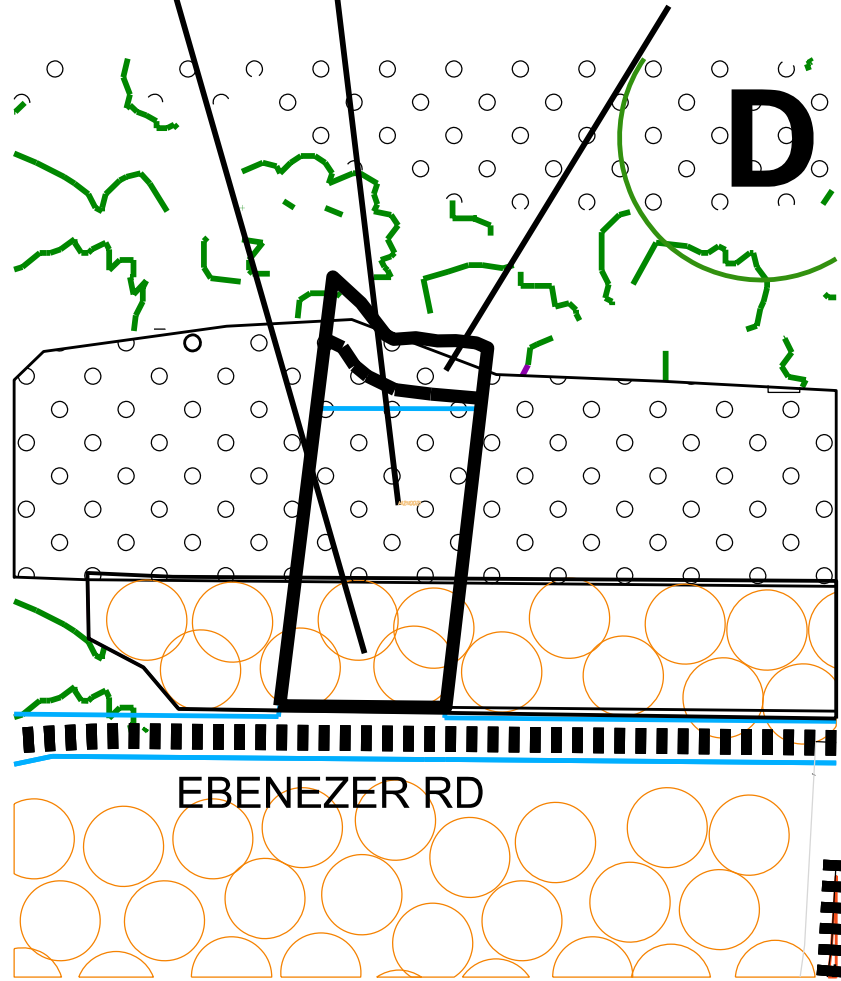
-  SUBJECT LAND
-  RESIDENTIAL
-  OPENSOURCE



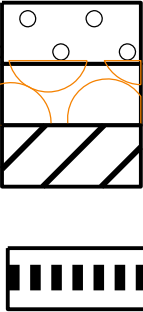
LANDS TO BE REDESIGNATED FROM
"MEDIUM DENSITY RESIDENTIAL" TO
"MEDIUM/HIGH DENSITY RESIDENTIAL"

LANDS TO BE REDESIGNATED FROM
"LOW/MEDIUM DENSITY RESIDENTIAL"
TO "MEDIUM/HIGH DENSITY RESIDENTIAL"

LANDS TO BE REDESIGNATED FROM
"LOW/MEDIUM DENSITY RESIDENTIAL"
TO "VALLEYLAND"



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



RESIDENTIAL LANDS:

Low / Medium Density

Medium Density

Medium/High Density

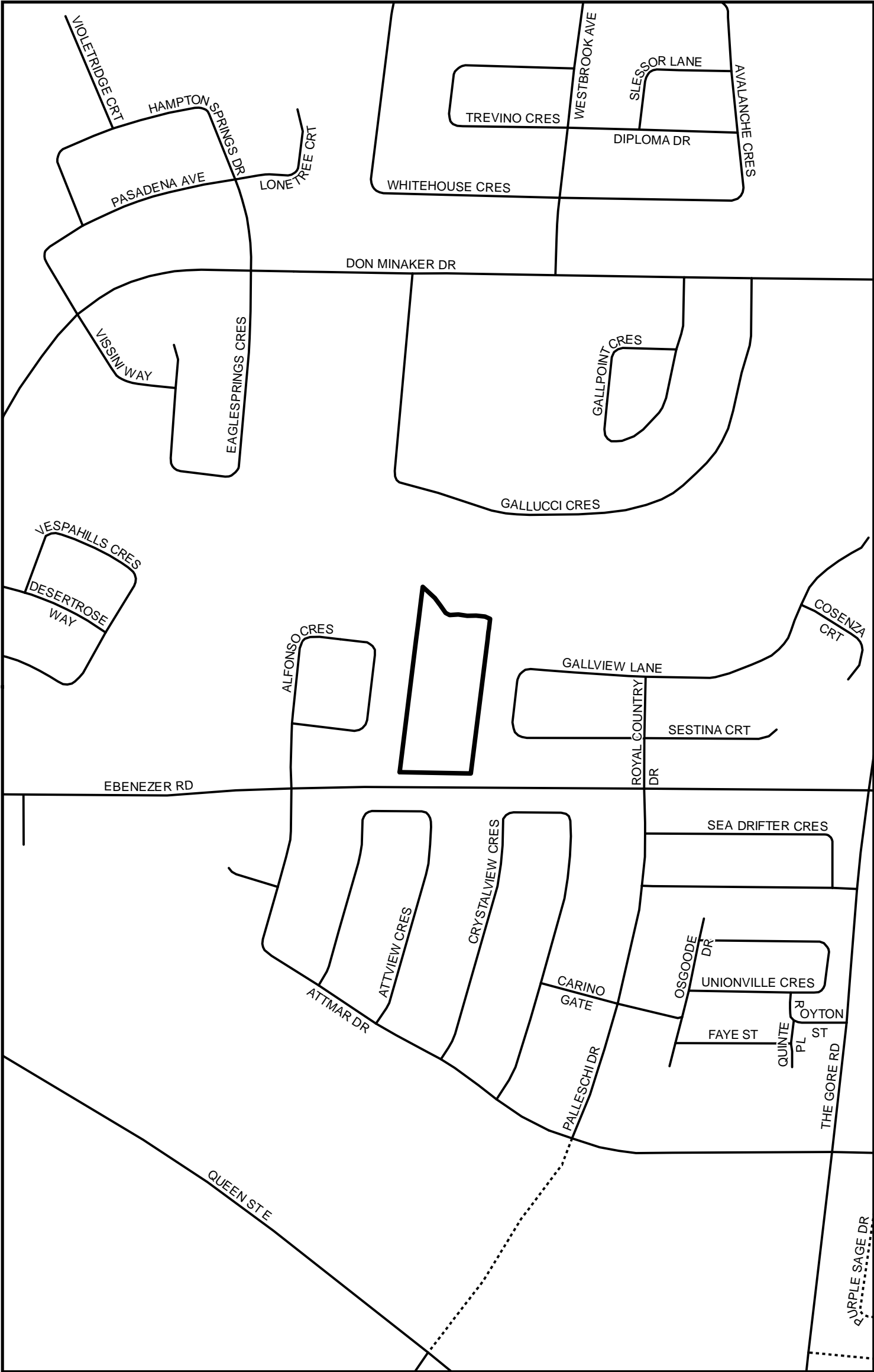
ROAD NETWORK :

Collector Road

OPEN SPACE:

Valleyland

Storm Water Management Facility



SUBJECT LANDS



brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



KEY MAP

APPENDIX 8

OZS-2020-0012 – DRAFT ZONING BY-LAW AMENDMENT



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

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

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

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

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

From:	To:
Highway Commercial One – Section 501 (HC1-501)	Residential Townhouse A – Section 3550 (R3A-3550)
Agricultural (A)	Residential Townhouse A – Section 3550 (R3A-3550) Floodplain (F) Open Space (OS)

(2) By adding the following Section:

- “3550 The lands designated R3A-3550 on Schedule A to this by-law:
- 3550.1 Shall only be used for the following purposes:
- (1) Stacked Townhouse Dwellings
- (2) Stacked Back-to-back Townhouse Dwellings
- (3) Purposes accessory to other permitted purposes
- 3550.2 Uses permitted under Section R3A-3550.1 shall be subject to the following requirements and restrictions:
- (1) Minimum Lot Area: 11,000.00 square metres;
- (2) Minimum Lot Width: 75.0 metres;
- (3) Minimum Lot Depth: 140.0 metres;

- (4) Minimum Front Yard Depth: 6.0 metres to the front wall of a dwelling and 4.5 metres to a balcony, porch, or bay window;
- (5) Minimum Interior Side Yard Width: 15.0 metres;
- (6) Minimum separation between buildings: 12.0 metres, except that a minimum 5.0 metres shall be permitted between end walls of dwellings;
- (7) Maximum Lot Coverage for all buildings: 35% of the lot area;
- (8) Minimum Landscaped Open Space: 25% of the lot area;
- (9) Maximum Building Height: 3.5 storeys or 13.5 metres, whichever is greater;
- (10) A balcony or porch may project into the interior side yard by a maximum of 1.8 metres including eaves and cornices;

3550.3 All lands zoned R3A-3550 shall be deemed to be one lot for zoning purposes;

3550.4 Shall also be subject to the requirements and restrictions relating to the R3A zone and all the general provisions of this By-law which are not in conflict with those set out in Section 3550.2.”

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

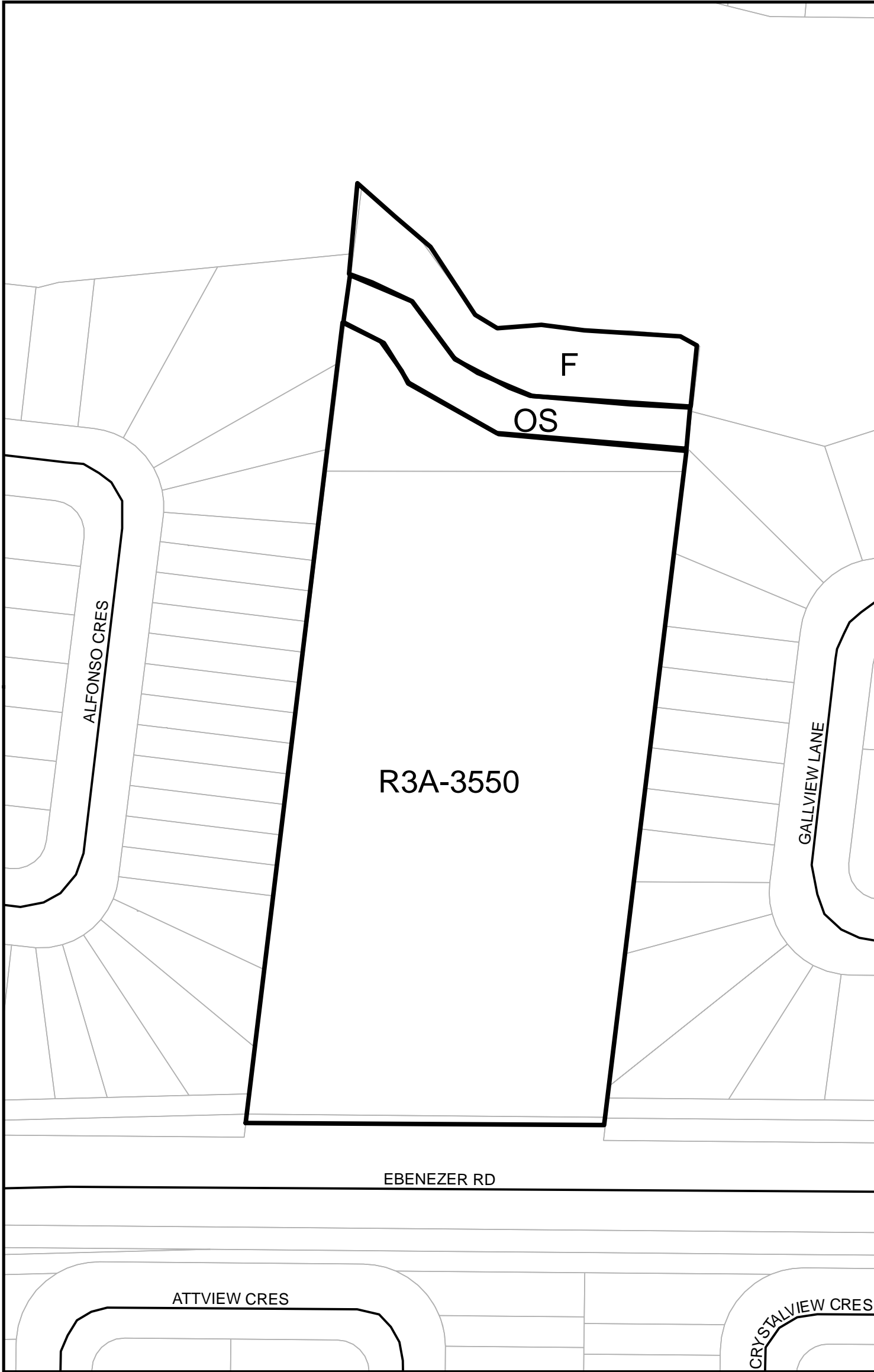
Approved as to
form.
21__/_month/_day
[insert name]

Patrick Brown, Mayor

Approved as to
content.
21__/_month/_day
[insert name]

Peter Fay, City Clerk

(OZS-2020-0012)



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: XXX_ZBLA

Date: 2021/04/22

Drawn by: ckovac

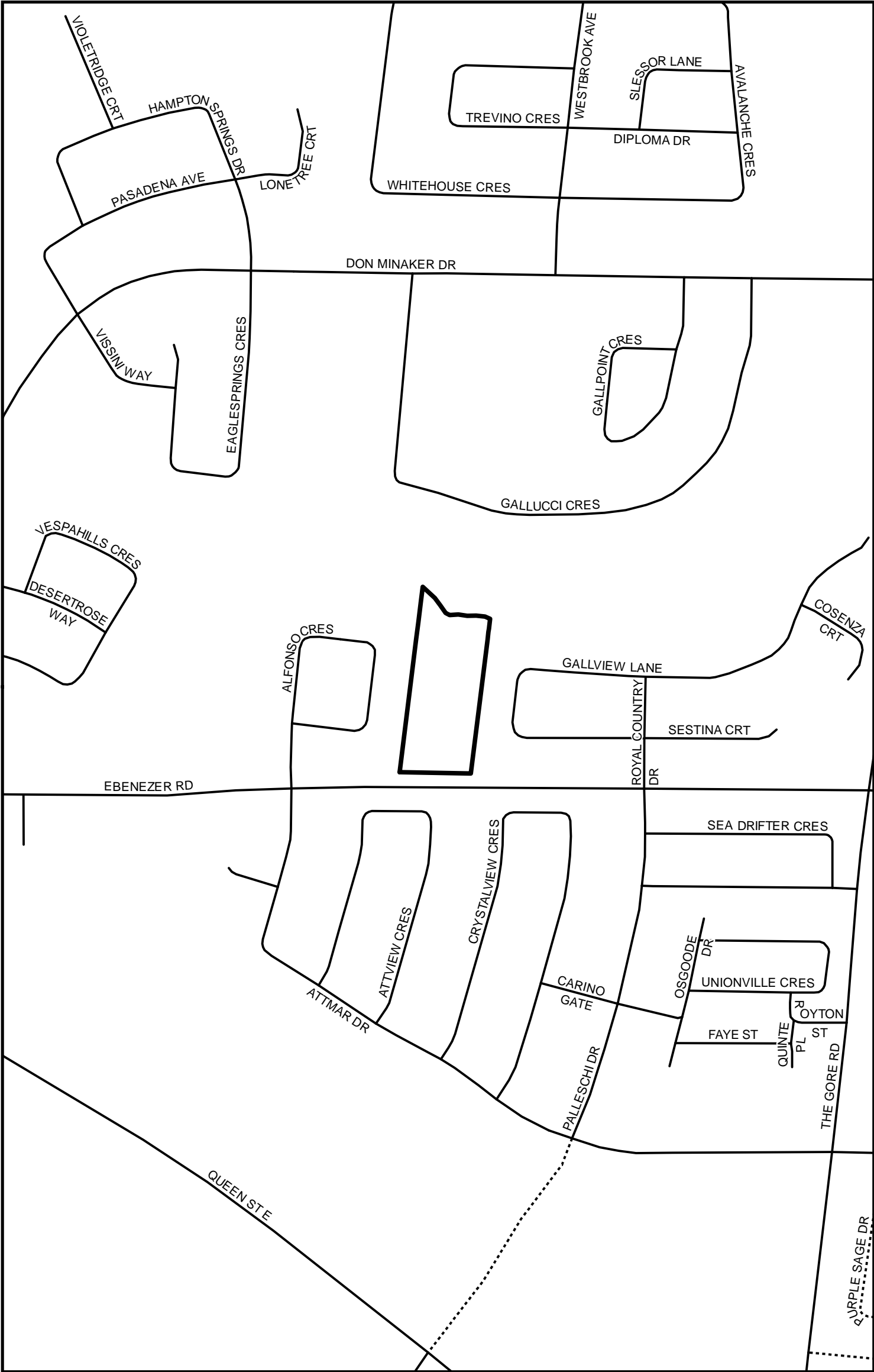


PART LOT 6, CONCESSION 9 N.D.

BY-LAW _____

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SCHEDULE A



SUBJECT LANDS



brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



KEY MAP

APPENDIX 9

OZS-2020-0012 – DRAFT CONDITIONS OF DRAFT PLAN APPROVAL



SCHEDULE "A" CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

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

APPLICANT: Candevcon East Limited – Your Home Developments (Ebenezer) Inc.

SUBJECT: Draft Plan of Subdivision
OZS-2020-0012/21T-20004B
City of Brampton
Planner: Mark Michniak

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

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by R-PE Surveying LTD. dated April 2020, revised November 30th, 2020.

Subdivision Agreement

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

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

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



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

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

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

External Easements and Land Dedications

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



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

Parkland Dedication

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

Studies

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

Staging

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

Drawings

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

Servicing

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



Cost-share Agreement

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

School Boards

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

Dufferin-Peel Catholic District School Board

18. The owner shall agree in the Servicing and/or Subdivision Agreement to include the following clauses in all offers of purchase and sale of residential lots to the satisfaction of the Dufferin-Peel Catholic District School Board:

"Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

19. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to this development which shall advise prospective purchasers that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy.
 - b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood



schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

20. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

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

21. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
22. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
23. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
24. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
25. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
26. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
27. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to



Canada Post.

28. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

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

29. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
30. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
31. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

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

Bell Canada

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

34. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
35. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in



which the telecommunication facilities are located to the street line.

Alectra Utilities

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

36. Grant all necessary aerial or underground easements, as may be required. To service this development, at no cost to Alectra Utilities. Alectra Utilities requires blanket easement on condominium developments. These will be confirmed during the final design of the road and subdivision.
37. Enter into a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
38. Be responsible for the costs associated with the hydro plant expansion to supply the development.
39. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s) or driveways.
40. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
41. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Hydro/Telecommunications

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

Region of Peel

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

43. Prior to registration of the subdivision, the owner shall execute a Subdivision Agreement with the local municipality and Region.
44. The owner acknowledges and agrees that prior to the issuance of building permits, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.



45. Prior All works associated with the servicing of this site will be at the owner's expense. The owner will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

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

46. The owner is responsible for the removal of existing services that will not be utilized. Removal of said services shall be carried out in accordance with the Region's standards as amended from time to time and at the sole expense of the owner.

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

47. Prior to Registration of the subdivision the owner must submit a satisfactory Functional Servicing Report.
48. The owner agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
- a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s)
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

Administrative — Clearance of Conditions

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

NOTE 1:

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

NOTE 2:

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

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario



L4W 1G7

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

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

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

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

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

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

Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

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

NOTE 3:

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



NOTE 4:

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

Draft Plan of Subdivision Conditions of Draft Approval Comments and Conditions Memo Tracking Sheet

Candevcon East Limited – Your Home Developments (Ebenezer) Inc.

File: OZS-2020-0012 & 21T-20004B

Planner: Mark Michniak

Date of Draft Approval:

Department/Division/Section	Memo Date		
	Initial Draft Approval	Revisions Memo Date	Effective Draft Approval Date*
Public Works – Development Engineering	April 20, 2021		
Public Works – Transportation Engineering			
Planning & Development Services – Development Services	April 27, 2021		
Planning & Development Services – Building Division	April 27, 2021		
Public Works & Engineering Development – Park Planning	May 12, 2021		
Region of Peel	March 10, 2021		

*day after 20 days after making decision (date of decision = date of cover memo signed by Commissioner/Director for minor amendments of Notice of Decision)

Note 1:

Any changes to the conditions (including minor amendments and revisions) to the conditions expressly identified in any Comment and Conditions Memo are subject to Section 51 (41) of the Planning Act and the amendment to the draft approval shall be deemed to have been made the day after the appeal period is over (the day after the 20-day appeal period), whether or not notice has been issued).

Accordingly, preparation of any agreement or supplementary agreement (as the case may be), will not occur until the appeal period has passed.

COMMENTS AND CONDITIONS MEMO

Date: April 27, 2021

File: (OZS-2020-0012 and 21T-20004B)

From: Mark Michniak

Subject: Requirements for Plan of Subdivision
(To permit development of 78 stacked townhouse)
Candevcon East Limited – Your Home Developments (Ebenezer) Inc.
4316 Ebenezer Road
Ward: 8

Circulation Date: April 27, 2021

Plan: Part of Lot 6, Concession 9 (Northern Division) City of
Brampton, Regional Municipality of Peel
Plan Dated: November 30, 2020
Comment Revision #: 1.0

The following represents a summation of comments and conditions from the **Development Services Division of the Planning, Building and Economic Development Department** with respect to matters dealing with Zoning, community information maps, warnings, notices, growth management, other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Sales Office Homebuyers Information Map

1. Prior to draft plan approval, the developer shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:

- a) The proposed land uses within the subdivision based on the latest draft plan.
- b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
- c) The immediately surrounding existing and proposed land uses.
- d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
- e) The approximate locations of noise attenuation walls and berms;
- f) The approximate locations and types of other fencing within the subdivision
- g) Where parks and open space, storm water management facilities and walkways are located.
- h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Engineering and Development Services Division).
- i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
- j) The locations of all Brampton Transit routes through the subdivision.
- k) The following standard notes, using capital letters where noted:

i. "NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT"

- ii. "The map shows that there will be stacked townhouses within this plan of subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- iii. "There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- iv. "Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- v. "The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vi. "Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vii. "The final location of walkways may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- viii. "The development will be subject to an application for Site Plan Approval. Site details may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- ix. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
- x. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xi. "There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca."

- xii. "Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home."
- xiii. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xiv. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
- xv. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
- xvi. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
- xvii. "The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot."
- xviii. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
- xix. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."

- xx. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

Growth Management/Staging and Sequencing

2. N/A

Growth Digital Submission of Plans

3. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved shall be provided to the City, in accordance with the Planning, Building and Economic Development Department's digital submission requirements.
- Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Final Homebuyers Information Map

1. Prior to registration of the plan, the developer shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map;
 - b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes;
2. The developer shall ensure that each builder selling homes within the subdivision:
 - a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

3. The applicant shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:

- a) A statement indicating that Block 1 will be developed for residential purposes.
- b) A statement indicating that Block 1 will contain amenity area and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Block 1:

“Purchasers are advised that residents close to the amenity area may be disturbed by noise and night lighting. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”

- c) A statement indicating that Blocks 2 and 3 shall be left in a naturalized state and will have minimal maintenance such as the periodic removal of paper and debris. This statement shall also advise purchasers that for more information the Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email planning.development@brampton.ca.
- d) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
- e) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- f) A statement indicating that the City of Brampton’s Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
- g) The following statements:
 - i. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the

purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- h) A statement indicating that Block 1 will be subject to a future application for Site Plan Approval. The site design and building elevations may change without further notice.
- i) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

j) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:

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

4. The applicant shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Site Plan Approval

5. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Block 1.

Telecommunications

6. The applicant shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act of a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the applicant shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the applicant directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The applicant shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the applicant shall provide evidence of same satisfactory to the City. Until such installation is completed, the applicant shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The applicant shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The applicant acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

7. Prior to commencing any work within the plan, the applicant must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the applicant is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the applicant elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the applicant shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

8. N/A

Sustainability Score and Summary

9. The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 32 points, which satisfies the City's Bronze Threshold for sustainability assessment. The applicant will need to demonstrate through a future application for Site Plan Approval that the minimum standards for sustainable assessment are maintained. Staff will continue to work with the applicant to identify opportunities to further improve the sustainability score of the proposed development.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Mark Michniak, MCIP, RPP
Planner III, Development Services

Planning, Building and Economic Development
905-874-3882
mark.michniak@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: April 20, 2021
File: **(OZS-2020-0012 and 21T-20004B)**
To: Mark Michniak
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-20004B**
Your Home Development (Ebenezer) Inc.
4316 Ebenezer Road
Circulation Date: April 2021
Plan: Draft Plan of Subdivision
Plan Dated: April 2020

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. ~~Functional Servicing Report (FSR)~~ – Cleared
 2. ~~Feasibility Noise Report~~ – Cleared
 3. ~~Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required.~~ – Added condition 7

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

- 1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Road Reconstruction/Cash Contributions

2.1. N/A

3. Financial Impact

3.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.

3.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

4. Sidewalks

4.1. N/A

5. Land Dedications and Easements

5.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

6. 0.3 Metre Reserves/Reserve Block(s)

6.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

7. Soil

7.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,



Olti Mertiri, P.Eng.
Supervisor, Development Approvals
Engineering Division
Public Works and Engineering Department
Tel.(905) 874-5 273 Fax (905) 874-3369
olti.mertiri@brampton.ca

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS & CONDITIONS MEMO

Date: May 12, 2021

File: OZS-2020-0012

To: Mark Michniak, Development Services

From: Jaskiran Kaur Bajwa, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Draft Plan of Subdivision
(To permit development of 78 stacked townhouse dwelling units)

UPDATED Conditions from the Park Planning & Development Section

Consultant: CANDEVCON EAST LIMITED.

Owner: YOUR HOME DEVELOPMENTS (EBENEZER) INC.

Location: 4316 Ebenezer Road, Brampton.
Circulation Date: July 22, 2020
Ward: 8

In response to the Accela circulation of the above noted Draft Plan of Subdivision dated July 22, 2020, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

~~Requested Adjustments to Plan:~~ **Satisfied May 10, 2021**

- ~~1. Proposed block 3 as shown in the Draft Plan, dated April 2020, prepared by Candevcon East Limited, should be labelled and referred to as 'Natural Heritage Systems Buffer'.~~

~~Tableland Vegetation:~~ **Satisfied May 10, 2021**

- ~~2. A [Tree Evaluation Report](#), must be submitted 'Prior to Draft Plan Approval' in accordance with the City's *Tableland Tree Assessment Guidelines*, to the satisfaction of the City.~~

~~Sustainability – Park and Open Space Requirements:~~ **Satisfied May 10, 2021**

- ~~3. The Sustainability Score and Summary shall be finalized and approved to the satisfaction of the Director, Planning & Development Services. The Sustainability Score and Summary shall *comply with the latest requirements* set out by the City for the development of such documents.~~

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the Environment and Development Engineering Division.

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

4. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts along the outer limits of the Natural Heritage System (NHS) buffer (Block 3), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Public Lands:

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

Trail connections:

6. The Owner shall explore the feasibility of providing a trail connection from the northwest corner of the site and continuing westward to the existing trail network within The Gore Road Tributary to the satisfaction of the Commissioner of Community Services and the Toronto and the Toronto and Region Conservation Authority.

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. Items are listed alphabetically.

Community Information Maps:

7. The Owner shall prepare a detailed Homebuyers' Information Map, based on the final M-plan, to the satisfaction of the City.

Parkland Dedication:

8. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.

The City will not require the conveyance of parkland dedication (parkland or cash-in-lieu of parkland) as a condition of subdivision draft approval for this Plan as authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended.

The Owner is put on notice that City By-laws and policies as amended require the payment of cash-in-lieu of parkland for this application pursuant to Section 42(6) of the Planning Act, as a condition of development of the land, and payable prior to the issuance of building permits.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to the review and ratification by the City's Realty Services Section.

Plan Requirements for all Public Lands:

9. Prior to plan registration, the Owner shall provide detailed working drawings for all identified , NHS Buffer, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Tableland Tree Compensation:

10. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

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

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

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

12. Identified Natural Heritage System (NHS) lands (including associated buffers) shall be conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

13. The Owner is responsible for the development of all dedicated open space (e.g. valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

As-Built Drawings:

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

d.) Prior to Assumption:*Hazard Removal:*

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

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

NIL

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Jaskiran Kaur Bajwa
 Park Planner, Park Planning & Development Section
 Parks Maintenance & Forestry Division
 Community Services Department
 Tel: (905) 874-3479 Fax: (905) 874-3819
jaskiran.bajwa@brampton.ca

cc. (via email only):
 S. Bodrug, R. da Cunha, W. Kuemmling, D. Quinn.
(Note: A digital copy has also been uploaded to Accela.)

COMMENTS AND CONDITIONS MEMO

Date: April 27, 2021

File: **OZS-2020-0012**

To: Mark Michniak

From: Anthony Magnone

Subject: Requirements for
Your Home Developments (Ebenezer) Inc.
4316 Ebenezer Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

- Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

- **Prior to registration of the Plan, or any phase thereof**, provide a **final version** of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

- Prior to registration, the applicant shall remove any existing buildings on the site.

Exposed Basements

- Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

- For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

- Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

- **Prior to registration**, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.
- The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)
- **Prior to registration** and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.
- **Prior to the issuance of any building permits**, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

Municipal Addressing

- **Prior to registration**, the applicant shall forward the proposed plan of subdivision to be registered in digital format (Autocad) to the Digital Innovation & Information Technology department for uploading to the City's GIS system.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Anthony D. Magnone
Regulatory Co-ordinator
Tel: (905) 874-2415 Fax: (905) 874-2499
anthony.magnone@brampton.ca

Public Works

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

peelregion.ca

March 10, 2021

Mark Michniak
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Mark.Michniak@brampton.ca

**RE: Draft Plan of Subdivision
4316 Ebenezer Road
Your Home Developments (Ebenezer) Inc.
Brampton
City File: OZS-2020-0012
Region File: 21T-20004B**

Dear Mr. Michniak,

The Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan for the above-noted application. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-20004B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of existing 750mm and 1350mm diameter sanitary sewers on Ebenezer Road.
 - Due to the size and function of the 1350mm diameter sanitary sewer on Ebenezer Road, connection will not be permitted.

Water Facilities

- The subject lands are located in Water Pressure Zone 5.
- Municipal water facilities consist of existing 150mm and 400mm diameter watermain on Ebenezer Road.
 - This development proposal requires a water system looped to municipal water to provide a redundant water supply in accordance with Regional standard 1-8-2.

Public Works

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

peelregion.ca

Functional Servicing Report

- The Region is in receipt of the revised Functional Servicing Report (dated December 2020) prepared by Candevcon and find the report satisfactory.

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

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

Waste Management Requirements

- The Region of Peel will provide front end collection of garbage and recyclable material provided that future submissions satisfy the requirements outlined in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual.
 - The Region is in receipt of the associated site plan application and will approve the waste collection method as part of site plan approval.

Conditions of Draft Approval

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

1. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region.
2. The Owner acknowledges and agrees that prior to the issuance of building permits, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.
3. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

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

4. The owner is responsible for the removal of existing services that will not be utilized. Removal of said services shall be carried out in accordance with the Region's standards as amended from time to time and at the sole expense of the Applicant.

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

5. Prior to Registration of the subdivision the developer must submit a satisfactory Functional Servicing Report.

Public Works

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

peelregion.ca

6. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s)
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (Alex.Martino@peelregion.ca 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino
Planner, Development Services
Region of Peel

September 1, 2020

CFN 62538.01

BY EMAIL: Mark.Michniak@brampton.ca

Mark Michniak
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mark Michniak,

**Re: OZS-2020-0012
21T-20004B
4316 Ebenezer Road
City of Brampton
Owner: Your Home Developments (Ebenezer) Inc.
Agent: Candevcon Limited**

This letter will acknowledge receipt of the above noted application. As per the “Living City Policies for Planning and Development within the Watersheds of the Toronto and Region Conservation Authority (TRCA)” (LCP), staff provides the following comments as part of TRCA’s commenting role under the *Planning Act*, the Authority’s delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA’s Regulatory Authority under the *Conservation Authorities Act* and Ontario Regulation 166/06, *Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses* (as amended); and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of the above noted application is to permit a maximum unit density of 63 units per net hectare within the Medium Density Residential Designation and facilitate a zoning by-law amendment to permit the proposed townhouse development containing 78 residential units.

Application Specific Comments

Based on our review of the submitted materials we note minor items to be addressed at future planning stages and provides them for consideration in Appendix I of this letter.

Recommendation

Based on our review of the submitted materials, we have no fundamental objection to application OZS-2020-0012. However, please note that the items identified in Appendix I of this letter will need to be addressed through future Site Plan applications.

Application Review Fee

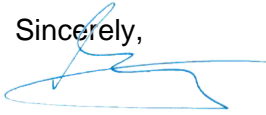
By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a \$8,950.00 *Official Plan*

Amendment – Standard review fee. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible.

Conclusion

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

Appendix I: Technical Comments

Stormwater management:

1. Please confirm that quantity and quality control for the site will be handled by the existing SWM pond.
2. TRCA appreciates that the applicant proposed an infiltration trench to achieve water balance target for the site. Please confirm that runoff from the parking area will be pre-treated before diverted to the infiltration trench.
3. Please provide supporting calculation to demonstrate that the proposed infiltration trench has sufficient capacity to achieve the target.
4. It was noted that the preliminary home buyer map does not accurately show the 10 m buffer for the west segment of the slope, where the shown buffer behind the LTSTOS line does not meet a minimum 10 m required by TRCA. Please revise the homebuyer map accordingly to be consistent with the limit of development shown on the constraints plan (Drawing CP-1).
5. Species and sizing for the proposed trees to be planted within the development complex are not included within the landscape plan. Please provide. Note that TRCA does not support the use of non-native, invasive, or cultivar species for landscaping adjacent to natural features.
6. A detail design drawing for the rock check dams integrated in the cut-off swales is not included in design plans. Please provide.
7. The double silt fence proposed for installation adjacent to the valley is within the 10m set back. Please move the fence line to the inner boundary of the set back to ensure zero disturbance to the buffer planting area.

Detailed Planning Analysis
City File Number: OZS-2020-0012

Overview:

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, the Bram East Secondary Plan and other applicable City of Brampton guidelines and priorities.

The Planning Act:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

Criteria to be Considered	Analysis
<i>(a) – the protection of ecological systems, including natural areas, features and functions;</i>	This proposal will designate natural areas under the appropriate designations for their protection.
<i>(h) – the orderly development of safe and healthy communities;</i>	This proposal represents orderly development as it will make efficient use of land and provide future residents with access to existing transit and pedestrian connections.
<i>(j) – the adequate provision of a full range of housing, including affordable housing;</i>	This proposal will permit development of 78 stacked townhouse dwelling which will add to the variety of housing types in the area.
<i>(p) – the appropriate location of growth and development;</i>	This proposal is within an appropriate location for growth and development as it will make efficient use of land and existing infrastructure.
<i>(q) – the promotion of development that is designed to be sustainable, to support</i>	This proposal will provide future residents with access to existing transit routes and

<i>public transit and to be oriented to pedestrians;</i>	it is designed to facilitate pedestrian movement both within the site and the broader area.
<i>(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;</i>	This proposal will contain well designed built form that encourages a sense of place.

Part 6, Section 51(24) of the Act identifies criteria that the Council of a municipality will have regard to when considering a draft plan of subdivision. This proposal has regard for the following criteria:

Criteria to be Considered	Analysis
<i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	This proposal is consistent with matters of provincial interest. It represents orderly development in an appropriate location that increases the variety of housing types while supporting transit and sustainability.
(b) whether the proposed subdivision is premature or in the public interest;	This proposal is appropriate as services currently exist in the area and it is in the public interest to expand the range of housing types and support both transit and sustainability.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The site is designated “Residential” and this proposal conforms with the Official Plan objectives and policies for this designation and the adjacent land uses.
(d) the suitability of the land for the purposes for which it is to be subdivided;	This proposal is suitable for the lands as existing infrastructure is available to service the development and future residents will be able to access surrounding amenities.
(e) the number, width, location and proposed grades and elevations of	This proposal will contain a private road with a connection to a municipal street. A

highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	second access will be provided emergency access. This configuration was reviewed by Traffic Services and found acceptable.
(f) the dimensions and shapes of the proposed lots;	This proposal will create lots with appropriate dimensions and shapes for the proposed development.
(h) conservation of natural resources and flood control;	This proposal will conserve natural resources by applying appropriate land use designations to natural areas within the site.
(i) the adequacy of utilities and municipal services;	This proposal will have adequate water, storm water, sanitary sewer, and utility connections.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.	This proposal will be required to undergo a Site Plan Approval. This process will ensure well designed built form that encourages a sense of place.

Provincial Policy Statement:

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

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;

This proposal will promote efficient development and land use patterns by providing housing at a location with existing services thereby making efficient use of land and promoting sustainability.

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit

housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

This proposal will provide stacked townhouse dwellings thereby increasing the variety of housing types available at this location. A greater variety of housing options will ensure that the long-term needs are met

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

This proposal promotes the integration of land use planning, growth management, and intensification to achieve cost-effective development patterns. Planning for stacked townhouses will minimize land consumption and servicing cost by making efficient use of the land while supporting transit by providing potential future users along existing routes.

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;*
- 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.*

This proposal provides medium/high density residential dwellings in an area with existing infrastructure and services. This meets these requirements by promoting the efficient use of land, infrastructure, and service facilities. It is both supportive of transit and active transportation.

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

- b) permitting and facilitating:*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*

This proposal meets these requirements by introducing a medium/high density residential dwelling types into an area with appropriate levels of infrastructure and services are available. This will be an efficient use of land and resources. It will support transit by providing increased potential for riders along a secondary transit corridor. It will promote active transportation by providing connections to existing routes.

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

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

This proposal supports these requirements by providing housing in a compact form that makes efficient use of land.

2020 Growth Plan for the Greater Golden Horseshoe:

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

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;**

This proposal will direct growth toward an appropriate area. It is located within a settlement area's built boundary with existing infrastructure and services. It will contribute to the creation of complete communities and support existing transit and 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;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

iv. healthy, local, and affordable food options, including through urban agriculture;

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

f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;

This proposal supports the creation of complete communities. It will provide convenient access to store, services and public service facilities. It will contribute to a broader range of housing types allowing future residents to access existing services and facilities. It will expand access to transit, open spaces, and trails. It will provide a compact built form with outdoor amenity space for future residents. It will contribute to environmental sustainability.

Region of Peel Official Plan:

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the

“Urban System” in the Region of Peel’s Official Plan. This application conforms to several “Urban System” designation objectives, including:

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

This proposal will establish healthy complete communities. It provides a living opportunity that respects the adjacent natural heritage feature while making efficient use of land and existing services and infrastructure.

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

This proposal will achieve a compact form through the development of stacked townhouse dwellings. The location for this proposal is appropriate in that it will efficiently use land, services, and infrastructure. The development will require a site plan approval which will ensure that the characteristics of the existing community is taken into account.

5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.

This proposal will provide residential dwellings in a form and density which is pedestrian and transit-supportive. As the site is located along a secondary transit corridor it is positioned to support existing transit routes. Pedestrian connections will be provided to support active transportation.

5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.

This proposal will provide compact residential dwellings in the form of stacked townhouses which will optimize the use of land, through intensification, by directing growth to the designated built boundary and along a secondary transit corridor.

5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

This proposal will support the development of complete communities by providing stacked townhouses which are compact and add to the diversity of housing mix. It will

be well designed and provide high quality open space in the form of outdoor amenity areas. And it will support access to retail and services.

5.5.3.1.1 To achieve compact and efficient urban forms.

5.5.3.1.2 To optimize the use of existing infrastructure and services.

5.5.3.1.3 To revitalize and/or enhance developed areas.

5.5.3.1.4 To intensify development on underutilized lands.

This proposal achieves these intensifications objectives. It will provide a compact and efficient urban form in the type of stacked townhouses, which will intensify the use of land. This will introduce more residents into the area optimizing the use of existing infrastructure and services. The development will enhance the area through high quality design and designation of natural heritage features.

City of Brampton Official Plan:

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

The subject property is designated "Residential" in the Brampton Official Plan. The northern portion of this site, which is within a natural heritage feature, will be designated "Open Space". The proposed amendment generally conforms to the intent of this plan. This includes:

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

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- (v) There is sufficient existing or planned infrastructure to accommodate the development;
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

This proposal demonstrates that the City Structure will not be compromised by exceeding a density of 50 units per hectare as set out in Section 3.2.8.3. This proposal is consistent with the general intent of the Secondary Plan. The proposed use is residential and it add to the range of housing types available. The development is within a complete community with access to retail, open space, and services. The development has direct access to a collector road. The site is within close proximity of higher order transit and will maintain pedestrian, bicycle, and vehicular access. The form is compatible with existing adjacent uses including the height, massing, setbacks, and privacy. The proposal includes appropriate buffers and protection of natural heritage features and provides opportunity for enjoyment of this space. Transition is maintained through appropriate height, massing, architectural design, and setbacks. And appropriate sustainability measures have been considered. Furthermore, compatibility and transition will be considered further through the site plan approval process.

4.2 It is the objective of the Residential Policies to:

- a) Establish policies that provide opportunities for the development of a broad mix of housing in terms of dwelling types, densities, tenure and cost to meet the needs of Brampton's diverse community including persons with disabilities;*

- b) Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;*
- c) Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;*
- e) Improve Brampton's residential assessment base by promoting a balanced mix of housing;*
- f) Reduce the cost of providing municipal services in residential areas by promoting efficient land use and layout design;*

This proposal will support the objectives of residential policies by enhancing the mix of residential dwelling types available through the development of a compact urban form that promotes efficient use of land. This development will encourage intensification while creating an attractive streetscape and protecting natural heritage.

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

This proposal maintains the intent of this designation. It proposes the development of a residential use in a form that contributes to the full range of housing types.

4.6.6.5 For development applications, including redevelopment and intensification, with the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

This proposal is located next to a natural heritage feature. A creek valley that runs along the northern edge of the site. This proposal will designate these lands and appropriate buffer area accordingly. And this proposal will allow future residents to enjoy the feature. Connections will be provided where possible.

Bram East Secondary Plan (Area 41):

The site is designated “Low/Medium Density Residential”, “Medium Density Residential”, and “Valleyland” in the Bram East Secondary Plan which does not permit the proposed residential use. The proposal requires a Secondary Plan amendment to permit the proposed residential use and increase in density.

To facilitate the proposed development, it is proposed that a new “Medium/High Density Residential” designation be created for the plan area. This new designation would be applied to this site, except for a portion along the northern edge of the site which will be designated “Valleyland”.

This new “Medium/High Density Residential” designation would permit a maximum density of 65 units per net hectare (27 units per net acre). The designation will allow a range of housing types that fall within the High Density Residential category of the Official Plan. This new designation would be available for other intensification proposals within the plan area.

This proposal is consistent with the development principles for Residential development as outlined in Section 3.0 of the Bram East Secondary Plan.

3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

This proposal for stacked townhouse dwellings will introduce a broader range of dwelling types to the plan area. The type of use is appropriate for this category and the form of housing is within the anticipated range for the plan area.

3.3.2 Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

This proposal will designate the natural heritage feature appropriately and incorporate appropriate setbacks and buffer area into the draft plan of subdivision and zoning by-law.

Zoning By-law:

The property is zoned “Highway Commercial One (HC1-1501)” “Agricultural (A)” by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

This proposal proposes a change from the existing zone to a Site Specific Residential Townhouse zone (R3A-3550). Provisions of this proposed zoning designation are listed below:

- (1) Minimum Lot Area: 11,000.00 square metres;
- (2) Minimum Lot Width: 75.0 metres;
- (3) Minimum Lot Depth: 140.0 metres;
- (4) Minimum Front Yard Depth: 6.0 metres to the front wall of a dwelling and 4.5 metres to a balcony, porch, or bay window;
- (5) Minimum Interior Side Yard Width: 15.0 metres;
- (6) Minimum separation between buildings: 12.0 metres, except that a minimum 5.0 metres shall be permitted between end walls of dwellings;
- (7) Maximum Lot Coverage for all buildings: 35% of the lot area;
- (8) Minimum Landscaped Open Space: 25% of the lot area;
- (9) Maximum Building Height: 3.5 storeys or 13.5 metres, whichever is greater; and
- (10) A balcony or porch may project into the interior side yard by a maximum of 1.8 metres including eaves and cornices.

This site specific zone will allow stacked townhouse development and set out requirements such as, but not limited to, yard width, separation space, lot coverage, landscape area. These requirements will permit development that is appropriate with the surrounding residential uses.

The natural heritage feature and buffer area will be zoned “Floodplain (F)” and “Open Space (OS)” respectively.

Land Use:

This application proposes a residential development consisting of 78 stacked townhouses adequately reflects the Council approved Official Plan. One row of

townhouses will face onto Ebenezer Road. Behind this row two parallel rows of townhouses will be positioned perpendicular to the street. An outdoor amenity area will be located between these two rows. The site will have access from Ebenezer Road. A perimeter road will provide access to individual dwellings. Visitor parking will be located on this perimeter road. A second emergency access to Ebenezer Road will be provided.

An Environmental Impact Study was prepared which established the boundaries of the Natural Heritage System (NHS). The NHS and buffer blocks are consistent with the findings of this study. These NHS and buffer blocks will be protected and preserved through the conveyance of these blocks to the City.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

Urban Design:

An Urban Design Brief prepared by Williams & Stewart Associates Limited dated April 24, 2020 was submitted with this application. Comments were provided to the applicant to address issues such as, but not limited to, massing, block lengths, and façade treatments. Subsequent revisions were received on May 12, 2021 that addressed these comments.

Transportation/Traffic:

A Traffic Impact Study prepared by Candevcon Limited dated March 24, 2020 was submitted with this application. It assesses the impacts of the proposed development with access from Ebenezer Road. The study was based on 78 stacked townhouses.

The study concludes that the “traffic impacts from the trips generated by the proposed Infill Residential Development are minimal” and “intersections will operate at acceptable levels of service.”¹ The study recommends an emergency access with bollards for use of fire emergency vehicles.²

Noise:

A Noise Control Feasibility Study prepared by SS Wilson Associates dated March 17, 2020 was submitted with this application. It defines the minimum noise attenuation requirements for the control of outdoor and indoor environmental sound levels. The study found that indoor noise controls are required for some dwellings along with warning clauses.³

City staff have reviewed the Noise Control Feasibility Study and concluded that it satisfactorily addresses the potential noise related issues for the proposed development.

Servicing:

A Functional Servicing Report prepared by Candevcon Limited dated May 6, 2020 and revised December 3, 2020 was submitted with this application. This report demonstrates how the proposed development can be serviced.

Stormwater Management:

The report found that “the north end of the site (.12 ha) drains to the north directly into The Gore Road Tributary” and “the remaining portion of the site (1.15ha) drains to the south towards Ebenezer Road.”⁴ The report recommends that “on-site storm water management systems are not warranted” because “the downstream sewer system and SWM [stormwater management] pond were designed to accommodate” this site.⁵

Sanitary Servicing:

The report recommends that “the site will be serviced via a 200mm sanitary sewer system which will connect to an existing MH [manhole] within the boulevard of Ebenezer Road.”⁶

Water Supply:

The report recommends that “the site will be serviced via a 150mm watermain that will be looped through the development and connected to the existing 150mm watermain located within the Ebenezer Road ROW.”⁷

Sustainability:

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 32 points which meets bronze thresholds of sustainability defined by the City.

Notes

1. Candevcon Limited, Traffic Impact Study: Your Home Development Corporation Proposed Infill Residential Development 4316 Ebenezer Road City of Brampton (Brampton, 2020), 27-28.
2. Candevcon Limited, Traffic Impact Study, 27.
3. Noise Control Feasibility Study: Proposed Townhouse Development 4316 Ebenezer Road City of Brampton (Richmond Hill, 2020), 4.
4. Candevcon Limited, Functional Servicing Report: Your Home Developments (Ebenezer) Inc Proposed Residential Condominium 4316 Ebenezer Road (Brampton, 2020), 8.
5. Candevcon Limited, Functional Servicing Report, 8.
6. Candevcon Limited, Functional Servicing Report, 7.
7. Candevcon Limited, Functional Servicing Report, 6.

RESULTS OF PUBLIC MEETING AND CORRESPONDENCE RECEIVED

Planning and Development Committee
Regular Meeting – October 5, 2020
City File Number – OZS-2020-0012

Members Present

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
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

Chief Administrative Officer, D. Barrick
R. Forward, Commissioner, Planning, Building and Economic Development
A. Parsons, Director, Planning, Building and Economic Development
R. Conard, Director, Building, and Chief Building Official
B. Bjerke, Director, Policy Planning
J. Humble, Manager, Land Use Planning
S. Ganesh, Manager, Development Services
E. Corazzola, Manager, Zoning and Sign By-law Services
J. Avbar, Manager, Enforcement and Property Standards
M. Michniak, Development Planner
H. Katyal, Development Planner
T. Sidhu, Development Planner
C. LaRota, Policy Planner
P. Fay, City Clerk
C. Gravlev, Deputy City Clerk
S. Danton, Legislative Coordinator

Members of the Public

None

At the meeting of the Planning and Development Committee held on October 5, 2020 this application was item 5.1 on the meeting agenda.

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

Following the presentation there were no questions or pre-registered delegations.

The following is a summary of the concerns raised by area residents prior to the Statutory Public Meeting.

Issue:

The proposed development will result in traffic congestion.

Response:

While it is anticipated that the proposed development will generate vehicular trips, the Traffic Impact Study submitted with this application found that traffic impacts from this development are minimal and intersections will operate at acceptable levels.¹

Staff have reviewed the Traffic Impact Study and concluded that it addresses the potential for traffic related issues for the proposed development.

Issue:

The proposed development will negatively impact the provision of services such as schools, water supply, sanitary sewers, stormwater management, and utilities.

Response:

This application was accompanied with a Functional Servicing Report which demonstrated how the proposed development can be serviced. The report found that “the site will be serviced by the existing services located on Ebenezer Road.”²

1. Candevcon Limited, Traffic Impact Study: Your Home Development Corporation Proposed Infill Residential Development 4316 Ebenezer Road City of Brampton (Brampton, 2020), 27-28.

2. Candevcon Limited, Functional Servicing Report: Your Home Developments (Ebenezer) Inc Proposed Residential Condominium 4316 Ebenezer Road (Brampton, 2020), 12.

Staff have reviewed the Functional Service Report and concluded that it addresses the potential for service related issues for the proposed development.

This proposal was circulated to the local school boards for comment. None of the boards identified any capacity issues in their responses. The full comments are available in Appendix 12 – Results of Application Circulation.

This proposal was circulated to the local utility providers for comment. None of the utilities identified any capacity issues in their responses. The full comments are available in Appendix 12 – Results of Application Circulation.

Issue:

This area does not contain enough open space for residents and this site would be better suited as a park.

Response:

The Bram East Secondary Plan was developed to specify the desired pattern of land uses within the plan area. This plan includes a system of open space including valleyland, woodlots, and parks to serve the community. This proposal will add to that space by designating land within The Gore Road Tributary as “Open Space” and “Valleyland” in the Official Plan and Secondary Plan respectively. Furthermore, the proposed development will include an outdoor amenity area for future residents.

CORRESPONDENCE RECIEIVED

From: tamayah edwards _____
Sent: 2020/10/05 7:14 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Subject: [EXTERNAL]PROPOSED TOWNHOMES CONCERN

Hi my name is Tamayah Edwards my question pertains to the proposed 78 stacked townhomes for 4316 Ebenezer Rd . I am concern that this development is a part of an increasing trend in the area to fill up any empty landscape with homes. For example, the City Pointe development on Gore Rd and Ebenezer Rd. The space on 4316 Ebenezer Rd space is much better used as a plaza or a park not another set of homes as their is already too many and not enough schools to in fact match the growing population. Not too mention the space that used to be Riverstone Gym is just empty and nothing is being used of it to in fact benefit the area. The last thing needed is additional homes.

Sincerely,

Tamayah
Sent from [Mail](#) for Windows 10

Michniak, Mark

From: Joti Jaswal
Sent: 2020/09/15 9:04 PM
To: Michniak, Mark
Subject: [EXTERNAL]ward #8 development

Dear Mark Michniak,

I want to express my opposition to the 78 townhouses being built in ward #8. The additional townhouses would only increase the congestion on the already very busy roads. Also, there are already many houses being built on Gore Road and Queen ST E. Another well-known fact is that there are multiple families living in each house which would make this part of Brampton even more overpopulated. I feel like something better could be made in this location like a park.

Regards,

Joti

Michniak, Mark

From: Lilly Jas
Sent: 2020/09/15 10:33 PM
To: Michniak, Mark
Subject: [EXTERNAL]Opposition to development proposal

Dear Mark Michniak,

I am sending this email to express my intense opposition to the application. I live right next to the area being considered and can very confidently say the roads are already congested, hospitals are filled and there is no more room for an additional 78 townhouses. Instead, it would be incredible if a park were to be built in that location as most of the children that live on my street are always playing on the road which is quite dangerous. The nearest park is 10mins away and requires the crossing of many busy roads. Please don't build the townhouses. There are already many new homes being made in the area and many families live in each home. A suggestion would be to invest that money into building hospitals, as everyone is struggling during these times and there is a lack of.

Sincerely,

Leana Jaswal

Michniak, Mark

From: Madanjit Jaswal
Sent: 2020/09/15 8:53 PM
To: Michniak, Mark
Subject: [EXTERNAL]Commentary on development proposal

Dear Mark Michniak,

I am sending this email to express my intense opposition to the application. I live right next to the area being considered and can very confidently say the roads are already congested, hospitals are filled and there is no more room for an additional 78 townhouses. Instead, it would be incredible if a park were to be built in that location as most of the children that live on my street are always playing on the road which is quite dangerous. The nearest park is 10mins away and requires the crossing of many busy roads. Please don't build the townhouses there are already many new homes being made in the area and many families live in each home.

Sincerely,

Madanjit Jaswal

Michniak, Mark

From: Ivan KRALOVIC
Sent: 2020/10/03 3:39 PM
To: Michniak, Mark
Subject: [EXTERNAL]Virtual Public Meeting Process - Comment

From: Ivan Kralovic
Brampton, ON
Attn: Mark Michniak

Re: Comment
Virtual Public Meeting Process
Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision
Your Home Developments (Ebenezer) Inc. - Candevcon East Limited
4316 Ebenezer Road
Ward: 8
Files: OZS-2020-0012

Dear Mr. Mark Michniank,

I have received a letter regarding the above mentioned addition of new houses in our area. I and my whole family of four are strictly against building these houses. There are currently so many new subdivisions under construction around (The Gore Road & Hwy7, The Gore Road & Fogal Road & Hwy50, etc.) that the concentration of habitants in this area is already extremely high. This means too much stress on infrastructure (high volume of traffic resulting in car accidents, stress on water supply, sewers as well as hydro and telecommunication grid resulting in lower quality of services at consistently rising prices, etc.). Overcrowded streets result in increased noise and parking problems causing tension between residents as well as high criminality and easier spread of diseases and viruses. Our lives are busy and we do not have time to express our opinions to be heard I'm sure if all residents would have expressed their opinions, building of this subdivision would have been already rejected. What we need in our area is more parks, playgrounds for kids and parking lots for visitors. And not more houses!

Regards,

Ivan Kralovic
and family

OZS-2020-0012 – RESULTS OF APPLICATION CIRCULATION

Public Works

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

October 15, 2020

Mark Michniak
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Mark.Michniak@brampton.ca

**RE: Draft Plan of Subdivision
4316 Ebenezer Road
Your Home Developments (Ebenezer) Inc.
Brampton
City File: OZS-2020-0012
Region File: 21T-20004B**

Dear Mr. Michniak,

The Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan for the above-noted application. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-20004B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of existing 750mm and 1350mm diameter sanitary sewers on Ebenezer Road.
 - Due to the size and function of the 1350mm diameter sanitary sewer on Ebenezer Road, connection will not be permitted.

Water Facilities

- The subject lands are located in Water Pressure Zone 5.
- Municipal water facilities consist of existing 150mm and 400mm diameter watermain on Ebenezer Road.
 - This development proposal requires a water system looped to municipal water to provide a redundant water supply in accordance with Regional standard 1-8-2.

Public Works

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

peelregion.ca

Functional Servicing Report

- The Region is in receipt of the Functional Servicing Report (dated May 2020) prepared by Candevcon. Regional staff have reviewed the report and have no concerns with respect to water and sanitary servicing. However, the FSR must be revised to address the following:
 - Include engineering consultant stamp on Section 6 of the report.
 - The FSR refers to drawing PS-1 which was not included in the report. This must be provided as part of the revised FSR.

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

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

Public Health Recommendations

- Through ROPA 27, the Region of Peel is in the process of implementing the Healthy Development Framework, a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. In Brampton, the Sustainability Assessment integrates healthy design standards, while also incorporating other components of sustainability within a single, streamlined tool.
- A key policy of ROPA 27 is to inform decision-makers of the health promoting potential of planning applications. As such, the Region and the City of Brampton are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted, communicated to local Council.
- In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize impact on the environment. The following are our recommendations:
 - Provide a connection to the greenspace located north of the site.
 - Pedestrian scaled lighting along walkways and parking areas
 - An amenity area for children (i.e. playground) as well as benches to provide opportunity for rest, relaxation and reflection
 - Prioritized parking for carpool and carshare spaces for visitors.

Waste Management Requirements

- The Region of Peel will provide front end collection of garbage and recyclable material provided that future submissions satisfy the requirements outlined in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual.
 - Through the associated PRE application, the Region advised the proposal is eligible for front end collection. The site plan submitted does not show a

Public Works

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Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

common collection point with appropriate storage based on Regional requirements. This will be a requirement to be shown on the associated site plan application.

- For more information, please consult the Waste Collection Design Standards Manual available at: <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Conditions of Draft Approval

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

1. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region.
2. The Owner acknowledges and agrees that prior to the issuance of building permits, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.
3. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

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

4. The owner is responsible for the removal of existing services that will not be utilized. Removal of said services shall be carried out in accordance with the Region's standards as amended from time to time and at the sole expense of the Applicant.

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

5. Prior to Registration of the subdivision the developer must submit a satisfactory Functional Servicing Report.
6. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (Alex.Martino@peelregion.ca 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino
Planner, Development Services
Region of Peel

Public Works

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

peelregion.ca

Public Works

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Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

March 10, 2021

Mark Michniak
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Mark.Michniak@brampton.ca

**RE: Draft Plan of Subdivision
4316 Ebenezer Road
Your Home Developments (Ebenezer) Inc.
Brampton
City File: OZS-2020-0012
Region File: 21T-20004B**

Dear Mr. Michniak,

The Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan for the above-noted application. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-20004B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of existing 750mm and 1350mm diameter sanitary sewers on Ebenezer Road.
 - Due to the size and function of the 1350mm diameter sanitary sewer on Ebenezer Road, connection will not be permitted.

Water Facilities

- The subject lands are located in Water Pressure Zone 5.
- Municipal water facilities consist of existing 150mm and 400mm diameter watermain on Ebenezer Road.
 - This development proposal requires a water system looped to municipal water to provide a redundant water supply in accordance with Regional standard 1-8-2.

Public Works

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

peelregion.ca

Functional Servicing Report

- The Region is in receipt of the revised Functional Servicing Report (dated December 2020) prepared by Candevcon and find the report satisfactory.

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

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

Waste Management Requirements

- The Region of Peel will provide front end collection of garbage and recyclable material provided that future submissions satisfy the requirements outlined in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual.
 - The Region is in receipt of the associated site plan application and will approve the waste collection method as part of site plan approval.

Conditions of Draft Approval

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

1. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region.
2. The Owner acknowledges and agrees that prior to the issuance of building permits, satisfactory arrangements must be made with the Region with regard to water and sanitary sewer servicing applications and payments of the required connection charges.
3. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

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

4. The owner is responsible for the removal of existing services that will not be utilized. Removal of said services shall be carried out in accordance with the Region's standards as amended from time to time and at the sole expense of the Applicant.

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

5. Prior to Registration of the subdivision the developer must submit a satisfactory Functional Servicing Report.

Public Works

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Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

6. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s)
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (Alex.Martino@peelregion.ca 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino
Planner, Development Services
Region of Peel

September 1, 2020

CFN 62538.01

BY EMAIL: Mark.Michniak@brampton.ca

Mark Michniak
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mark Michniak,

**Re: OZS-2020-0012
21T-20004B
4316 Ebenezer Road
City of Brampton
Owner: Your Home Developments (Ebenezer) Inc.
Agent: Candevcon Limited**

This letter will acknowledge receipt of the above noted application. As per the “Living City Policies for Planning and Development within the Watersheds of the Toronto and Region Conservation Authority (TRCA)” (LCP), staff provides the following comments as part of TRCA’s commenting role under the *Planning Act*, the Authority’s delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA’s Regulatory Authority under the *Conservation Authorities Act* and Ontario Regulation 166/06, *Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses* (as amended); and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of the above noted application is to permit a maximum unit density of 63 units per net hectare within the Medium Density Residential Designation and facilitate a zoning by-law amendment to permit the proposed townhouse development containing 78 residential units.

Application Specific Comments

Based on our review of the submitted materials we note minor items to be addressed at future planning stages and provides them for consideration in Appendix I of this letter.

Recommendation

Based on our review of the submitted materials, we have no fundamental objection to application OZS-2020-0012. However, please note that the items identified in Appendix I of this letter will need to be addressed through future Site Plan applications.

Application Review Fee

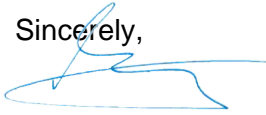
By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a \$8,950.00 *Official Plan*

Amendment – Standard review fee. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible.

Conclusion

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

Appendix I: Technical Comments

Stormwater management:

1. Please confirm that quantity and quality control for the site will be handled by the existing SWM pond.
2. TRCA appreciates that the applicant proposed an infiltration trench to achieve water balance target for the site. Please confirm that runoff from the parking area will be pre-treated before diverted to the infiltration trench.
3. Please provide supporting calculation to demonstrate that the proposed infiltration trench has sufficient capacity to achieve the target.
4. It was noted that the preliminary home buyer map does not accurately show the 10 m buffer for the west segment of the slope, where the shown buffer behind the LTSTOS line does not meet a minimum 10 m required by TRCA. Please revise the homebuyer map accordingly to be consistent with the limit of development shown on the constraints plan (Drawing CP-1).
5. Species and sizing for the proposed trees to be planted within the development complex are not included within the landscape plan. Please provide. Note that TRCA does not support the use of non-native, invasive, or cultivar species for landscaping adjacent to natural features.
6. A detail design drawing for the rock check dams integrated in the cut-off swales is not included in design plans. Please provide.
7. The double silt fence proposed for installation adjacent to the valley is within the 10m set back. Please move the fence line to the inner boundary of the set back to ensure zero disturbance to the buffer planting area.

Michniak, Mark

From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Sent: 2021/01/25 3:50 PM
To: Michniak, Mark
Subject: [EXTERNAL]RE: OZS-2020-0012 Revision 1 : DUE JAN 18/2021

Hello Mark,

Our engineering group has finished their review. Our previous comments have been addressed and we have no objection to approval. This being said, we will require the applicant to identify where in the Open Space area they are proposing to put the infiltration trenches.

Thank you,

Anthony Syhlonyk, MPlan
Planner
Development Planning and Permits | Development and Engineering Services

T: 416-661-6600 ext. 5272
E: Anthony.Syhlonyk@trca.ca
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca

Please note that TRCA's Offices are presently closed to visitors. The plan input and review function continues during the Coronavirus pandemic. In order to reduce the potential of transmission, TRCA requests that development planning and permit applications and materials be submitted digitally in PDF format. Paper submissions are discouraged and may result in extended timeframes for review.

All digital submissions and documents can be submitted to the following e-mail addresses:

Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

From: Michniak, Mark <Mark.Michniak@brampton.ca>
Sent: Friday, January 15, 2021 4:18 PM
To: 'Alex Martino (alex.martino@peelregion.ca)' <alex.martino@peelregion.ca>; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Subject: RE: OZS-2020-0012 Revision 1 : DUE JAN 18/2021

Hello, I would like to follow up on the circulation below. Please advise if there are any comments.

Thank you

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: 2021/01/04 5:06 PM
To: FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino (alex.martino@peelregion.ca)' <alex.martino@peelregion.ca>; Sepe, Alexander <alex.sepe@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; peelplan@trca.ca; Adam.Miller@trca.ca; Anthony.Syhlonyk@trca.ca; Quentin.Hanchard@trca.ca

September 15, 2020

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Mark Michniak

Re: Request for Comments
Candevcon East Ltd – Your Home Developments (Ebenezer) Inc
4316 Ebenezer Road
COB Files: OZS-2020-0012 / 21T-20004B
Alectra EP File: O3-92

Dear Mark,

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

A) Please include the following as conditions of approval:

- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. Alectra Utilities requires blanket easement on condominium developments. These will be confirmed during the final design of the roads and subdivision.
- The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
- The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
- The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.

B) The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is available by emailing henry.gamboa@alectrautilities.com.

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions

Michniak, Mark

From: circulations@wsp.com
Sent: 2020/08/14 7:51 PM
To: Michniak, Mark
Subject: [EXTERNAL]ZBLA (OZS-2020-0012) and Draft Plan of Subdivision (21T-20004B), 4316 Ebenezer Rd., Brampton

2020-08-14

Mark Michniak

Brampton

, ,

Attention: Mark Michniak

Re: ZBLA (OZS-2020-0012) and Draft Plan of Subdivision (21T-20004B), 4316 Ebenezer Rd., Brampton;
Your File No. OZS-2020-0012,21T-20004B

Our File No. 87558

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
Manager - Municipal Relations

Network Provisioning

T: 905-540-7254 / M: 289-527-3953

Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKl



CANADA POST
2701 RIVERSIDE DRIVE SUITE N0820
OTTAWA ON K1A 0B1

CANADAPOST.CA

POSTES CANADA
2701 PROM RIVERSIDE BUREAU N0820
OTTAWA ON K1A 0B1

POSTESCANADA.CA

September 2, 2020

Mark Michniak

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application for Official Plan Amendment, Zoning By-Law Amendment
and Draft Plan of Subdivision
YOUR HOME DEVELOPMENTS (EBENEZER) INCORPORATED,
CANDEVCON EAST LIMITED
4316 Ebenezer Road
File Number: **OZS-2020-0012 & 21T-20004B**

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

This **residential** development will be serviced by **Community Mailbox (CMB)**.

In order to provide mail service to the proposed **78 +/-** stacked townhouse residential units, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of CMBs and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will confirm to Canada Post that the final secured permanent CMB locations will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The owner/developer will install a concrete pad at each CMB location as well as any required walkway across the boulevard and any required curb depression for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary CMB location. This location will be in a safe area away from construction activity in order that CMB may be installed to service addresses that have occupied prior to the pouring of the permanent CMB pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of the Canada Post CMB site location, as approved by Canada Post and the Town of Caledon;

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated CMB, and to include the exact location thereof; and further, advise any affected homeowners of any established easements granted to Canada Post;

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,

Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
416-433-6271
christopher.fearon@canadapost.ca

October 16, 2020

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

Dear Mark,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment
Your Home Developments (Ebenezer) Inc.
4316 Ebenezer Road
City of Brampton
File No.: 21T-20004B, OZS-2020-0012

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

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect.

Michniak, Mark

From: Trdoslavic, Shawntelle
Sent: 2020/08/04 10:28 AM
To: Michniak, Mark
Subject: FW: [EXTERNAL]Brampton - 4316 Ebenezer Road - OZS-2020-0012 and 21T-20004B

FYI

Thanks,

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: Kevin.Balkaran@HydroOne.com <Kevin.Balkaran@HydroOne.com> **On Behalf Of** LandUsePlanning@HydroOne.com
Sent: 2020/07/29 8:37 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]Brampton - 4316 Ebenezer Road - OZS-2020-0012 and 21T-20004B

Hello,

We are in receipt of your Plan of Subdivision application, 21T-20004B dated July 28, 2020. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. [Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.](#)

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map



MENU



HELP



SEARCH

Customers Affected:  >5000  501-5000



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Kevin Balkaran

University Co-Op Student, Real Estate Department
185 Clegg Road
Markham, ON L6G 1B7

Kevin.Balkaran@HydroOne.com

www.HydroOne.com

Michniak, Mark

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2020/08/14 4:42 PM
To: Michniak, Mark
Cc: GTAW New Area
Subject: [EXTERNAL]FW: OZS-2020-0012 and 21T-20004B Notice of Application and Request for Comments DUE AUG 19/2020
Attachments: Notice of Application and Request for Comments (July 28, 2020).pdf; R0_Registered Owner's Authorization.pdf; R0_Registered Owner's Authorization 2.pdf; R0_Draft Plan.pdf

Hi Mark

Rogers has no objections.

Prior to registration of the Plan of Subdivision, the developer/owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telecommunications companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the developer/owner will cause these documents to be registered on title.

Prior to registration of the plan of subdivision, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Debbie Purves
System Planner

Outside Plant Engineering
3573 Wolfedale Rd
Mississauga, ON L5C 3T6

Debbie.purves@rci.rogers.com
416-305-0466



From: Trdoslavic, Shawntelle [mailto:Shawntelle.Trdoslavic@brampton.ca]
Sent: Tuesday, July 28, 2020 3:35 PM
To: circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa

August 11th, 2020

Mark Michniak
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Michniak:

**RE: Application for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision -OZS-2020-0012 & 21T-20004B
Candevcon East Limited – Your Home Developments (Ebenezer) Inc.
4316 Ebenezer Road
North side of Ebenezer Road between McVean Drive and The Gore Road
City of Brampton (Ward 8)**

The Peel District School Board has reviewed the above-noted application (78 residential townhouse units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

20	K-5
9	6-8
9	9-12

The students are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Claireville P.S.	674	739	0
Calderstone M.S.	563	629	0
Castlebrooke S.S.	1,894	1,533	6

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

Trustees

Brad MacDonald, Chair
David Green, Vice-Chair
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker

Nokha Dakroub
Will Davies
Sue Lawton
John Marchant
Kathy McDonald
Balbir Sohi

Interim Director of Education and Secretary

Jaspal Gill

Associate Director, Instructional & Equity Support Services

Poleen Grewal

Associate Director, Operational Support Services

Jaspal Gill

Associate Director, School Support Services

Mark Haarmann

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board."
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson

Nicole N. Hanson, MES(Pl.), RPP, MCIP
Planning Officer - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2020-0012 comment.doc

July 29, 2020

Mark Michniak
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Michniak:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
4316 Ebenezer Road
West of The Gore Rd, north side of Ebenezer Rd
File: 21T-20004B (OZS 2020-0012)
City of Brampton – Ward 8

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 78 townhouse units which are anticipated to yield:

- 9 Junior Kindergarten to Grade 8 Students; and
- 6 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Andre Bessette	669	556	8
Secondary School	Cardinal Ambrozic	1319	1245	7

The Board requests that the following condition be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

Michniak, Mark

From: Trdoslavic, Shawntelle
Sent: 2020/08/04 10:29 AM
To: Michniak, Mark
Subject: FW: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0012 and 21T-20004B Notice of Application and Request for Comments DUE AUG 19/2020

FYI

Thanks,

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: planification <planification@csviamonde.ca>
Sent: 2020/07/29 9:35 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0012 and 21T-20004B Notice of Application and Request for Comments DUE AUG 19/2020

Good Morning Shawntelle,

The Conseil scolaire Viamonde has no comments regarding development application file # OZS-2020-0012 and 21T-20004B.

Regards,

Kenny Lamizana

Agent de Planification, Secteur de l'immobilisation, de l'entretien et de la planification

Planning Officer, Building, Maintenance and Planning Department

Conseil Scolaire Viamonde | 116 Cornelius Parkway, Toronto, ON M6L 2K5



De : Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Envoyé : 28 juillet 2020 15:35

À : circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Dennis De Rango <landuseplanning@hydroone.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; Vidovic, Branko <branko.vidovic@peelsb.com>; planification

Date: 2021-05-28

Subject: **OZS-2020-0035**

Secondary Title: RECOMMENDATION REPORT
Application to Amend the Zoning By-law
(*To permit the development of a single-storey, multi-unit warehouse building with associated office*)
Humphries Planning Group Inc – 1968610 Ontario Limited
Northwest corner of Inspire Boulevard and Dixie Road
Ward: 9

Contact: Dana Jenkins, Development Planner, Development Services,
dana.jenkins@brampton.ca 905-874-2069
Steve Ganesh, Manager, Development Services,
steve.ganesh@brampton.ca 905-874-2089

Report Number: Planning, Bld & Ec Dev-2021-605

Recommendations:

1. **THAT** the report titled: **Recommendation Report: Application to Amend the Zoning By-law – Humphries Planning Group Inc – Ontario 1968610 Limited – Northwest corner of Inspire Boulevard and Dixie Road – Ward 9 (Planning Building and Economic Development-2021-605 and City File OZS-2020-0035)**, to the Planning and Development Committee Meeting of June 21, 2021, be received; and
2. **THAT** the Zoning By-law Amendment application submitted by Humphries Planning Group Inc. on behalf of 1968610 Ontario Limited, File: OZS-2020-0035, as revised, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Brampton Official Plan, for the reasons set out in this Recommendation Report; and
3. **THAT** the amendments to the Zoning By-law, generally in accordance with Appendix 12 attached to this report be adopted; and
4. **THAT** no further notice or public meeting be required for the attached Zoning By-law amendment pursuant to Section 34(17) of the *Planning Act*.

Enter your Recommendation Here

Overview:

- **This report recommends approval of a Zoning By-law Amendment application to develop the lands with a single-storey multi-unit industrial building with accessory office space along the Dixie Road and Inspire Boulevard frontages.**
- **The property is designated ‘Prestige Industrial’ in the Official Plan and ‘Prestige Industrial’ and ‘Special Policy Area 5’ in the Countryside Villages Secondary Plan (SPA 48). Amendment of the Official Plan and Secondary Plan is not required in order to facilitate the development.**
- **The property is zoned ‘Service Commercial – Special Section 2956 (SC-2956)’ under By-law 270-2004, as amended. An amendment to the Zoning By-law is required to implement the industrial/office proposal.**
- **A Statutory Public Meeting for this application was held on April 12, 2021. No members of the public were in attendance at the Statutory Public Meeting. Written submission from two members of the public were received. Results of the Statutory Public Meeting are included in Appendix – Results of the Public Meeting as well as written correspondence in Appendix 10 – Correspondence Received.**
- **The Zoning By-law application is consistent with the Provincial Policy Statement, and is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Brampton Official Plan.**
- **The proposal is consistent with the ‘2019-2022 Term of Priorities: A Compass for Our Community’ and supports the ‘City of Opportunities’ theme. The proposal is consistent with the direction of building complete communities by efficiently using land to accommodate industrial and office development and provide employment opportunities.**

Background:

The subject lands are located at the northwest corner of Dixie Road and Inspire Boulevard. A previous development application for the lands from 2019 was approved by Council to rezone the lands to permit an automobile sales establishment. The landowner’s business arrangement associated with that application was not finalized.

This current application, received on December 11, 2020 proposes to rezone the lands to permit a single-storey warehouse with associated office. Notice of Complete Application was issued on February 4, 2021. A Statutory Public Meeting for the rezoning application was held on April 12, 2021.

Current Situation:

Proposal (Refer to Appendix 1):

An application to amend the Zoning By-law has been filed in support of the proposed development. Details of the proposal are as follows:

- One single-storey multi-unit warehouse development with associated office along Dixie Road and Inspire Boulevard frontages;
- Gross floor area of warehouse approximately 15,097 square metres (162,503 square feet); and
- A total of 169 parking spaces (including 6 accessible); 22 loading dock doors; 2 drive-in doors, and 4 loading spaces.

Application to Amend the Zoning By-law:

The subject property is zoned 'Service Commercial – Section 2956 (SC-2956)' under By-law 270-2004, as amended. Uses permitted in the zone include; motor vehicle sales, leasing and rental; motor vehicle repair and body shop; associated outside storage of vehicles and drive-through facilities. This zoning designation does not permit the proposed industrial and office uses.

The proposed Zoning By-law Amendment rezones the property to 'Industrial One – Section 3557 (M1-3557)'. The By-law will permit the proposed warehouse and office uses and will include associated performance and development standards consistent with the proposed development.

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

- Located at northwest corner of Dixie Road and Inspire Boulevard;
- Does not have an assigned municipal address to date;
- Has a site area of approximately 2.95 hectares (7.29 acres);
- Has frontage of approximately 141.5 metres (464 feet) on Dixie Road and 206.17 metres (676 feet) on Inspire Boulevard; and
- Is currently vacant land.

The surrounding land uses are described as follows:

- North: Vacant land currently used for outside storage of cars in association with vehicle dealerships (not a permitted use by the Zoning By-law);
- East: Dixie Road, and further east low-rise residential;
- South: Inspire Boulevard, vacant land, and stormwater pond beyond; and
- West: Vacant land, beyond which is Ace Drive and lands used for outdoor storage (car storage in association with automobile dealerships).

Summary of Recommendations:

This report recommends that Council approve the proposal for an industrial warehouse and offices uses and enact the Zoning By-law attached to this report as Appendix 12. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan.

Planning Analysis Summary (Refer to Appendix 8 for Detailed Planning Analysis)

The proposal has regard for matters of provincial interest that are set out in the *Planning Act*. The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with the growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and the City of Brampton Official Plan. Appendix 8 provides a detailed analysis of the application's conformity with the applicable policy framework.

Matters of Provincial Interest:

Planning Act:

The development proposal has regard for matters of provincial interest as set out on Section 2 of the *Planning Act*.

The proposed single-storey industrial warehouse and office uses are appropriate for the providing lands for employment and the promotion of well-designed built form.

Provincial Policy Statement (PPS) (2020):

Section 3 of the *Planning Act* requires that decisions affecting planning matters 'shall be consistent with' policy statements issued under the *Act*. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The proposed development helps to achieve complete communities, with an emphasis on providing employment opportunities in appropriate locations and using design to enhance land use compatibility.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

The Growth Plan for the Greater Golden Horseshoe provides a framework for growth and development that supports economic prosperity and contributes to a high quality of life. The proposed development is located within an area planned for prestige employment uses.

Region of Peel Official Plan (Office Consolidation, December 2018):

The Region of Peel Official Plan provides a long-term policy planning framework that protects the natural environment, manages resources, and forecasts growth. The subject site is located within the 'Urban System' in the Region of Peel Official Plan. The proposed development conforms to the Regional Official Plan in directing development where infrastructure and servicing are in place and supporting economic growth.

City of Brampton Official Plan (September 2020, Office Consolidation):

The City of Brampton Official Plan provides guidance and policies for the future of the City. The subject lands are designated 'Prestige Industrial' in the Official Plan. The proposed development is consistent with the Official Plan, meeting the general intent for the planned prestige employment uses.

Countryside Villages Secondary Plan (Area 48)

The subject lands are designated 'Prestige Industrial' and 'Special Policy Area 5'. The proposed employment uses are permitted within this designation. The proposal conforms to the policies of the Countryside Villages Secondary Plan.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands on March 12, 2021. Notice signs were placed on the property to advise members of the public that an application to amend the Zoning By-law had been filed with the City. A notice of the application was published in the Brampton Guardian newspaper.

A Statutory Public Meeting for this application was held on April 12, 2021. Notice of the public meeting was also published in the Brampton Guardian newspaper. No members of the public were in attendance at the Statutory Public Meeting. Written correspondence from two members of the public were received. Please refer to Appendix 9 – Results of the Public Meeting and Appendix 10 – Correspondence Received for further details.

Corporate Implications:

Financial Implications:

There are no financial implications identified with the application. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities:

The application is consistent with the 'A City of Opportunities' theme. It will support the building of complete communities, including providing employment opportunities and encouraging well-designed built form.

Living the Mosaic – 2040 Vision:

This proposed development aligns with the vision that Brampton will be a mosaic of complete neighbourhoods with balanced and responsible planning. This report concludes that the proposal is in keeping with the overall vision that the people of Brampton will 'Live the Mosaic.'

Conclusion:

Staff are satisfied that the proposed Zoning By-law amendment represents good planning, as it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan, and is in keeping with the general intent of the City of Brampton Official Plan.

This report recommends that Council enact the Zoning By-law Amendment (Appendix 12) as the following criteria have been satisfied:

- The proposed Zoning By-law Amendment provides site-specific zoning to implement the proposed industrial and office use for the site.
- The proposed development is consistent with the 'Prestige Industrial' designation of both the general Official Plan and the Countryside Villages Secondary Plan.
- The proposed development of industrial and office uses at this site will optimize the use of existing transit and infrastructure services.

- The proposed development advances the goal of achieving complete communities including generating employment opportunities.

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

Authored by:

Reviewed by:

Dana Jenkins, MCIP, RPP
Development Planner

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

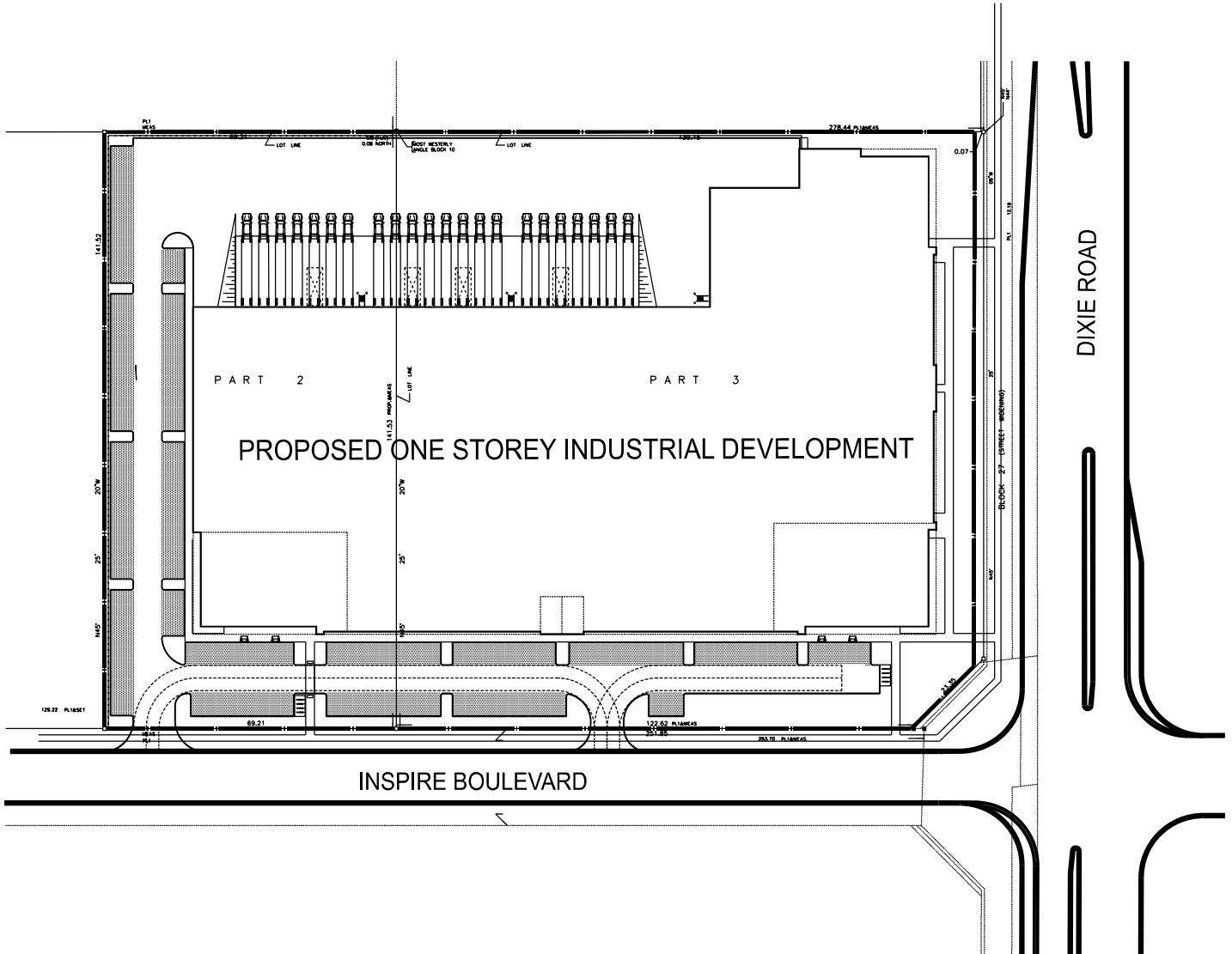
Submitted by:

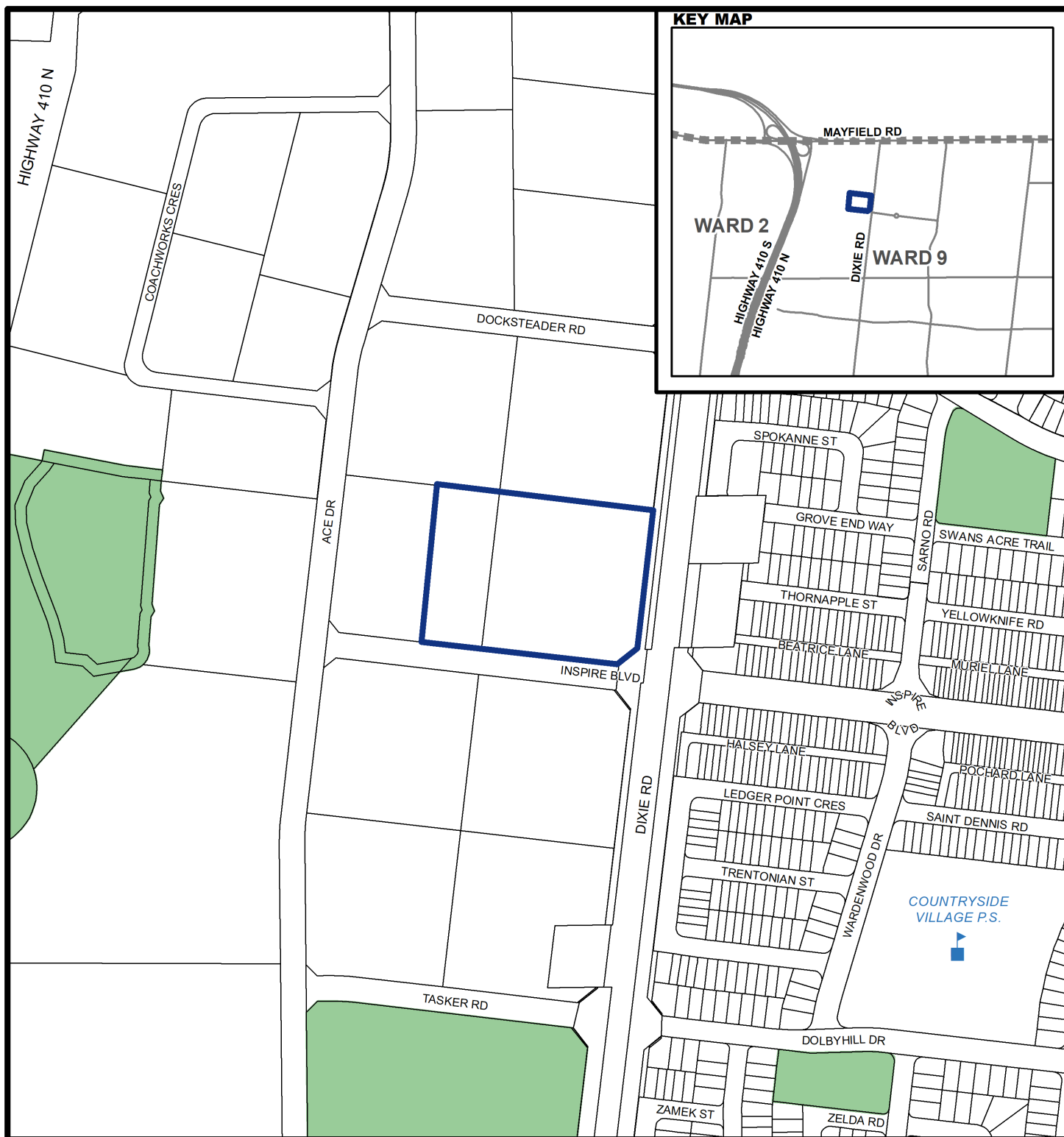
Richard Forward, MBA, M.Sc., P.Eng
Commissioner, Planning, Building and
Economic Development





David Barrick
Chief Administrative Officer

Attachments:

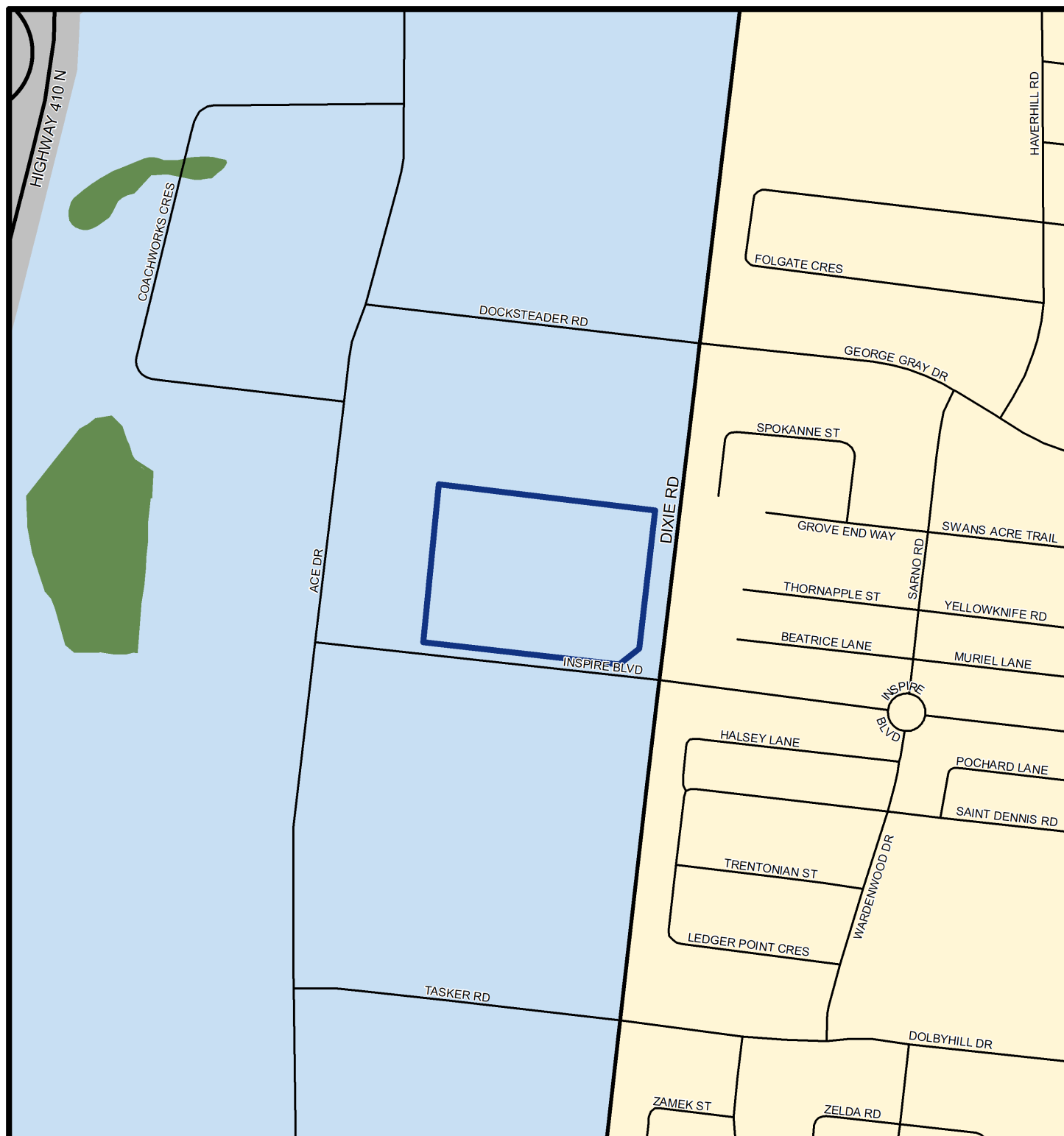
Appendix 1: Concept Plan
Appendix 2: Location Map
Appendix 3: Official Plan Designations
Appendix 4: Secondary Plan Designations
Appendix 5: Zoning Designations
Appendix 6: Aerial and Existing Land Uses
Appendix 7: Heritage Resources
Appendix 8: Detailed Planning Analysis
Appendix 9: Results of the Public Meeting
Appendix 10: Correspondence Received
Appendix 11: Results of Application Circulation
Appendix 12: Draft Zoning By-law Amendment









-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE
-  SCHOOLS

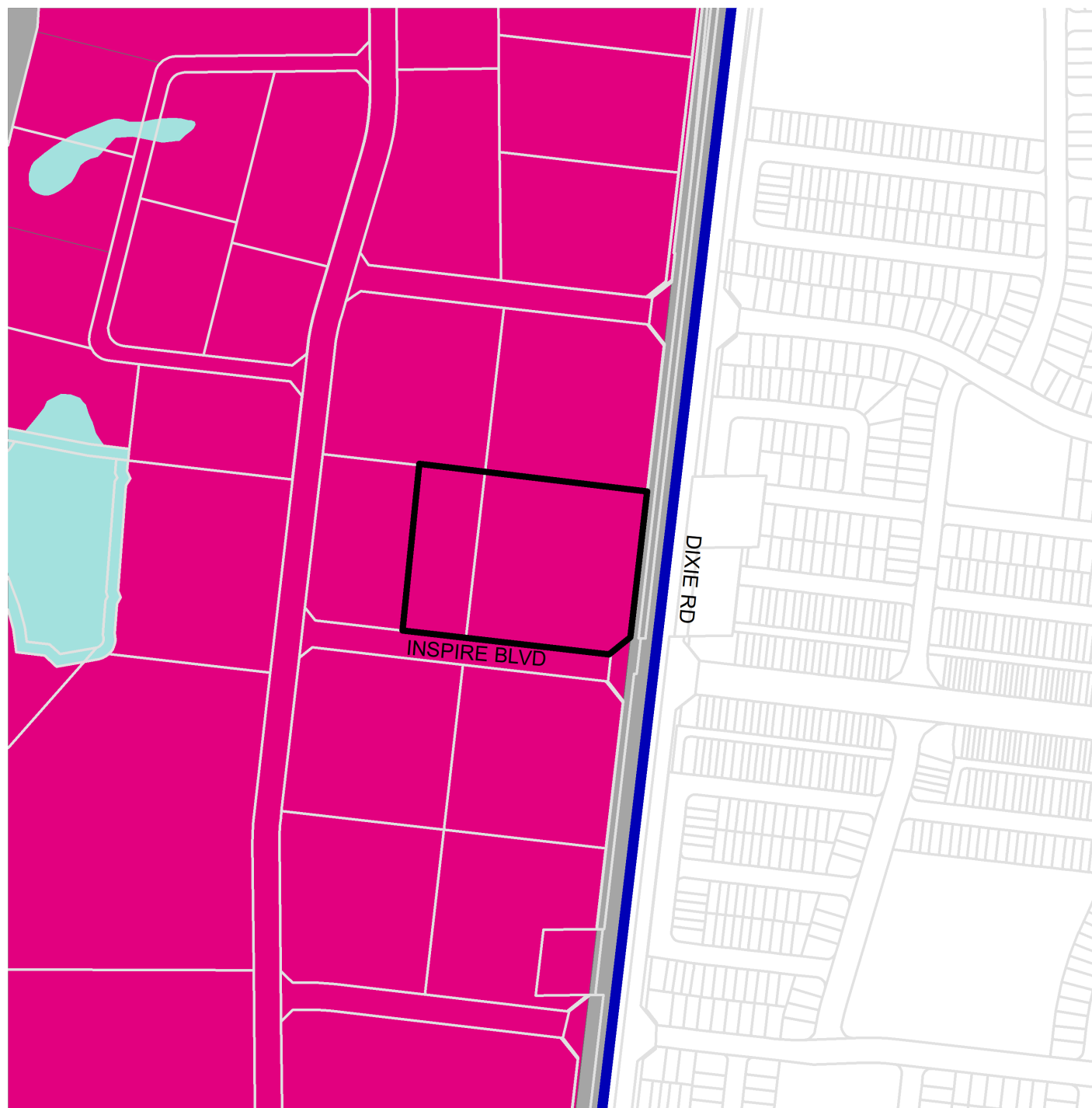









EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

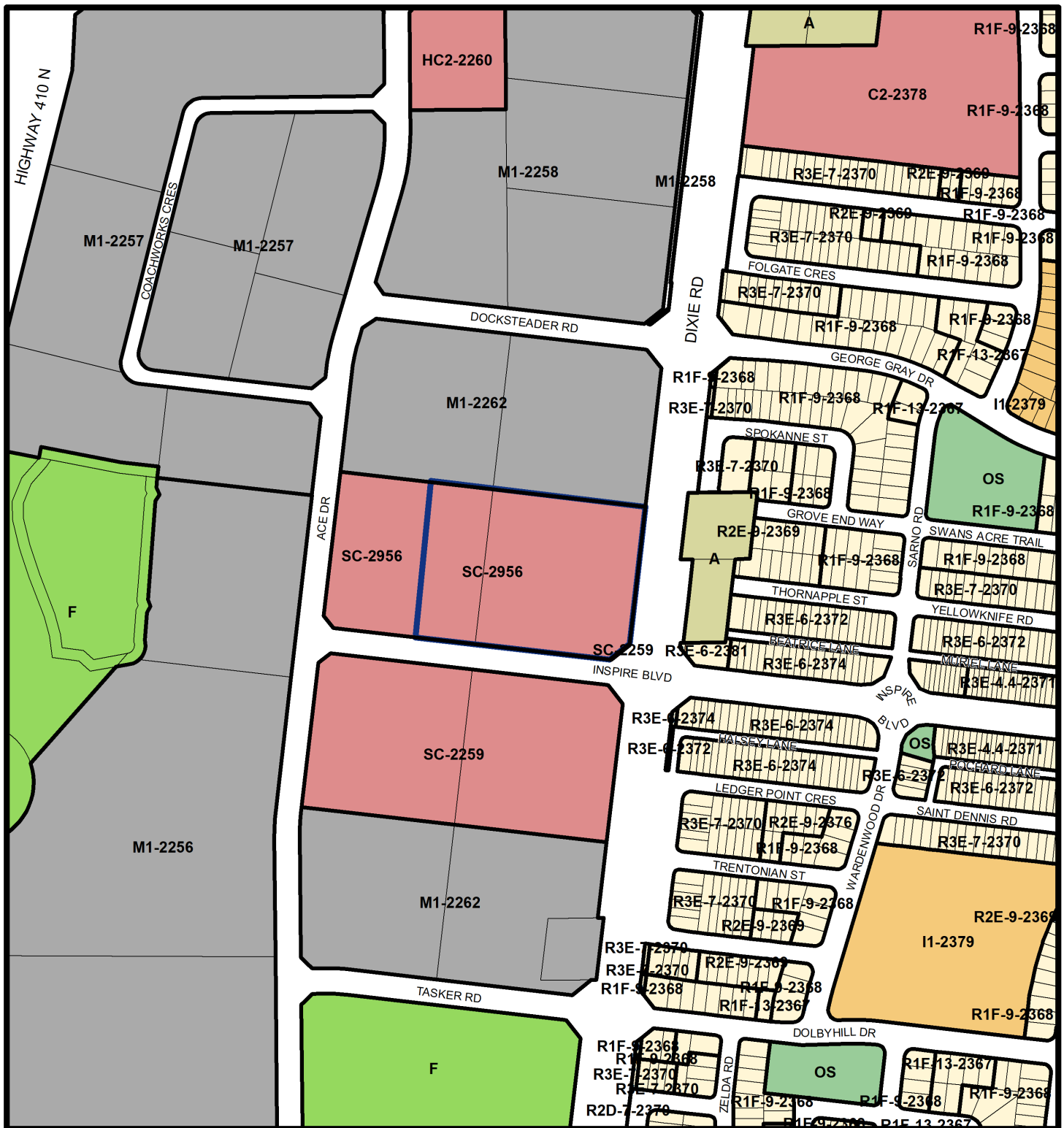
- | | | |
|---|---|---|
|  SUBJECT LAND |  OPENSAPCE |  RESIDENTIAL |
|  INDUSTRIAL |  PROVINCIAL HIGHWAYS | |





EXTRACT FROM SCHEDULE SP 48(A) OF THE DOUMENT KNOWN AS THE COUNTRYSIDE VILLAGES SECONDARY PLAN

TRANSPORTATION	COMMERCIAL	INSTITUTIONAL	OPEN SPACE
 TRANSPORTATION CORRIDOR	 PRESTIGE INDUSTRIAL	 OFFICE CENTRE	 TERRESTRIAL FEATURES
			 VALLEY LAND
			 WET LAND






 SUBJECT LAND
 COMMERCIAL
 INSTITUTIONAL
 OPEN SPACE
 RESIDENTIAL
 INDUSTRIAL
 AGRICULTURAL
 FLOODPLAIN



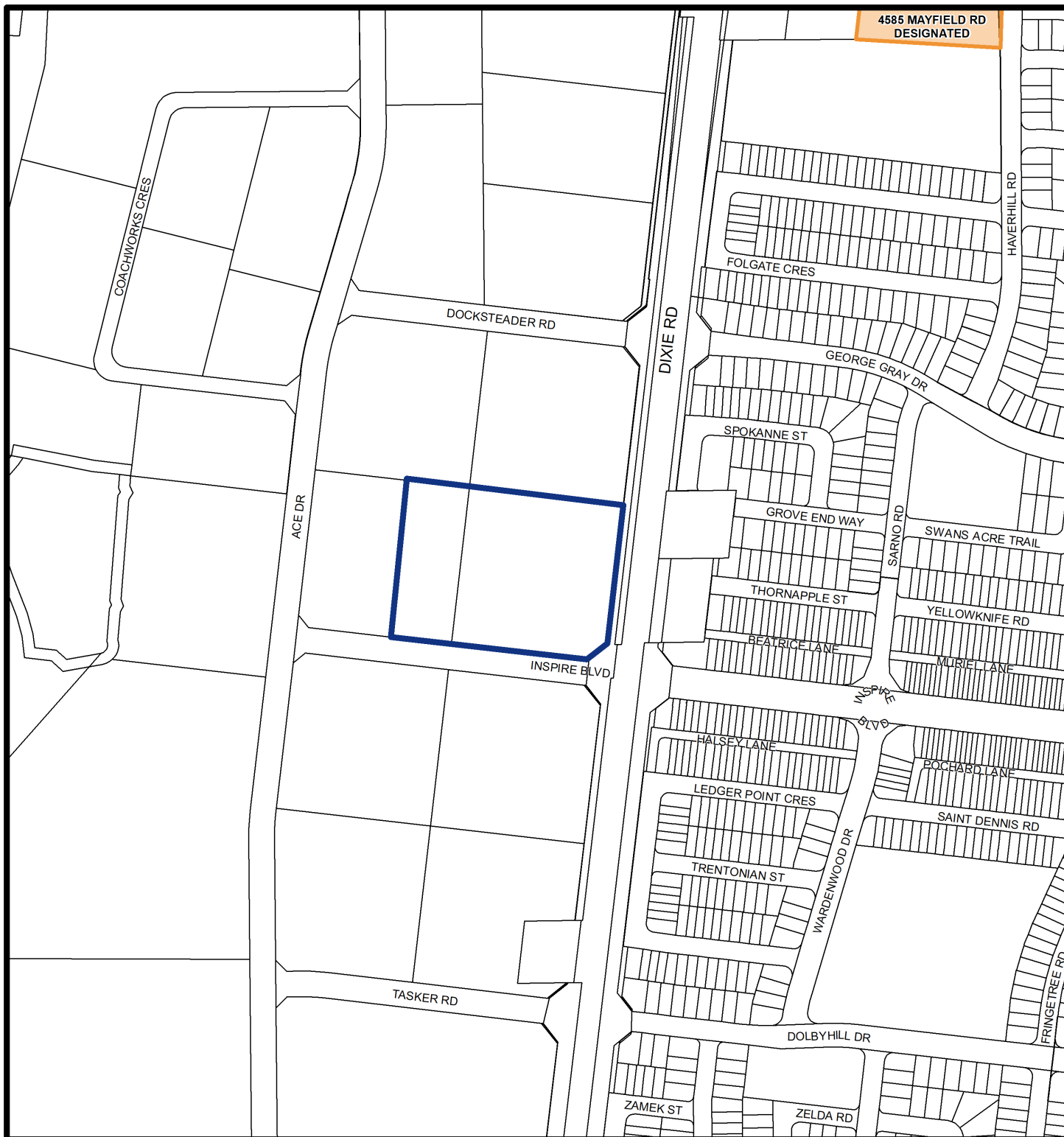






AERIAL PHOTO DATE: FALL 2020

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		RESIDENTIAL		UTILITY
	INDUSTRIAL						





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



**DETAILED PLANNING ANALYSIS
CITY FILE NUMBER OZS-2020-0035**

The proposal has been reviewed and evaluated in the context of the *Planning Act*, Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Brampton Official Plan, the Countryside Villages Secondary Plan, and the Zoning By-law 27—2004, as amended.

Planning Act

The proposal has been reviewed for its compliance with matters of provincial interest as identified in Section 2 of the Planning Act. An 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;
- (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

The proposal has been evaluated as to whether it is consistent with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). An 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;
 - (b) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment, institutional, and broader mixed 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;
- (c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy; and
- (d) maintain at all times where new development is to occur, land with servicing available through lands suitably zoned

Growth Plan for the Greater Golden Horseshoe

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. The 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;
 - 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;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

Region of Peel Official Plan

The application has been evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 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.
- 5.3.2.4 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.
- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

City of Brampton Official Plan

The subject property is designated as Prestige Industrial in the Official Plan. An amendment to the Official Plan is not required to facilitate development of the site for a single-storey multi-unit industrial warehouse with accessory office. The proposed is generally consistent with the policies and provisions of the Official Plan.

The Countryside Villages Secondary Plan (SPA 48)

The subject property is designated as Prestige Industrial and Special Policy Area 5 in the Countryside Villages Secondary Plan (SPA 48). The Special Policy Area is intended to ensure that the employment uses are compatible with nearby residential neighbourhoods. An amendment to the Secondary Plan is not required in order to facilitate the proposed development.

City of Brampton Zoning By-law

The subject property is zoned Service Commercial – Special Section 2956 (SC-2956) under By-law 270-2004, as amended. This zone does not permit the development of the subject property for a multi-unit warehouse building. An amendment to the Zoning By-law has been submitted in order to allow the requested industrial use of the property for warehouse and accessory office 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 13 points, which does not yet meet the City's Bronze threshold. Staff will continue to work with the applicant to identify opportunities to further improve the sustainability score of the development at the time of a formal site plan application.

Documents Submitted in Support of the Application

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

- Planning Justification Report
- Sustainability Score and Sustainability Summary
- Noise Feasibility Study
- Archaeological Assessment
- Traffic Impact Study
- Draft Zoning By-law
- Site Survey
- Concept Plan
- Urban Design Addendum

**Results of Public Meeting
OZS-2020-0035
April 12, 2021**

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

Staff Present:

David Barrick, Chief Administrative Officer
Richard Forward, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Planning, Building and Economic Development
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Jeffrey Humble, Manager, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning, Building and Economic Development
David Vanderberg, Manager, Planning, Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning, Building and Economic Development
Yinzhou Xiao, Development Planner, Planning, Building and Economic Development
Claudia LaRota, Policy Planner, Planning, Building and Economic Development
Michelle Gervais, Policy Planner, Planning, Building and Economic Development

Dana Jenkins, Development Planner, Planning, Building and
Economic Development
Sameer Akhtar, City Solicitor, Legislative Services
Anthony-George D'Andrea, Legal Counsel, Legislative Services
Peter Fay, City Clerk, Legislative Services
Charlotte Gravlev, Deputy City Clerk, Legislative Services
Shauna Danton, Legislative Coordinator, Legislative Services

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

As this meeting of the Planning and Development Committee was conducted with electronic participation by Members of Council, the meeting started with the City Clerk calling the roll for attendance at the meeting. As noted above, all Members were present and no Members were absent during the roll call. The meeting was called to order at 7:00 p.m., and adjourned at 7:56.p.m. There were no members of the public present. Members received delegation on the proposal from Rosemarie Humphries of the Humphries Planning Group.

APPENDIX 10: Correspondence Received

[EXTERNAL]File: OZS-2020-0035

Mon 2021/04/05 8:23 PM

Hello, I'm a residence of:

██████████ BRAMPTON

ON., L6R 3W3.

Regarding the plan of building this warehouse, I DISAGREE, since it's exactly in front of my house (just cross dixie rd.), and with all the trucks and the amount of people will be working inside. It will be a busy and crowded residential area.

You can reach me at ██████████

Thank you

[EXTERNAL]File: OZS-2020-0035

Sarmed George ██████████

[EXTERNAL]Potential Construction Site OZS-2020-0035

Mon 2021/04/12 11:13 AM

Hello Fariha,

Thank you for taking the time to provide us with your concerns with this development proposal at Dixie and Inspire, and apologies for my delay in acknowledging receipt of your correspondence.

This evening's public meeting starting at 7pm can be viewed on the City's website. No decisions will be made at the meeting, but a Recommendation Report will be forwarded at some future date (likely in 2021) and I have added you to our notification list to be advised in advanced of any future meeting on the proposal where a decision will be made.

I am attaching my full contact info below should you require any additional information in the meantime, and thanks again for your thoughtful comments.

Regards,
Dana

Dana Jenkins MCIP, RPP

**Development Planner, Development Services
Planning, Building, and Economic Development**

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
T 905.874.2069 | F 905.874.2099 dana.jenkins@brampton.ca

Please note I am currently working remotely due to building occupancy limits during COVID-19. For information on safety, closures and reopening, please visit www.brampton.ca/reopening

Please review the City of Brampton e-mail disclaimer statement at:
www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

From: Fariha Hasan <[REDACTED]>

Sent: 2021/03/30 9:35 PM

To: Jenkins, Dana <Dana.Jenkins@brampton.ca>

Subject: [EXTERNAL]Potential Construction Site

Hi Dana,

I am a resident of [REDACTED], Brampton L6R 3W3. I personally believe that the construction that will possibly take place is not in the best interest of the community. The construction will unfortunately bring about much unwanted noise and it is difficult to understand how this new site will affect families and the lives we have become accustomed to. The potential increase in traffic, especially at odd hours of the night, will become a nuisance for families, especially those with young children. Although this site could serve as a good industrial space, it is my belief that it will serve no great benefits towards the community and its inhabitants.

Thank you for requesting our views,

Fariha

APPENDIX 11: Results of Application Circulation



Public Works

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

April 12, 2021

Dana Jenkins
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Dana.Jenkins@brampton.ca

**RE: Region of Peel Comments
Rezoning Application
0 Inspire Boulevard
1968610 Ontario Limited
OZS-2020-0035
Regional File: RZ-20-035B**

Dear Ms. Jenkins,

Region of Peel staff have reviewed the first formal submission for the above noted rezoning application to permit the development of a 1-storey warehouse and are pleased to offer Regional clearance based on the following:

Prior to Rezoning Approval:

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to rezoning approval:

Regional Traffic Requirements

- The Region acknowledges that no accesses are proposed on Dixie Road. All outstanding traffic requirements will be addressed through the future site plan application.

Site Servicing Requirements

- An existing 300mm diameter watermain and existing 250mm diameter sanitary sewer are located on Inspire Boulevard. Existing 300mm, 600mm, and 900mm diameter watermain and 600mm diameter sanitary sewer are located on Dixie Road.
 - Due to the size and function of the 600mm and 900mm diameter watermain, and 600mm diameter sanitary sewer connection will not be permitted.
- All outstanding servicing requirements will be addressed through the future site plan application.

Waste Collection

- On site waste collection is required through a private waste hauler.



DATE: May 7, 2021

TO: Dana Jenkins, Planner III – Development
Planning, Building & Economic Development Services

FROM: Harsh Padhya, Heritage Planner
Planning, Building & Economic Development Services

SUBJECT: **Report on the 2010 and 2011 Stage 4 Salvage Excavation of Ingoldsby Site on Garden Manor Construction Inc.'s Property, Lot 17, Concession 3 EHS, City of Brampton, Regional Municipality of Peel, Ontario.**

FILE NO.: OZS-2020-0035 - 0 Inspire Blvd

Archaeological Assessment

Heritage staff have reviewed Stage 4 Salvage Excavation of Ingoldsby Site at 0 Inspire Blvd. prepared by This Land Archaeology Inc. December 13, 2016 with PIF# P059-191-2010 and P059-258-2011. The report contained a copy of the MHTCS Acceptance letter for Report on the 2010 and 2011 Stage 4 Salvage Excavation of Ingoldsby Site on Garden Manor Construction Inc.'s Property, Lot 17, Concession 3 EHS, City of Brampton, Regional Municipality of Peel, Ontario.

The report identifies that at the conclusion of the Stage 3 assessment, Stage 4 excavations were recommended as preservation was not viable. The Ingoldsby Site represents an early (circa 1820) to late 19th (circa 1871) farmstead. This is supported by both the archival research and artifact analysis. Further the report mentions that the site has been fully excavated, removed and recorded. As such this site has no further Cultural Heritage Value or Interest as it has been sufficiently documented. There are no further archaeological concerns about this site, no further archaeological work is required.

Heritage staff confirms that the Archaeological Assessment requirement for the assessed lands has been satisfied.

Note: Should previously undocumented archeological resources be discovered, they may be a new archeological site and therefore subject to Section 48 of the Ontario Heritage Act. The proponent/person discovering the archaeological resources must immediately cease alteration of the site, engage a licensed consultant archaeologist to carry out the archaeological fieldwork,

in compliance with Section 48 (1) of the Ontario Heritage Act, and also contact City Heritage staff.

The Funeral, Burial and Cremation Services Act requires any persons discovering human remains to notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

In no way will the City of Brampton be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this clearance. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Thank you,

Harsh Padhya,
Heritage Planner
Planning, Building & Economic Development Services
905-874-3825
Harsh.Padhya@brampton.ca

From: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Sent: April 22, 2021 9:38 AM
To: Rosemarie Humphries <rhumphries@humphriesplanning.com>
Cc: Jenkins, Dana <Dana.Jenkins@brampton.ca>
Subject: Comments (traffic) - OZS-2020-0035 - 0 Inspire Blvd.
Importance: High

Rosemarie,

Within any future resubmission please respond to indicate that these comments were discussed with me, on this date, and these specific comments are not applicable at this time. You can reference this email.

Dana,

Please advise if you require anything further from me at this time.

Regards,

Scott McIntyre

Transportation Planning Technologist | Engineering Division / Public Works &
Engineering Department | City of Brampton

T: 905.874.2540 | F: 905-874-2599 | C: 437-213-8608 | 1975 Williams Parkway | ON L6S 6E5

Please note I am currently working remotely due to building occupancy limits during COVID-19. For information on safety, closures and reopening, please visit www.brampton.ca/reopening

Please reach out to me between the business hours of 8:30 AM until 4:30 PM on weekdays.

From: Rosemarie Humphries <rhumphries@humphriesplanning.com>
Sent: 2021/04/21 5:07 PM
To: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Cc: Torplan <torplan@idirect.com>; 'Eli Gibli' <egibli@rogers.com>; BEVERLY tobin <ebgibli@rogers.com>; Jenkins, Dana <Dana.Jenkins@brampton.ca>
Subject: [EXTERNAL]OZS-2020-0035 - 0 Inspire Blvd.
Importance: High

Hi Scott

We just received these comments today from Dana.

We wanted to advise you that we are not developing the 2.50 ac parcel adjacent to Ace and Inspire. We are wondering if your comments below as I have highlighted are still relevant for the site plan submission. Please advise. I have also attached our current draft site plan that is in the process of being finalized for submission purposes for your reference.

Traffic Services Review: Scott McIntyre - scott.mcintyre@brampton.ca

Final Comments:

1. The TIS (WSP December 18, 2020) is approved.
2. Although the concept plan (Torplan Designs, Dec 14, 2020) is deemed acceptable for rezoning purposes, the site plan submitted for the site plan application approvals is to include an improved key map that depicts all of blocks 10 & 11, as well as include the following.
 - a. Site plan is to adhere with the city's site plan review user guide.
 - b. Site plan is to include the full width of the adjacent municipal right-of-ways, including lane configurations, pavement markings, utility locations, signs, etc.
 - c. We require to see the full extent of blocks 10 & 11 up to the limit of Ace Drive, including the Inspire Blvd lane configuration at Ace Drive.
3. The daylighting must be dimensioned on the site plan.
 - a. Ensure the 15.0m dimensions for the daylight triangle at the Inspire Road/Dixie Road

intersection are depicted.

b. Also depict the 10.0m dimensions for the daylight triangle at the Inspire Blvd/Ace Drive intersection.

4. During the site plan application process the applicant will be required to submit a functional design and cost estimate of all recommended road improvements, if any, within the adjacent municipal right-of-way's and deposit securities to ensure the completion of road improvements.

Fri 2021/03/05 8:47 AM

[EXTERNAL]RE: Inspire Boulevard and Dixie Road project - landscape concept plan

Good Morning All,

The corner feature looks great, thank you for all your effort.

Thank you

Eric J. Teixeira

From: Rosemarie Humphries <rhumphries@humphriesplanning.com>

Sent: 2021/03/04 12:41 PM

To: Teixeira, Eric <Eric.Teixeira@brampton.ca>

Cc: 'Eli Gibli' <egibli@rogers.com>; Beverly Tobin <ebgibli@rogers.com>; Nate Wilner <nate@brodie.ca>; Torplan <torplan@idirect.com>; Brodie & Associates <design@brodie.ca>; Jenkins, Dana <Dana.Jenkins@brampton.ca>

Subject: [EXTERNAL]RE: Inspire Boulevard and Dixie Road project - landscape concept plan

Hi Eric

Further to our meeting earlier this week, please find attached a revised landscape plan addressing the corner of Dixie and Inspire.

Rosemarie L. Humphries BA, MCIP, RPP
President

HUMPHRIES PLANNING GROUP INC.
190 Pippin Road, Suite A. Vaughan L4K 4X9
t: 905.264.7678 ext 244 f: 905.264.8073

March 30, 2021

CFN 64214.02

BY EMAIL: Dana.Jenkins@brampton.ca

Dana Jenkins
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Dana Jenkins:

**Re: OZS-2020-0035
0 Inspire Boulevard
City of Brampton
Agent: Humphries Planning Group
Owner: Eli Gibli**

This letter will acknowledge receipt of the above noted application (received March 10, 2021). Thank you for the opportunity to review and provide comments. The following materials were received and reviewed as part of the City's circulation:

- Concept Plan, prepared by Torplan
- Cover Letter, prepared by Humphries Planning Group Inc.
- Planning Justification Report, prepared by Humphries Planning Group Inc.
- Survey, prepared by R-PE Surveying Ltd.

As per the "Living City Policies for Planning and Development within the Watersheds of the TRCA" (LC), staff provides the following comments as part of TRCA's commenting role under the *Planning Act*, the Authority's delegated responsibility of representing the Provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2020); TRCA's Regulatory Authority under O. Reg. 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of this application is to rezone the subject lands from the Service Commercial (SC-2956) zone to an Industrial One (M1) zone to permit the development of a 14,354m² warehouse and 743m² associated office use.

Application Specific Comments

Based on our review of the submitted materials, it appears that no Stormwater Management Report has been submitted in support of the above noted project. There is a possibility that the site might have been included to be serviced by the existing pond located at the northwest intersection of Dixie Rd and Countryside Dr.

If this is the situation, then the applicant needs to provide confirmation and the previous SWM report. If there is any land use change from what was considered in the original design, then the applicant needs to run the model to demonstrate the existing SWM pond is sufficient enough to accommodate the change.

If the site was not considered in the sizing of the existing SWM pond, then the applicant needs to apply the following SWM criteria.

1.
 - a. Quantity Control:- as per the 2013 Etobicoke Creek Hydrology Update
 - b. Quality Control:-Enhanced level treatment (80% TSS removal)
 - c. Erosion Control:-Detention of 25mm of rain for 48 hours
2. Please note that onsite retention of 5mm of runoff from the total impervious area is required.
3. At detailed design stage, Erosion and Sediment control plans need to be provided to avoid transport of sediment laden runoff to the receiving natural feature.

Fees

By copy of this letter, please advise the applicant that the TRCA has implemented a fee schedule for our development and planning review services. These applications are subject to a \$2,950.00 *Zoning By-law Amendment - Minor* review fee. Please ensure the review fee is provided with the next submission.

Recommendation

On the basis of the comments noted above, TRCA finds approval of OZS-2020-0035 to be **premature**. To ensure a quick review of subsequent submissions, please include a comment matrix identifying how the items identified above have been addressed as part of future submissions.

Conclusion

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

[EXTERNAL]OZS-2020-0035 - 0 Inspire Boulevard TRCA Comments

Wed 2021/04/21 2:23 PM

Hello Rosemarie,

Provided the applicant understands that these items relating to SWM will need to be addressed through site plan and that modifications to the proposed development to facilitate those requirements may be necessary, I do not have an issue with these being further addressed through the site plan submission.

This being said, our review fee for this application appears to be outstanding and would need to be paid regardless prior to our providing sign-off. Please provide the fee outlined in the letter as soon as possible.

Regards,

Anthony Syhlonyk, MPlan

Planner

Development Planning and Permits | Development and Engineering Services

T: 416-661-6600 ext. 5272

E: Anthony.Syhlonyk@trca.ca

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca



Please note that TRCA's Offices are presently closed to visitors. The plan input and review function continues during the Coronavirus pandemic. In order to reduce the potential of transmission, TRCA requests that development planning and permit applications and materials be submitted digitally in PDF format. Paper submissions are discouraged and may result in extended timeframes for review.

All digital submissions and documents can be submitted to the following e-mail addresses:

Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

Wed 2021/03/17 4:59 PM

Hi Dana,

Please find below comments from Rogers for the above noted file.

Thanks and have a great evening!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2021/03/17 2:46 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Cc: GTAW New Area <gtaw.newarea@rci.rogers.com>
Subject: [EXTERNAL]RE: OZS-2020-0035 Review: DUE MAR 17/2021

Rogers Communications Canada Inc, has no objections.

Thank you

Monica LaPointe

Coordinator
gtaw.newarea@rci.rogers.com
Outside Plant Engineering GTAW
3573 Wolfedale Road.
Mississauga ON L5C 3T6
416 913 0693/ 647 643 1446

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: 25-Feb-21 9:36 AM
To: FarouqueAlthaf <althaf.farouque@peelregion.ca>; Alex Martino (alex.martino@peelregion.ca) <alex.martino@peelregion.ca>; Sepe, Alexander <alex.sepe@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; peelplan@trca.ca; Adam.Miller@trca.ca; Anthony.Syhlonyk@trca.ca; Quentin.Hanchard@trca.ca; graham.routledge@ontario.ca; circulations@mmm.ca; GTAW New Area <gtaw.newarea@rci.rogers.com>; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; Chris Kafel <Chris.Kafel@alecrautilities.com>; Emily Pelleja <Emily.Pelleja@alecrautilities.com>
Cc: Jenkins, Dana <Dana.Jenkins@brampton.ca>; Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: OZS-2020-0035 Review: DUE MAR 17/2021

Good Morning,

Please find below the FTP Site login for the **OZS-2020-0035** applicant submitted documents for **0 Inspire Blvd.**

If you have any concerns please contact the assigned planner, Dana Jenkins at Dana.Jenkins@brampton.ca

Please note comments are due to Dana by **March 17, 2021.**

FTP Log in instructions below:

<p>For External Commenters:</p>	<p>https://ftp.brampton.ca/ThinClient/Transfer.aspx</p> <p>1) Sign-in with username and password: Username: cobguestx Password: tru3&Hyt2593</p> <p>2) Navigate to file folder named: OZS-2020-0035 Note: Files will remain on the FTP only until the due date.</p>
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Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



COMMENTS & CONDITIONS MEMO

Date: March, 16, 2021

File: OZS-2020-0035

To: Development Planner Name, Development Services Division

From: Jaskiran Kaur Bajwa, Park Planning & Development

Subject: **REQUIREMENTS FOR Application to Amend the Zoning By-Law**
(To permit *single storey multi-unit warehouse building with 169 parking spaces and 8 accessible parking spaces, 22 loading dock doors, 2 drive in doors and 4 loading spaces*)

Conditions from the Park Planning & Development Section

Consultant: HUMPHRIES PLANNING INC.

Applicant: 1968610 ONTARIO LIMITED

Location: 0 Inspire Blvd
Circulation Date: February 25, 2021
Ward: 9

In response to the Accela circulation of the above noted Zoning By-Law Amendment dated February 25, 2021, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO BY-LAW APPROVAL

1. The Gateway features must comply with the requirements of the Countryside Villages Secondary Plan Sub Area 48-1, employment lands (East).

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Landscape Buffer:

1. Minimum of 3m landscape strips along the adjacent private property lines must be provided.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

2. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

3. GENERAL COMMENTS

NIL

If you have any questions or require further clarification with respect to these comments, please contact the undersigned.

Jaskiran Kaur Bajwa
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-3479 Fax: (905) 874-3819
jaskiran.bajwa@brampton.ca

cc. (via email only):
S. Bodrug, R. da Cunha, W. Kuemmling, G. Serravite.

(Note: A digital copy has also been uploaded to Accela)

APPENDIX 12
DRAFT ZONING BY-LAW



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

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

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

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

From:	To:
SERVICE COMMERCIAL – SECTION 2956 (SC - 2956)	INDUSTRIAL ONE - SECTION 3557 (M1 - 3557);

- (2) By adding the following Sections:

“3557 The lands designated M1-Section 3557 on Schedule A to this By-law:

3557.1 Shall only be used for the following purposes:

- (1) The uses permitted in the M1 zone category.

3557.2 Shall be subject to the following requirements and restrictions:

- (1) For the purposes of this section, the Front Lot Line shall be the lot line abutting Inspire Boulevard.
- (2) Minimum Yard Depths:
 - a. The following minimum yard depths apply to one building on a corner lot:
 - i. Rear Yard Depth: 4.00 metres
 - ii. Exterior Side Yard Width: 9.00 metres

ENACTED and PASSED this ____ day of _____, 2021.

Approved as to
form.

20__/_month/_day

[insert name]

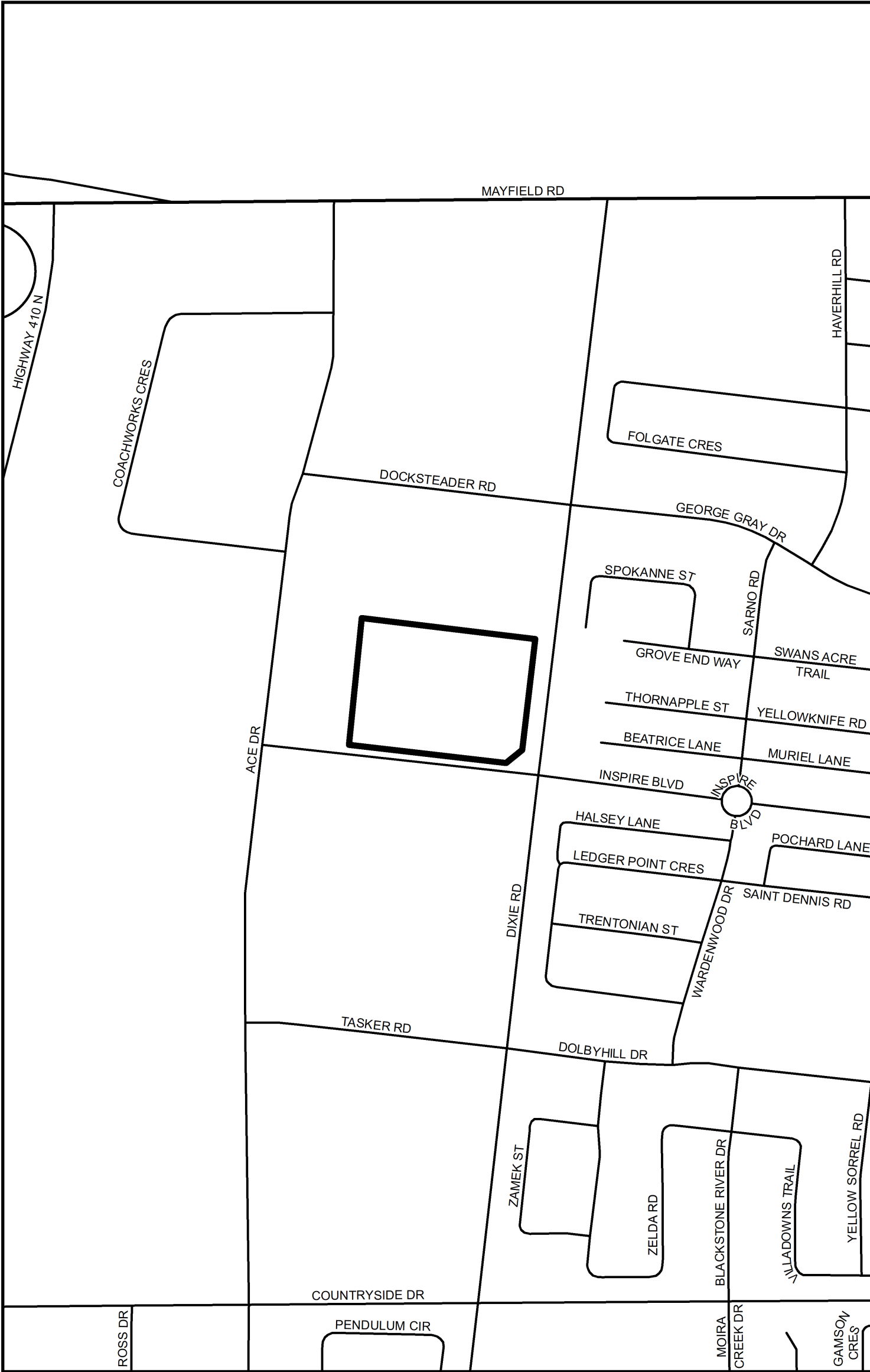
Patrick Brown, Mayor

Approved as to
content.

20__/_month/_day

[insert name]

Peter Fay, City Clerk



SUBJECT LANDS



KEY MAP

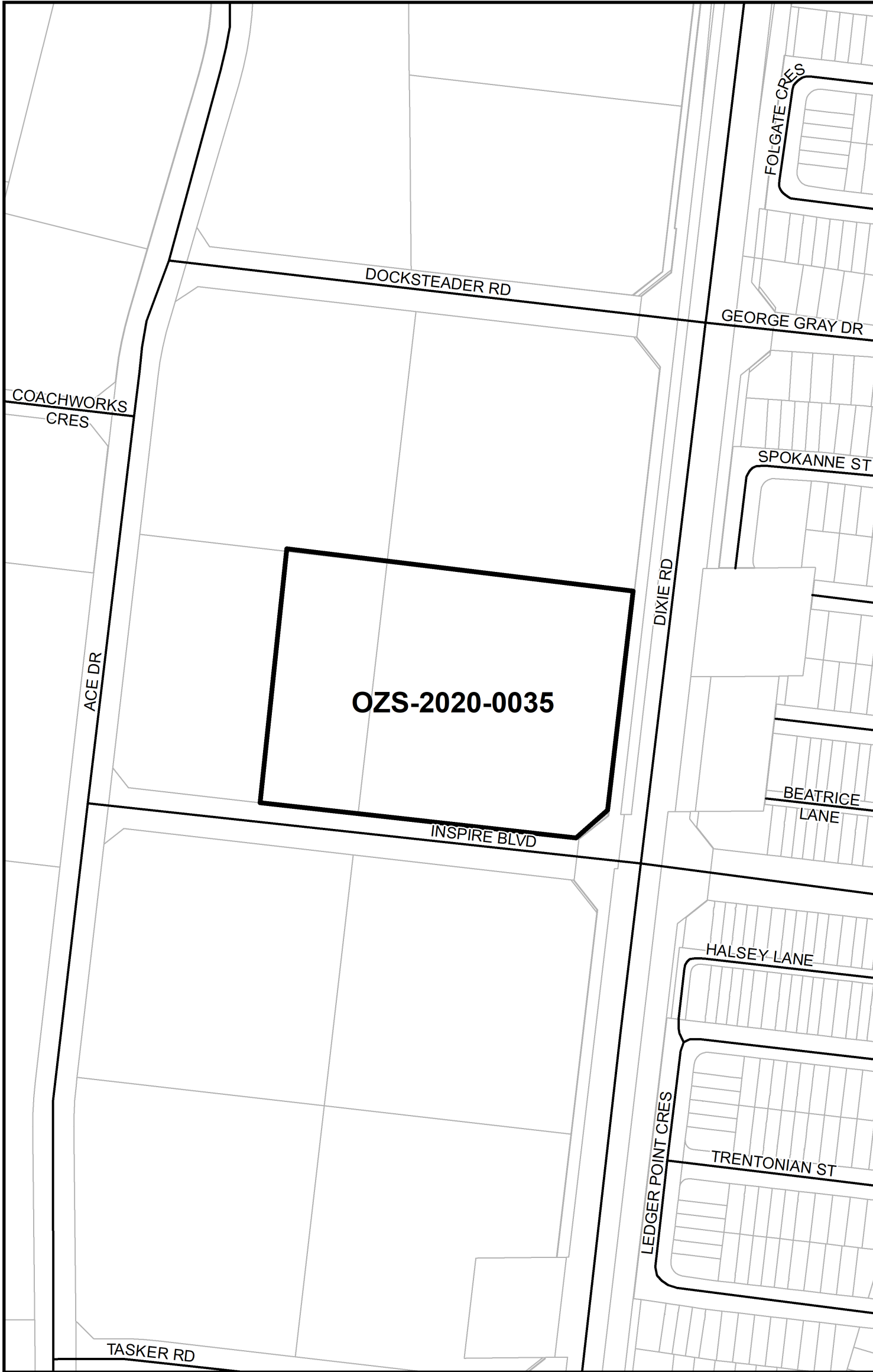
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2020-0035_ZKM

Date: 2021/05/11

Drawn by: ckovac

BY-LAW _____



PART LOTS 16 & 17, CONCESSION 3 E.H.S.

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2020-0035_ZBLA

Date: 2021/05/11

Drawn by: ckovac

Date: 2021-05-26

Subject: **Referred Matter – Child Care Centres in Brampton**

Contact: Andrew McNeill, Manager, Official Plan and Growth Management,
Planning, Building & Economic Development (905)874-3491,
andrew.mcneill@brampton.ca

Report Number: RM 44/2020
Planning, Bld & Ec Dev-2021-660

Recommendations:

1. **THAT** the report titled, “Referred Matter - Child Care Centres in Brampton” to the Planning and Development Committee Meeting of June 21, be received and item RM44/2020 be removed from the Referred Matters List.

Overview:

- **Brampton is lagging behind Ontario’s average in terms of the number of licensed daycare facilities.**
- **Brampton has the highest number of licensed home-based child care centres in the Region of Peel.**
- **Establishing new licensed child care facilities in residential areas is limited as a result of current zoning regulations.**
- **Capacity may exist with home-based child-care to meet Brampton’s needs; however, data does not currently exist with respect to numbers of unlicensed home-based child care spaces making it difficult to verify if there is an issue.**

Background:

Council received a delegation from Sylvia Roberts who provided a presentation titled “Child Care Zoning”. Pointing to the impacts of COVID-19 on childcare, and the potential

burden placed on families as a result of lockdowns and daycare closures by provincial orders. The deputation argued that Brampton zoning regulations have been hindering the expansion of child care centres in the city and that Brampton is lacking an adequate number of childcare facilities and supportive policies to meet this need.

City Council referred the matter to staff for consideration and a report.

Relevant Brampton Planning Policy

The following provides a summary of existing planning policy by the City of Brampton as it pertains to child care:

Official Plan

- The Residential designation permits complementary uses, subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of the plan, such as day care centres.
- The City shall interpret the large scale Institutional Uses designation as shown on Schedule “A” to include smaller scale institutional and public uses such as day care centres.
- Through Secondary Planning and Block Planning, Institutional and Public Uses shall be permitted within other designations of the Secondary Plan, such as day care centres, together with certain use restrictions related thereto.
- Day care centres are not permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.
- At no time will development or site alteration be permitted in the floodplain where the uses are an institutional use associated with day care and schools, where there is a threat to the safe evacuation of persons with disabilities or the young during an emergency as a result of flooding, failure of flood-proofing measures or protection works, or erosion.

Official Plan – Day Care Centre

4.9.11.1 The City shall encourage the location of Day Care Centres on new elementary school sites with the consent of the School Boards to encourage shared-use and concentration of related land uses.

4.9.11.2 The City shall permit Day Care Centres within a Place of Worship or other place of public assembly, a place of employment, a community centre, an apartment building or a multiple housing project, subject to provincial licensing policies.

4.9.11.3 Day Care Centres shall be designed to provide appropriate facilities for parking, pick-up and drop-off areas.

4.9.11.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the application design and improvement of Day Care Centres.

4.9.11.5 Day Care Centre shall not be permitted within the area identified as the LBPIA Operating Area on Schedule “A”.

Selected Secondary Plan Policies - Residential, General Provisions:

Complementary uses, as set out in Part One of the Official Plan, are permitted in the various Residential designations, but shall be limited to small scale institutional uses including elementary schools, libraries, parks, community centre, and day care centres.

Credit Valley Secondary Plan (Area 45)

Low Density 1 Residential: Limited development of the following complementary uses shall be permitted without an amendment to this Plan: private education facilities; libraries; day care centres; health centres; and public recreation facilities.

Countryside Villages Secondary Plan (Area 48)

Low/Medium Residential Designation: Limited development of day care centres is permitted without an amendment to the Plan, subject to issues such as land use compatibility, design and interface issues being addressed to the satisfaction of the City with the appropriate performance standards implemented in the Zoning By-Law.

Day Nurseries Act and City's Zoning By-law

- A day nursery would only be permitted in a zone that specifically lists this as a permitted use (i.e. Service Commercial).
- A “day nursery” as defined in the Day Nurseries Act (which is old legislation but still referenced by the City) is a facility offering care for 6 or more children. Child Care facilities with 6 or more children are also licensed by the Province under the Ministry of Education.
- Before issuing a Provincial License, the operator is required to confirm that the use is permitted by the Zoning By-law, which it is not in most residential zones.
- A residential dwelling can only be used by the occupant of the dwelling to provide care for up to 5 children since that is not “a day nursery”.
- Zoning interprets the care of up to 5 children as being babysitting which is unregulated by the Zoning By-law.

Mixed-Use Centres and Child Care

While the Official Plan can consider complementary uses such as child cares in residential areas, generally, it is preferred to direct them to commercial and institutional areas (i.e. shared-use with schools) where pick-up and drop-off traffic can better be handled to minimize conflicts in residential neighbourhoods. As part of the Brampton Plan process we will give consideration to these policies to explore opportunities for walk-to child care centres in mixed-use nodes. Any new Brampton Plan policies would be implemented as part of the Zoning By-Law Review.

Current Situation:

The Region of Peel is responsible for planning, strategic support, evaluation and oversight of the child care system in Peel. The Region of Peel's *Early Years and Child Care Service System Plan for 2019-2024* ("System Plan") sets the strategic priorities that will guide investments to ensure a strong and responsive system.

The following are options for child care services available in the Region of Peel:

Licensed Child Care

Licensed Child Care services are regulated by the Ministry of Education and offer programs for infants, toddlers, preschoolers, kindergarten, and school-age children. Licensed child care is provided in either a centre or through a home-based child care setting.

Centre-Based Care

Centre-based care services operate in a variety of spaces, including: schools, community or recreation centres, libraries, workplaces, places of worship and standalone buildings. They offer full-day, part-time and before and after school programs. Extended/evening limited care is also available at these centres.

Licensed Home Child Care

Licensed Home Child Care is child care that is provided in the private residence of the caregiver who is affiliated with and monitored by a licensed home child care agency. Licensed caregivers can care for a maximum of 6 children under the age of 13 years old.

A caregiver must count their own children, even if they are under the age of 6. The home child care agency is licensed by The Ministry of Education and operates under the regulations of *Child Care and Early Years Act 2014 (CCEYA)*. Representatives from the Qualified Registered Early Childhood Educator monitor the caregiver's home to ensure all homes meet or exceed child care and early years compliance indicators and regulations. To ensure that licensed home child care is staying up-to-date on safety measures, caregivers are inspected by the Ministry of Education at least once a year to guarantee the caregiver's home and the licensed home care agency is up to standards.

The Region supports Early Years and Child Care in Peel in the following ways:

- Fee subsidy: 97% of Peel's licensed child care system accepts families in receipt of fee subsidy;
- Improving affordability: The Region provides operating funding to licensed child care providers to help offset fees charged to families;
- Improving access: From 2012 to 2018, Peel's licensed child care system has grown by 19,814 spaces to more than 45,000 spaces with further growth anticipated;
- Capacity building: professional development opportunities that help build a system of responsive, inclusive, skilled educators; and
- Indigenous outreach program.

Unlicensed Home Child Care

According to provincial regulations, an unlicensed home child care provider can care for a maximum of five children under the age of 13. All home-based child care providers must:

- Count their own children if they are younger than four years old;
- Care for a maximum of three children younger than two years old;
- Not operate in more than one location;
- Inform parents in writing (in hard copy or electronic) that they are unlicensed; and
- Keep proof that they disclosed this to parents for two years.

Child Care in Brampton

Brampton is the 9th largest city in Canada, 4th largest in Ontario and 3rd largest within the Greater Toronto Area. The 2016 Census counted a total population of 593,638 in Brampton, an increase of 13.3 percent or 69,727 persons from the 2011 Census. In 2016, 120,240 children aged 0 to 14 were in Brampton, representing 20.3% of the total

population. 2021 is a Census year so we will be obtaining more current data this year. According to the Ontario Licensed Child Care Facilities database, Brampton had 210 licensed child care centres in the city in 2020.

Table 1: Number of licensed child care facilities in Peel Region

Municipality	Number	Regional Percentage
Region of Peel	546	100.00%
Brampton	210	38.46%
Caledon	34	6.23%
Mississauga	302	55.31%

Source: 2020 Open Data Ontario Daycare

Licensed Child Care Centres as a Percentage of the 0 to 14 age group

The following table provides a comparison between the City of Brampton and our municipal neighbours in Peel Region, as well as some of the larger cities in Ontario with respect to number of licensed child care centres as a percentage of population aged 0 to 14 years.

Table 2: Number of child care centres compared to the 0-14 years old population

Municipality	Total Population	0 to 14 years	Percentage of Total	Child Care Center	0 to 14 years / CCC
Ontario	13,448,494	2,207,970	16.4%	5697	387.57
Caledon	66,502	12,355	18.6%	34	363.38
Toronto	2,731,571	398,135	14.6%	1010	394.19
Mississauga	721,599	120,925	16.8%	302	400.41
Brampton	593,638	120,245	20.3%	210	572.60
Hamilton	536,917	87,120	16.2%	147	592.65
Ottawa	934,243	155,680	16.7%	202	770.69

Sources: 2016 Census, 2020 Open Data Ontario Daycare

Of the municipalities listed above, the City of Brampton has the highest percentage of population in the 0-14 age group, well above the provincial average. As a percentage of licensed child care centres per 0-14 age group, Brampton is lagging behind the provincial average as well as our municipal neighbours in Peel. We are, however, ahead of the cities of Hamilton and Ottawa.

Capacity of Licensed Child Care Centres in Peel Region

The following table illustrates where licensed child care centres are located in Peel Region, broken down by municipality with corresponding capacity. The largest provider of licensed child care services in Brampton and Peel is through publicly-funded schools. The capacity per site is virtually identical between Brampton and Mississauga; however, Brampton is deficient 89 licensed child care sites which can be directly correlated to the fact that currently Brampton has a smaller total population than Mississauga, however, the gap is shrinking.

Table 3: Capacity of licensed child care centres

Primary Use of building where the Child Care Site is located	Number of Sites	Total Licensed Capacity
Brampton		
Multi-unit Residential	1	33
Place of Worship	12	839
Private School	2	249
Public Building	16	1128
Publicly-funded School	140	12263
Stand Alone Child Care Centre	19	1959
Other	17	1456
Brampton Total	207	17927
Mississauga		
Multi-unit Residential	6	412
Single-unit Residential	1	74
Place of Worship	30	1592
Private School	7	512
Public Building	29	1973
Publicly-funded School	165	15844
Stand alone Child Care Centre	40	3352
Other	18	1313
Mississauga Total	296	25072
Caledon		
Place of Worship	5	244
Private School	1	72
Public Building	4	315
Publicly-funded School	20	2004
Stand alone Child Care Centre	3	268
Other	5	255
Caledon Total	38	3158

Source: Peel Region, Child Care Services 2020

Licensed Home Child Care Centres in Peel

The total number of licensed home-based child care centres in Peel Region is 619, providing around 1,671 spaces. According to table 4, the majority of licensed home care centres in the Region are located in Brampton (61%).

Table 4: Breakdown of licensed home child care centres in Peel Region

Area Municipality	Estimated Breakdown	Number of Licensed Homes
Brampton	61%	379
Caledon	2%	10
Mississauga	37%	229
Total	100%	619

Source: Peel Region, Child Care Services 2020.

Consultation by the Region of Peel

The Region conducted community engagement to develop the “Early Years and Child Care Service System Plan 2019-2024.” Input provided by families, child care providers and community partners that directly relates to planning, design and development, included the following:

- There is a shortage of spaces for children under four years of age;
- Providers need more access to buildings/locations where they can deliver or expand programs;
- Physical access to school-based child care programs should become easier;
- Community partners want to be more engaged in planning processes;
- There is a need to streamline current committee tables; and
- The Region could do more to ensure early years and child care centres are included in the design and planning of new buildings.

Establishment of an Unlicensed Registry

The Provincial Government’s Consultation Document Regarding Proposed Regulatory Amendments under the Child Care and Early Years Act, 2014 poses a discussion question regarding programs delivered in the unlicensed (also known as independent) child care sector. Ontario Government has sought feedback about how to support the delivery of child care in such settings. For example, the creation of a registry has been proposed to better communicate with such child care providers and provide them with information about pedagogy, health, and safety. The questions include:

- What are the considerations around the development of a publicly accessible registry of unlicensed child care providers in Ontario?
- Which entity should be responsible for establishing and maintaining the registry?
- What potential eligibility requirements could be set out for a person to be included on the registry? For instance, should persons on the registry be certified in first aid?
- What information would be helpful for the public to access on the registry?

- If a registry of unlicensed child care providers is established, what support, information, resources, etc., could be provided to those on the registry by the government to support quality, health and safety?

Corporate Implications:

Financial Implications:

There are no direct financial implications associated with this report.

Other Implications:

There are no other implications associated with this report

Conclusion:

Brampton is lagging behind Ontario's average (see Table 2) in terms of the total number of licensed child care facilities. However, Brampton has the highest number of licensed home-based child care centres in the Region. The popularity of licensed home-based child care in Brampton has some advantages, including: enhancing affordability, inclusivity, quality, accountability, and accessibility of child care services. The prevalence of licensed home-based child care centres in Brampton may indicate a preference for home-based solutions. Currently, it is not possible to make inferences about unlicensed child care as data does not exist. Identifying the number of unlicensed home-based daycares and the capacity they provide along with creating a database or registry of unlicensed home daycares in Brampton would be quite helpful. Establishing such a registry could be quite challenging and Staff will continue to monitor any progress by the Province and/or Region on this front.

If the City were to consider loosening policy requirements or enabling blanket permissions in residential areas for child care, there could be unintended consequences. Establishing new child care centres (servicing more than 6 children) in residential areas is dependent on meeting various requirements including parking, pick-up and drop-off areas, setback from railway right-of-way, depth of landscape buffer, and safe evacuation of persons with disabilities or the young during an emergency. Current policies do not prohibit establishing daycare facilities in residential areas if the above-mentioned criteria are met. In addition, as the City progresses to encourage more mixed-use development in nodes and along transit corridors, there is an opportunity to embrace the incorporation of child care facilities in vertically integrated mixed-use buildings where impacts can be mitigated.

Authored by:

Andrew McNeill, OALA, CSLA
Manager, Official Plan and Growth
Management, Planning, Building &
Economic Development Department

Reviewed by:

Bob Bjerke, MCIP, RPP
Director, Policy Planning, Planning,
Building & Economic Development
Department

Approved by:

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

Submitted by:

David Barrick, Chief Administrative Officer



Minutes

Age-Friendly Brampton Advisory Committee

The Corporation of the City of Brampton

Tuesday, May 25, 2021

Members Present: Saad Ali (Co-Chair)
Bob Pesant (Co-Chair)
Elvira Brathwaite
Umar Javed
Angela Johnson
Sushil Ninawat
Elizabeth Pike
Sonya Singh
Sandra Fitzpatrick, Manager, Region of Peel Public Health
Peter Howarth (CARP)
Alexa Roggeveen, Sheridan College, Social Service Worker, Gerontology
Laura Tribble, Advisor, Region of Peel, Housing Services
Joelle Berube-Cheng, Peel Senior Link
City Councillor C. Williams

Members Absent: City Councillor D. Whillans
City Councillor J. Bowman
Tony Brookes
Vidhi Bhatt, Brampton Multicultural Youth Council
Myrna Adams, Brampton Seniors Council
Rodrigo Merio, Brampton Multicultural Community Centre
Ava Joshi, Community Investment Manager, United Way

Staff Present: Jeffrey Humble, Manager, Policy, Program & Implementation
Bindu Shah, Policy Planner
Mirella Palermo, Policy Planner
Melinda Yogendran, Assistant Policy Planner
Tristan Costa, Planner
Chandra Urquhart, Legislative Coordinator
Gloria Ruiz, Coordinator, Community Safety

1. **Call to Order**

The meeting was called to order at 7:11 p.m. and adjourned at 8:20 p.m.

2. **Approval of Agenda**

AFC011-2021

That the agenda for the Age-Friendly Brampton Advisory Committee meeting of May 25, 2021, be approved as published and circulated.

Carried

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

Nil

4. **Previous Minutes**

4.1 Minutes - Age-Friendly Brampton Advisory Committee - March 25, 2021

The minutes were considered by Planning and Development Committee on May 10, 2021 and approved by Council on May 19, 2021. The minutes were provided for Committee's information.

5. **Presentations\Delegations**

5.1 Delegation from Vasco Alcantara, Rick Hansen Foundation, re: Benefits of Universal Design, Age Friendly, Accessible Housing

Vasco Alcantara, Rick Hansen Foundation (RHF), provided a presentation entitled 'Benefits of Universal Design, Age Friendly, Accessible Housing'. He noted details of successful RHF Accreditation Certification projects with the focus on construction and retrofit requirements for accessibility for multi-unit residential buildings (MURBS). The following was highlighted:

- Accessibility starts at home
- Accessibility – from legislation to design to build
 - need for legislation mandating minimum requirements for MURBS with accessibility in mind
- Examples of Rick Hansen Foundation Accreditation Certification (RHFAC) and MURBs

- Ryder Village, Hope B.C
- Carleton University New On-Campus Residence
- RHFAC and Canadian Mortgage and Housing Corporation (CMHC)
- Request from CMHC to create rating and scoring system to rate MURBS with the objective to reduce barriers
- RHF is in search of partners to conduct pilot programs
- Discussions with the City to offer sites for the pilot initiative

Committee discussion, comments and questions included:

- Availability of financial assistance for retrofits
 - Federal and Provincial governments and a number of municipalities offer grants
- The AODA requirements does not stipulate a percentage of ownership of accessible units for multi-unit residential buildings
- Questioned the definition of a disabled person given that 25 percent of the population are considered disabled
 - Federal government outlines 10 different categories that determine disability
- Whether the local municipalities can incorporate a minimum standard for multi-unit residential buildings through the development approval process that requires the construction of a percentage of accessibility units
 - Standards for accessible features such as kitchens are not mandated
- Construction of accessible multi-unit residential buildings would also be beneficial to seniors
- Details provided of the initiative to conduct pilot program ratings on buildings in Brampton when funding is available through the Canadian Mortgage and Housing Corporation (CMHC)
- Region of Peel expressed interest in pilot initiative for newer affordable housing multi-unit residential projects

The following motion was considered:

AFC012-2021

That the delegation by Vasco Alcantara, Rick Hansen Foundation, to the Age-Friendly Brampton Advisory Committee meeting of May 25, 2021, re: **Benefits of Universal Design, Age Friendly, Accessible Housing** be received.

Carried

5.2 Presentation by Mirella Palermo, Policy Planner, and Melinda Yogendran, Assistant Planner, re: Staying Connected: Video Resource & Directory for Seniors and Caregivers

Mirella Palermo, Policy Planner, and Melinda Yogendran, Assistant Planner, provided a presentation entitled "Staying Connected: Video Resource & Directory for Seniors and Caregivers", which included the following:

- Project overview - mandate and objectives
- Project timeline -initial stage and implementation phase
- Directory themes - include:
 - social support
 - social connectivity
 - financial services
 - accessibility
 - housing and homes services

Committee discussion and comments were provided on the themes with the following suggestions:

- Roots Community Services Inc. be added under the Social Connectivity theme
- Non-profit organization 'Cope' be added to the Financial Supports theme
- City offer a resource site that provides safe and reputable 'home-help' services for seniors, such as, snow clearing, gardening and window cleaning
- Inclusion of seniors organizations in the directory, such as, CARP and Probus Club

Staff requested volunteers to participate in the preparation of the video and design of the webpage for the Age-Friendly Directory. Members were advised

that they will receive an email with details of the project and they may express interest if they wish.

The following motion was considered:

AFC013-2021

That the presentation by Mirella Palermo, Policy Planner, and Melinda Yogendran, Assistant Planner, to Age-Friendly Brampton Advisory Committee meeting of May 25, 2021, re: **Staying Connected: Video Resource & Directory for Seniors and Caregivers** be received.

Carried

5.3 Presentation by Tristan Costa, Planner, and Gloria Ruiz, Coordinator, re: Nurturing Neighbourhoods Update

Tristan Costa, Planner, and Gloria Ruiz, Coordinator, provided an update on the Nurturing Neighbourhoods Program, which included the following:

- Overview of program from 2018 to date
- List of neighbourhoods toured in person and virtually
- Neighbourhood survey results for 2019 versus 2020
- Preliminary city-wide data results and emerging themes
- Supporting the eight domains of the Age-Friendly Strategy
- Questions - best ways to communicate and achieve support and strong outreach for programs both virtual and online
- Next steps include
 - continuation of the program online

Committee discussion included the following:

- Suggestions and options to connect with the community on initiatives and projects before the events occur, such as, a notice in Councillors' newsletters
- Indication that marketing and promotion of the Nurturing Neighbourhoods program are being explored by staff and a suggestion that this initiative be considered as a standing item in Councillors' newsletters
- Programs such as this help to connect the community and make residents more invested in the neighbourhood

- Indication from staff that details on the touring of the 15 new neighbourhoods will be shared with the public once the locations are confirmed

Staff requested volunteers to become a community champion to promote the neighbourhood in which they live. Members were advised that they will receive an email with details of this initiative and they may express interest if they wish.

The following motion was considered:

AFC014-2021

That the presentation by Tristan Costa, Planner, and Gloria Ruiz, Coordinator, Community Innovation and Resilience, to the Age-Friendly Brampton Advisory Committee meeting of May 25, 2021, re: **Nurturing Neighbourhoods Program Update** be received.

Carried

6. Reports / Updates

6.1 Update by Bindu Shah, Policy Planner, re: Housing Brampton-Next Steps

Bindu Shah, Policy Planner, referenced the staff presentation, recommendation report and executive summary provided for information with the agenda. Ms. Shah noted that staff have been meeting with delegations who expressed support for the Housing Strategy. She advised that funding was approved by Council for the Housing Capital Catalyst Program under which several pilot projects are being considered, and also for some of the incentive programs.

7. Other/New Business / Information Items

Nil

8. Correspondence

Nil

9. Question Period

Nil

10. Public Question Period

Nil

11. **Adjournment**

The following motion was considered:

AFC015-2021

That the Age-Friendly Brampton Advisory Committee meeting do now adjourn to meet again June 22, 2021 at 7:00 p.m.

Carried

Saad Ali (Co-Chair)

Bob Pesant (Co-Chair)

To: Caruso, Carmen
Subject: RE: OZS-2021-0007 - Signed Letter to Oppose Redesignate Neighbourhood Retail Block

From: Parvi Singh <>
Sent: 2021/05/10 1:41 PM
To: Planning Development <Planning.Development@brampton.ca>; Palleschi, Michael - Councillor <Michael.Palleschi@brampton.ca>; Whillans, Doug - Councillor <Doug.Whillans@brampton.ca>
Subject: [EXTERNAL]Signed Letter to Oppose Redesignate Neighbourhood Retail Block

Hi Brampton City Planning Department and Respected City Councillors,

I am a resident of the Mount Pleasant Community. Please find a letter attached signed by **58** community members opposing the change to Redesignate a Neighbourhood Retail Block to allow for the development of residential block. I am also attaching the photo of the Public Notice for your reference.

Kindly let me know if there are any other provisions to appeal against this change.

Regards,

Parvi Singh MBA, MSc

May 08, 2021

Planning and Development Services Department,
City of Brampton

Subject: Community **Opposition** to Redesignate a Neighbourhood Retail Block to allow for development for mixed Housing and Commercial Block. City of Brampton File # OZS-2021-0007

Dear Officer,

We are the community members of Mount Pleasant North. It was brought to our notice through a public sign erected on May 6, 2021, that the City of Brampton (File # **OZS-2021-0007**) has received a proposal to Redesignate a Neighbourhood Retail Block to allow for the development of:

- 31 Single Detached dwellings
- 230 Townhouses
- A Mixed-Use Medium Density Residential / Convenience Commercial Block
- Walkways and Servicing Blocks
- A Natural Heritage System Block
- A Buffer Block

We are concerned and unhappy with this change. If this change is approved, our community will lose a big chunk of an area that was initially planned to cater to the commercial needs of our community.





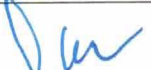
We strongly oppose the change proposed. We request that the entire block of land be kept as is, i.e. (Retail Block), that this proposal seeks to change for the best interest of our community.

We humbly submit that this change be denied.

Yours truly,

Mount Pleasant North Community Members

Signatures:

S.No.	Signature:	Name	Address	Phone No
1		Reetinder Kaur		
2		Prakash Jaiswal		
3		Ash Mahotra		
4		Javed Iqbal		
5		AMIT MEHTA		

6		Manisha Patil
7		Sreedendra Banavada
8		Yithursan
9		Lipan Jot Landher
10		HINDI
11		James John
12		AMAR LAZ
13		SLIP SUNKAR
14		DANNY SOMAR
15		Rose Hill
16		Rakesh
17		VIKRAMJIT
18		Vijay Kapat
19		KASIR KHAN
20		TITHAN SIONA
21		Tharsha
22		Anant Hesth
23		Zoya Chaudhry
24		M. Grewal
25		AMANDEEP DHILL
26		THINAKARAN

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27	RA.	RAO GUDURI		
28	Sho	Samuel Henry		
29	Sham.	Steph Singh		
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May 08, 2021

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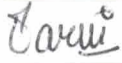
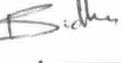
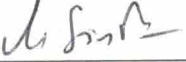


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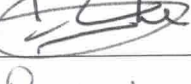
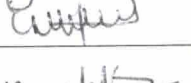
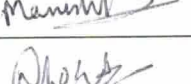
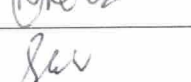

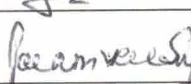
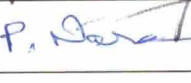
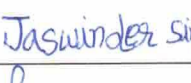
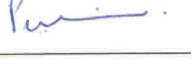

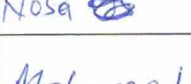
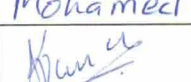

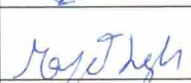
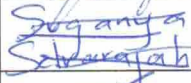




We humbly submit that this change be denied.

Yours truly,

Mount Pleasant North Community Members

Signatures:

S.No.	Signature:	Name	Address	Phone No
1		PARVINDER SINGH		
2		HARPREET SIDHU		
3		Gurmehar Singh		
4		Davinder Singh		
5		GURMEET DOSSA		

6		SUSHIL Kumbhar
7		Jhan Javed
8		MWIMBA Lvhembe
9		Sylvie Endernyiek
10		MANISH K
11		NISHU MATHA
12		MARK BETA
13		STEVEN MUYIE
14		PARAMVEER
15		
16		Jaswinder
17		PURNIMA
18		LAKSHMI NARAYAN M
19		OSANARU
20		Mohamed Abli
21		Avinash Pandkar
22		Kuldip Phill
23		MANJOT CHHILRA
24		
25		Suganya Selvarajah
26		Amandeep Singh

27	Jay Sekh	JHARMAL SEICHUN		
28	Monica	Monica Bhullar		
29	Rising	Rising, Nhat		
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Notice: Application to Amend the Official Plan & Zoning By-law and a Draft Plan of Subdivision

A proposal has been made to The City Of Brampton To:
Redesignate a Neighbourhood Retail Block to allow for the development of:

- 31 Single Detached dwellings
- 230 Townhouses
- A Mixed Use Medium Density Residential / Convenience Commercial Block
- Walkways and Servicing Blocks
- A Natural Heritage System Block
- A Buffer Block

Owner: TFP Mayching Developments Limited

Agent: Glen Schnarr & Associates Inc. (905-568-8888)



(3-1-1)

For more information about this matter, including information about obtaining a copy of the notice and about preserving your appeal rights, contact the Planning and Development Services Department, City of Brampton, by visiting the City Hall during regular business hours, by sending an email to planning.development@brampton.ca or by calling 905-874-2050.

Refer to File #: OZS-2021-0007

Date Sign Erected: MAY 6, 2021