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

Date: Monday, April 25, 2022

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-person public attendance at the meeting may be limited due to prevailing public health gathering requirements. Public and other meeting participants are encouraged to observe meetings online or participate remotely by contacting the City Clerk's Office through the contact details below.

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Tammi Jackson, Legislative Coordinator, Telephone 905.874.3829, TTY 905.874.2130
cityclerksoffice@brampton.ca

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

1. Call to Order

2. Approval of Agenda

Note: Public notice was given regarding Application to Amend the Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – 13172589 Canada Inc., 39224 & 9230 Creditview Road, Ward 5, File: OZS-2022-0013 prior to publication of the meeting agenda. The application has since been withdrawn by the applicant with an appropriate public meeting cancellation notice issued by the City.

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 Zoning By-law and Proposed Draft Plan of Subdivision, KLM Planning Associates Inc. – Greenvale Homes Ltd.

File: OZS-2021-0065

To permit: The development of 128 single detached dwellings, 46 semi-detached dwellings, 79 townhouse dwellings, one elementary school block, one park block, one valley block, one valley buffer block, one open space block, three walkway blocks, and associated public road rights of way.

Location: 2648 Countryside Drive, Ward: 10

Recommendation

See Item 6.3

*5.2. Staff report re: Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.,

8940 Creditview Road, Ward: 4 (File: OZS-2022-0014)

To permit: a subdivision of 60 single-detached residential lots.

Location: 8940 Creditview Road, South of Queen St. W. and West of Creditview Rd., Part of Lot 5, Concession 4 WHS, Ward: 4

Recommendation

Note: This item was re-ordered on the agenda to be listed under the appropriate section as 5.2.

See Items 6.1 and 11.2

6. Public Delegations (5 minutes maximum)

*6.1. Delegations re: Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.,

8940 Creditview Road, Ward: 4 (File: OZS-2022-0014)

1. Satinder Malhotra & Gurpreet Malhotra, Brampton Resident
2. Nash Jeevraj, Brampton Resident
3. Paramjit Chahal, Brampton Resident
4. Philip Lee, Brampton Resident
5. Denis Leger, Brampton Resident

See Item 5.2 and 11.2

*6.2. Delegations re: Application to Amend the Official Plan and Zoning By-law, 1317675 Ontario Inc. – Glen Schnarr & Associates Inc., Southwest of Kings Cross Road and

Kensington Road, Ward 7, File: C04E05.032

1. Michael Gagnon, Managing Partner, Gagnon Walker Domes

See Item 7.3 and 11.1

*6.3. Delegations re: Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision, KLM Planning Associates Inc. – Greenvale Homes Ltd., File: OZS-2021-0065

1. Alistair Shields. Senior Planner, KLM Planning Partners Inc.

See Item 5.1

7. Staff Presentations and Planning Reports

7.1. Staff report re: City-initiated Zoning By-law Amendment (7, 11, and 15 Sun Pac Blvd.) Ward 8

Recommendation

See Item 11.3

Note: Request for deferral from Property Manager (See item 11.3(2))

7.2. Staff report re: Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.,

Note: This report has been moved to the Statutory Public Meeting section of the agenda – Item 5.2.

See Items 5.2, 6.1 and 11.2

7.3. Staff report re: Application to Amend the Official Plan and Zoning By-law, 1317675 Ontario Inc. – Glen Schnarr & Associates Inc., Southwest of Kings

Cross Road and Kensington Road, Ward 7, File: C04E05.032

To permit: A phased residential mixed use development with 4 mixed use and residential buildings (22, 20 and two 6 storey buildings), 3,680 m2 of retail space and 496 parking spaces

Location: Southwest of Kings Cross Road and Kensington Road, Ward: 7

Recommendation

See Items 6.2 and 11.1

7.4. Staff report re: Application to Amend the Official Plan and Zoning By-law, Sunfield Investments (Church) Inc. – Weston Consulting, 172 Church Street East , Ward: 1

File: OZS-2020-0026

To permit: 24 stacked back to back townhouse and 1 semi-detached with two residential units)

Location: 172 Church Street East , Ward: 1

Recommendation

7.5. Staff report re: Implementation of Approved 2022 Budget Fee Increase for

Development and Site Plan Applications

Recommendation

7.6. Staff report re: Updating the Sustainable New Communities Program (RM 43/2020)

Recommendation

See Item 11.5

*7.7. Staff report re: Application to Amend the Official Plan, Secondary Plan and Zoning By-law,Chacon Retirement Village Inc – Candevcon 9664 Goreway Drive, Ward 8 (File: OZS-2020-0008) Limited

To permit: The development of a retirement community with two (2) 5-storey buildings accommodating 156 residential units and a 2-storey medical office/pharmacy/convenience commercial building

Location: 9664 Goreway Drive, Ward 8 (File: OZS-2020-0008)

Note: As advised by staff, this item is withdrawn from the agenda to allow staff to consider additional information received from the applicant.

8. Committee Minutes

8.1. Minutes - Age-Friendly Brampton Advisory Committee - March 29, 2022

To be received

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, 1317675 Ontario Inc. – Glen Schnarr & Associates Inc., Southwest of Kings

Cross Road and Kensington Road, Ward 7, File: C04E05.032

1. Michael Gagnon, Gagnon Walker Domes Ltd., dated December 9, 2019 and June 7, 2021

See Item 6.2 and 7.3

*11.2. Correspondence re: Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven Creditview Inc., 8940 Creditview Road, Ward: 4, (File: OZS-2022-0014)

1. Satinder Malhotra, Brampton Resident, dated April 18, 2022
2. Nash Jeevraj, Brampton Resident, dated April 19, 2022
3. Paramjit Chahal, Brampton Resident, dated April 18, 2022
4. Philip Lee, Brampton Resident, dated April 19, 2022
5. Sachin and Meghna Kankran, Brampton Residents, dated April 19, 2022
6. Anton Rajeev Amirthanathan, Abiramy Ravindran Bernard and Manchula Joseph, Brampton Residents, dated April 17, 2022
7. Anna & Jorge Cardoso, Brampton Residents, dated April 7, 2022
8. Khalid Latif Khokhar, Brampton Resident, dated April 18, 2022
9. Mahesh Lad, Brampton Resident, dated April 17, 2022
10. Sukhija Sumit, Brampton Resident, dated April 14, 2022
11. Arya Patel, Brampton Resident, dated April 24, 2022

To be received.

See Items 5.2 and 6.1

*11.3. Correspondence re: City-initiated Zoning By-law Amendment (7, 11, and 15 Sun Pac Blvd.) Ward 8

1. Frank Vani, President B/A, Amalgamated Transit Union Local 1573, dated April 20, 2022
2. Sakeena Kaley, Property Manager, dated April 20, 2022

See Item 7.1

*11.4. Correspondence from Peter Fay, City Clerk, dated April 22, 2022, re: Cycling Advisory Committee Recommendation on Funding for the Ontario Active School Travel Program

To be received.

*11.5. Correspondence re: Updating the Sustainable New Communities Program (RM 43/2020)

1. Gabriella Kalapos, Executive Director, Clean Air Partnership, dated April 21, 2022
2. Bryan Purcell, The Atmosphere Fund, Dated April 22, 2022

To be received

See Item 7.6

*11.6. Correspondence from Infrastructure Ontario, dated April 25, 2022, re: Request to Update Notice Review Distribution List for Infrastructure Ontario

To be received.

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 Regular Meeting: Monday, May 16, 2022 at 7:00 p.m.

Date: 2022-03-31

Subject: **OZS-2021-0065, 2648 Countryside Drive, East of Torbram Road**

Secondary Title: **INFORMATION REPORT**
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
(To permit the development of 128 single detached dwellings, 46 semi-detached dwellings, 79 townhouse dwellings, one elementary school block, one park block, one valley block, one valley buffer block, one open space block, three walkway blocks, and associated public road rights of way)
KLM Planning Associates Inc. – Greenvale Homes Ltd.
2648 Countryside Drive
Ward: 10

Contacts: Dana Jenkins, Development Planner, Development Services, dana.jenkins@brampton.ca 905-874-2069
Steve Ganesh, Manager, Development Services, steve.ganesh@brampton.ca 647-624-8533

Report Number: Planning, Bld & Ec Dev-2022-165

Recommendations:

1. **THAT** the report titled: **Information Report:** Application to Amend the Zoning By-law and Draft Plan of Subdivision **– KLM Planning Associates Inc. – Greenvale Homes Ltd – 2648 Countryside Drive (east side of Torbram Road north of Countryside Drive) – Ward 10 (Planning Building and Economic Development-2022-165 and City File OZS-2021-0065),** to the Planning and Development Committee Meeting of April 25, 2022, be received; and

2. **THAT** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- **The applicant proposes to develop with 128 single detached dwellings, 46 semi-detached dwellings, 79 townhouse dwellings, an elementary school block, a secondary school block, a park block, a valley block with associated buffer block, an open space block, walkway blocks, and associated public road rights of way.**

- **The property is designated Residential and Open Space in the Official Plan; and Low and Medium Density Residential, Neighbourhood Park, and School site in the Countryside Villages Secondary Plan (Area 48). An amendment is not required to the Official Plans or Secondary Plan to implement the proposal.**

- **The property is currently zoned 'Agricultural (A)' and 'Floodplain (F)' under By-law 270-2004, as amended. An amendment to the Zoning By-law is required.**

- **This Information Report and the associated statutory public meeting facilitate compliance with the "Well-run City (Good Government)' Term of Council Priority by encouraging public participation by actively engaging the community, and by meeting the legislated requirement as outlined in the *Planning Act.***

Background:

The lands subject to this application are located at 2648 Countryside Drive, generally on the east side of Torbram Road and north of Countryside Drive. This application was received on December 23, 2021. It has been reviewed for completeness and found to be complete on February 3, 2022. Notice of Complete Application was issued to the applicant on February 3, 2022.

Current Situation:

Proposal (Refer to Appendix 1):

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

- Residential dwellings to include 128 single detached dwellings; 46 semi-detached dwellings; and 79 townhouse units;

- One (1) elementary school block and one (1) secondary school block;

- One (1) park block, one (1) valley block, one (1) valley buffer block, one (1) open space block; and

- Three (3) walkway blocks and associated public road rights-of-way.

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

- Is municipally known as 2648 Countryside Drive and is generally located east of Torbram Road and north of Countryside Drive;

- Is irregularly shaped with a site area of approximately 20.46 hectares (50.58 acres);

- Has frontage of approximately 58.8 metres (158.8 feet) on Torbram Road and approximately 58.8 metres (192.9 feet) on Countryside Drive; and

- Is currently vacant land.

The surrounding land uses are described as follows:

North: Vacant lands proposed for residential development and valleyland;

East: Vacant lands proposed for residential development;

South: Countryside Drive and beyond that existing residential community; and

West: Vacant lands proposed for residential development and existing commercial, residential and institutional uses at the intersection of Countryside Drive and Torbram Road

Technical Considerations

Comments from staff and external agencies are required in order to complete a comprehensive analysis. Considerations to be addressed as part of the comprehensive analysis in addition to assessment of the appropriateness of the proposed land uses and its impact on the surrounding area include the following:

- Ensuring the development maximizes use of pedestrian connections, including to accommodate all modes of transportation for this project which includes frontage on two transit supportive corridors;

- Ensuring the parent zones for the townhouse dwellings are appropriate to accommodate the intended tenure of the development (street townhouses

fronting onto a public street, standard condominium townhouses, or common element townhouses); and

- Working with the applicant to increase the sustainability score of 38 - Bronze, to higher, where applicable.

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

Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on February 3, 2022 and on March 15, 2022, to property owners within 240 metres of the subject lands as per Planning Act requirements. Signage has been posted on the property advising of the application, and a notice of the public meeting was also posted in the Brampton Guardian Newspaper. This report, along with the complete application requirements, including studies, has been posted to the City's website.

Corporate Implications:

Section 37 Bonusing

In accordance with Section 37 of the *Planning Act,* and policies contained in the City's Official Plan (Section 5.12), the City can secure community benefits such as affordable housing units, public art, daycares, etc. when increases in permitted height and/or density are requested through a rezoning development application. This application in its current format qualifies for density bonusing. As per Brampton's Council endorsed Implementation Plan, the lands in this application that are proposed to be rezoned to medium density (townhomes) will be subject to density bonusing.

Brampton will require a benefit contribution between 20-60% of the uplift value after rezoning, provided this is completed prior to September 2022. An Appraisal Report will be submitted by the applicant as per the Terms and Conditions on the City's website and this report will be reviewed and approved by the City's Realty team in order to determine the uplift value. Cash-in-lieu contributions instead of the preferred in-kind contribution benefits are also permissible.

A pre-requisite to Brampton's density bonusing approach is that the application must be deemed to be good planning through the development review process. Should this application be deemed to represent good planning, staff will include any negotiated community benefit provisions within the Recommendation Report and the draft Zoning By-law.

Financial Implications:

There are no financial implications directly associated with this report. Staff will include any cash contributions identified as a result of Section 37 Bonusing as cited above within the future Recommendation Report and the draft Zoning By-law.

Other Implications:

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

Term of Council Priorities:

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

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 include a complete technical analysis and assess the planning merits of this application for Zoning By-law Amendment and Draft Plan of Subdivision.

Authored by:

Dana Jenkins, MCIP, RPP
Development Planner

Reviewed by:

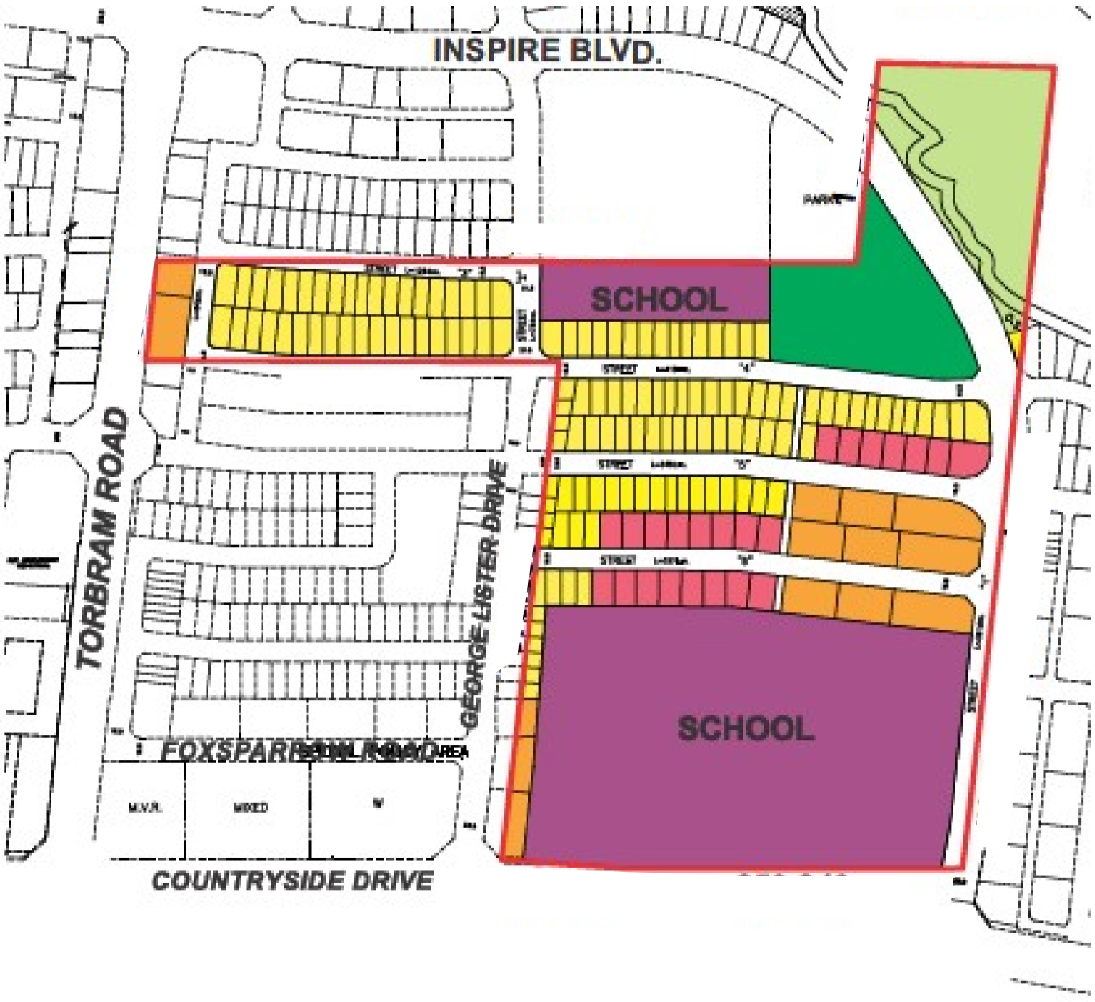
Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

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

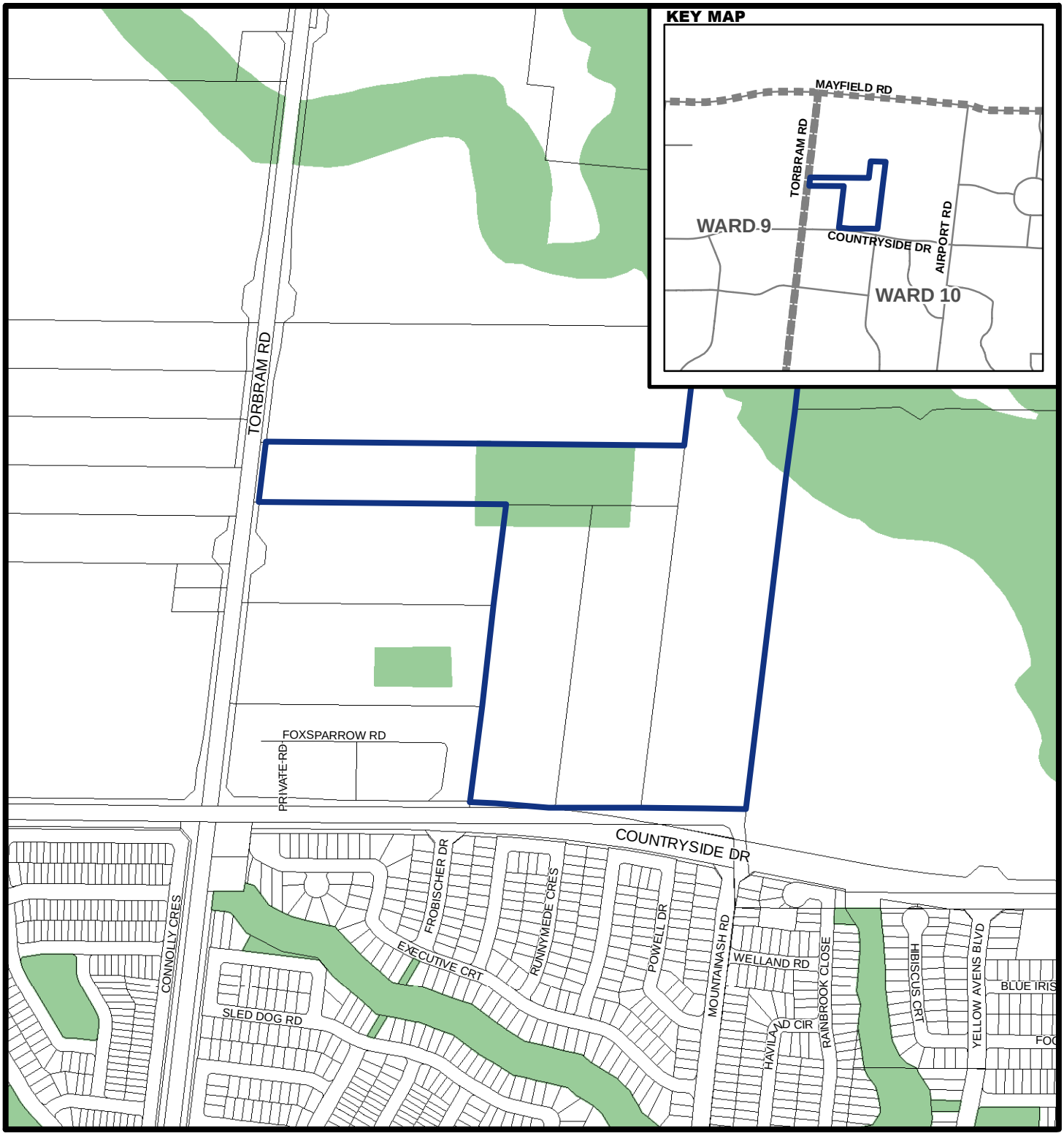
Attachments:

Appendix 1: Concept Plan
Appendix 2: Location Map
Appendix 3: Official Plan Designations
Appendix 4: Secondary Plan Designations
Appendix 4A: Block Plan Designations
Appendix 5: Zoning Designations
Appendix 6: Aerial and Existing Land Uses
Appendix 7: Heritage Resources
Appendix 8: Propane Facilities
Appendix 9: Information Summary
Appendix 10: Sustainability Snapshot



LEGEND

- SUBJECT LANDS
- DETACHED DWELLINGS
- PARK
- SCHOOL
- VALLEYLAND, PARK OPEN SPACE
- TOWNHOUSE
- SEMI-DETACHED DWELLINGS



SUBJECT LAND GREENSPACE

PROPERTY LINE

BRAMPTON Flower City
brampton.ca

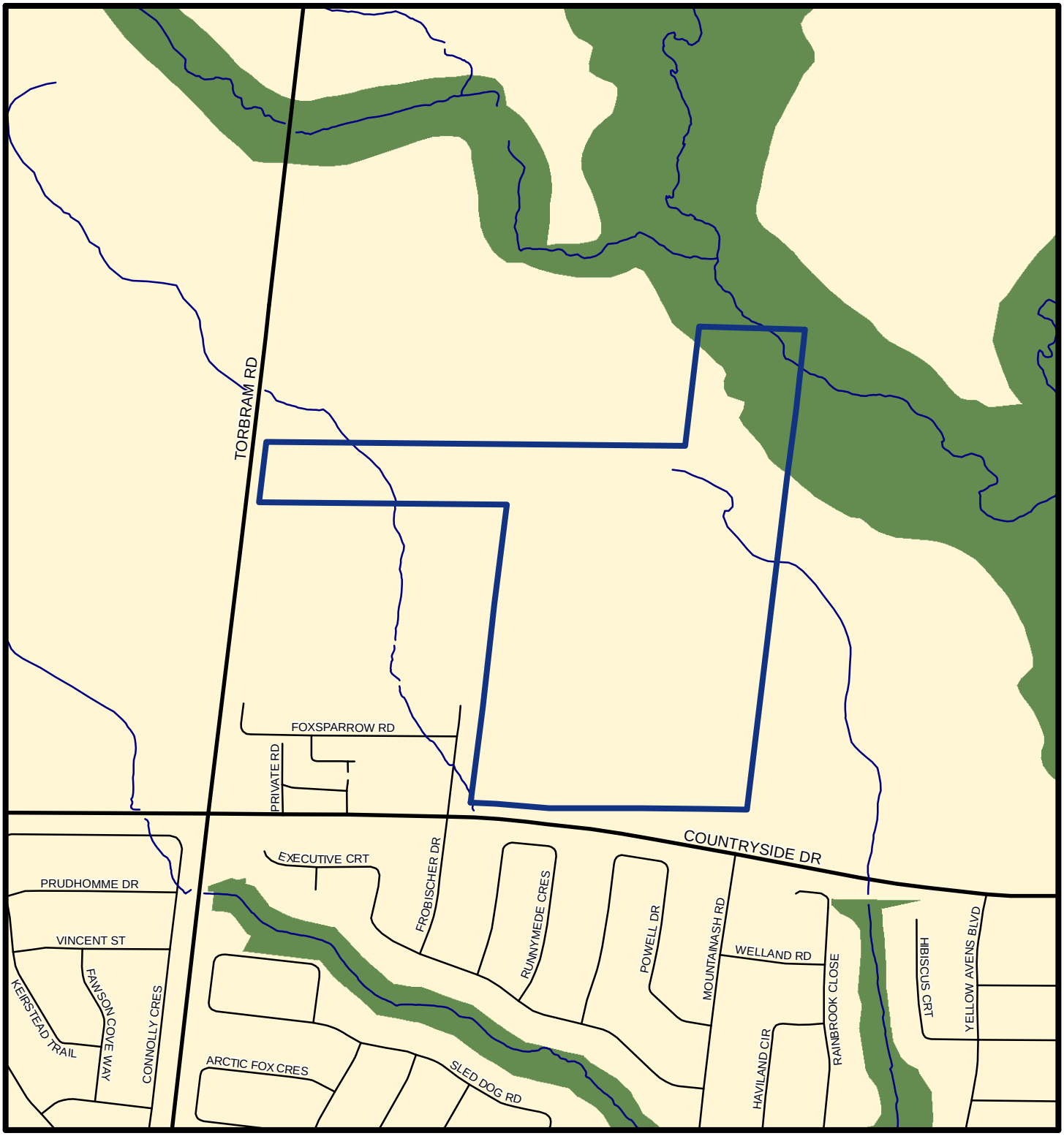
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 2
LOCATION MAP
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

CITY FILE: OZS-2021-0065



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

SUBJECT LAND
RESIDENTIAL
OPENSPACE

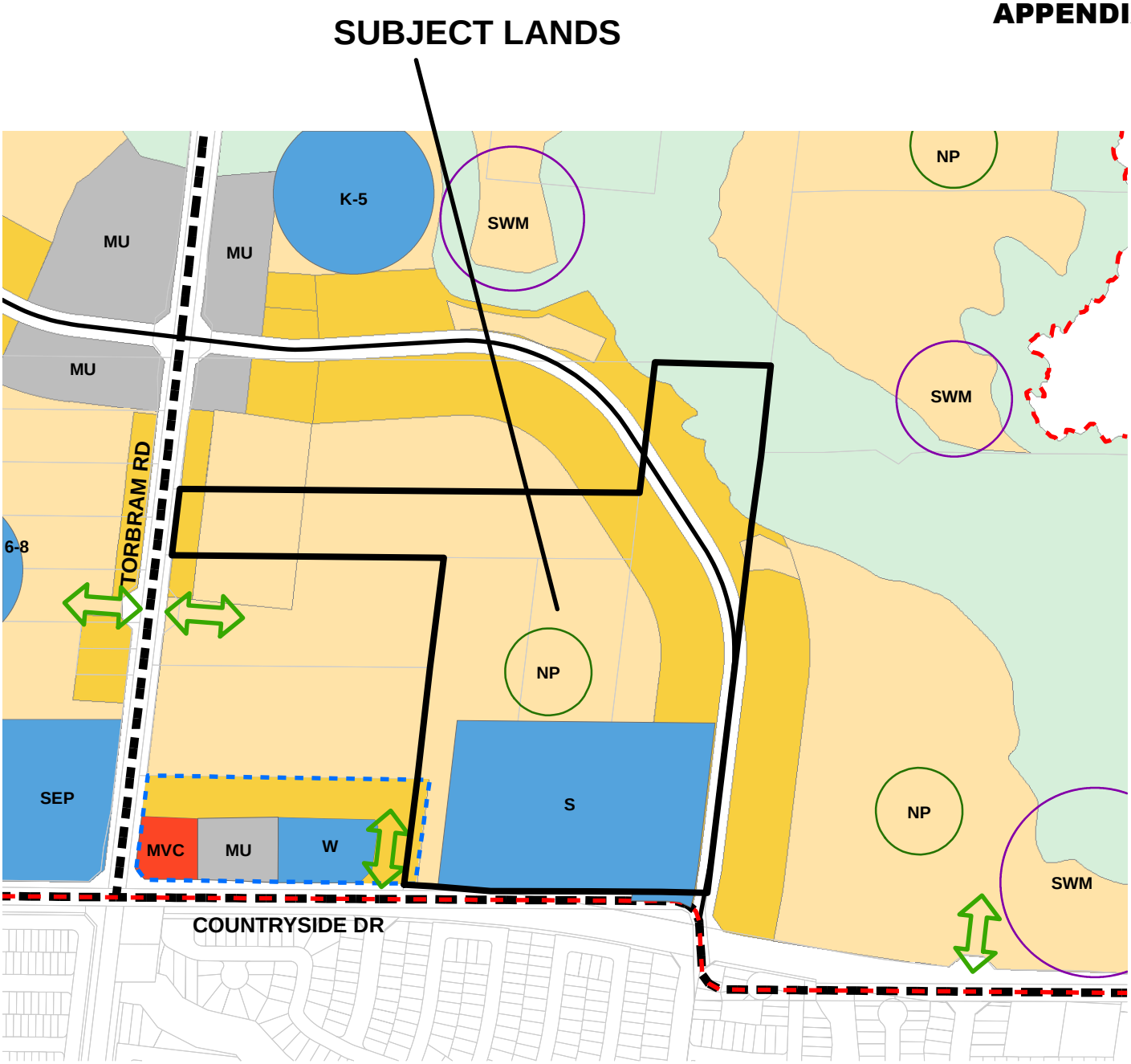
BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

CITY FILE: OZS-2021-0065



EXTRACT FROM SCHEDULE SP48(B) OF THE DOCUMENT KNOWN AS THE COUNTRYSIDE VILLAGES

ROAD NETWORK
- GATEWAY
- POTENTIAL INTERSECTION
- COLLECTOR ROAD
- MINOR ARTERIAL
- MAJOR ARTERIAL (REGIONAL)
- INTERSECTION

COMMERCIAL
- D.R. DISTRICT RETAIL
- M.V.C. MOTOR VEHICLE COMMERCIAL
- C.R. CONVENIENCE RETAIL
- N.R. NEIGHBOURHOOD RETAIL COMMERCIAL
- M.U. MIXED USE
- VILLAGE_CORE
- SPECIAL POLICY AREA
- AREA SUBJECT TO THIS AMENDMENT

INSTITUTIONAL
- K-5 PUBLIC JUNIOR ELEMENTARY SCHOOL SITE
- 6-8 PUBLIC MIDDLE SCHOOL SITE
- SE SEPERATE ELEMENTARY SCHOOL
- SEP SEPARATE SECONDARY SCHOOL SITE
- S PUBLIC SECONDARY SCHOOL SITE
- W PLACE OF WORSHIP

NATURAL HERITAGE & ENVIRONMENTAL MANAGEMENT
- VALLEYLAND
- SWM STORMWATER MANAGEMENT FACILITY
- WOODLOT

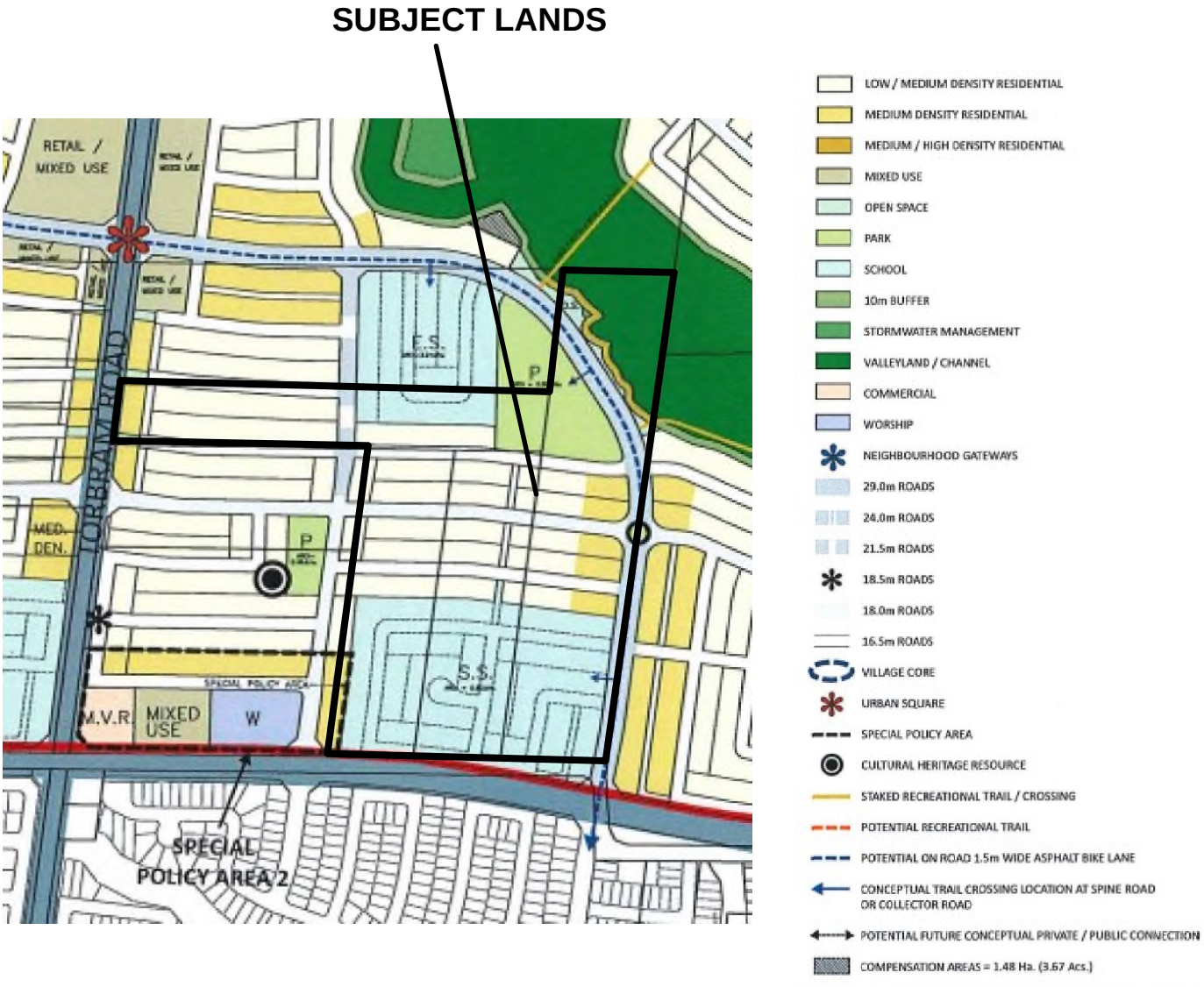
RECREATION OPEN SPACE
- CP CITY WIDE PARK
- NP NEIGHBOURHOOD PARK

RESIDENTIAL
- LOW DENSITY
- MEDIUM DENSITY
- MEDIUM / HIGH DENSITY RESIDENTIAL
- LIVE / WORK

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/21

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.



EXTRACT FROM BLOCK PLAN 48-2 KNOWN AS THE COUTRYSIDE VILLAGES SECONDARY PLAN

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

BRAMPTON
Flower City
brampton.ca

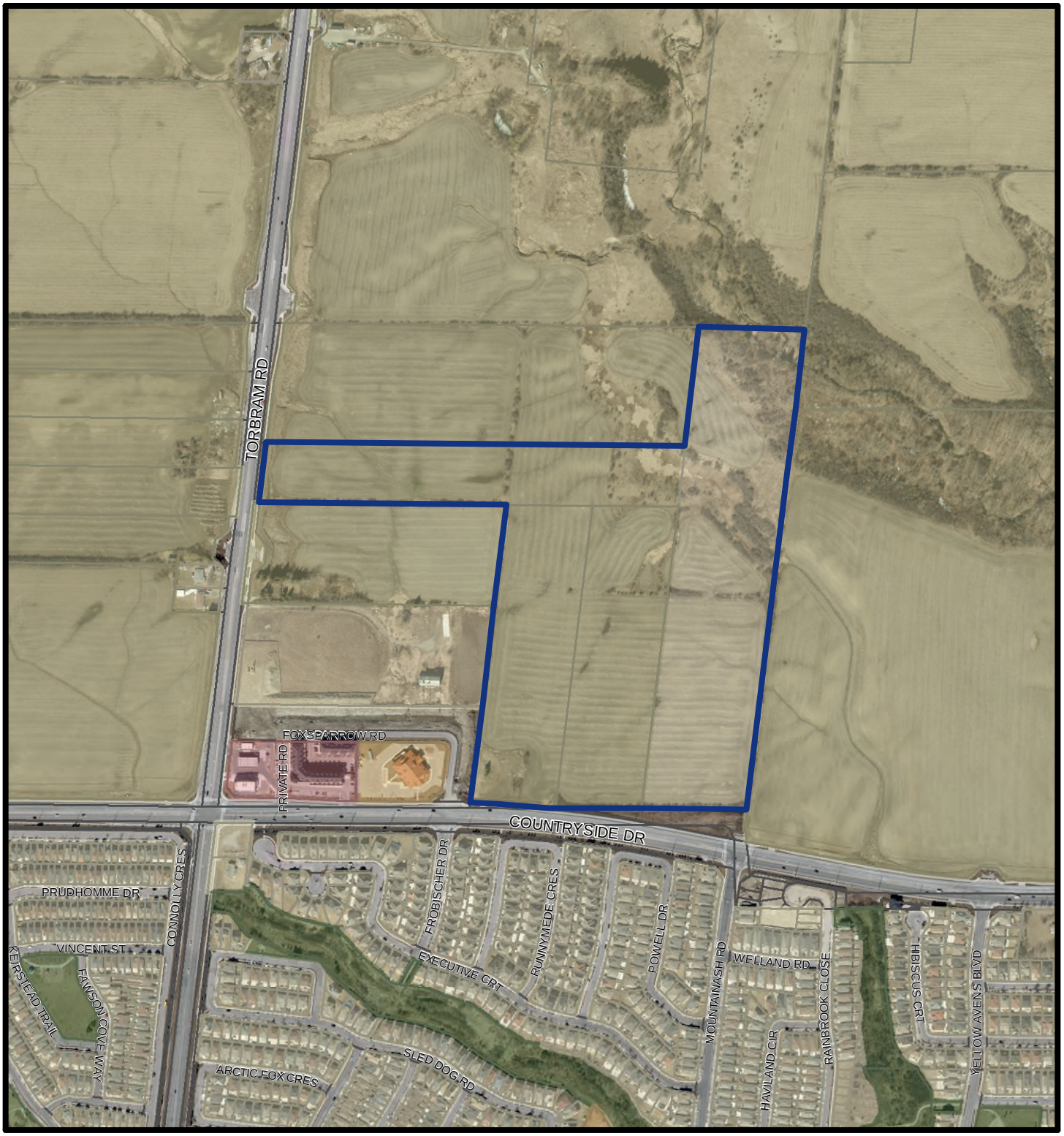
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 5
ZONING DESIGNATIONS
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

CITY FILE: OZS-2021-0065



AERIAL PHOTO DATE: SPRING 2021

Legend

SUBJECT LAND | AGRICULTURAL | INSTITUTIONAL | ROAD
COMMERCIAL | OPEN SPACE | UTILITY
INDUSTRIAL | RESIDENTIAL

BRAMPTON Flower City
brampton.ca

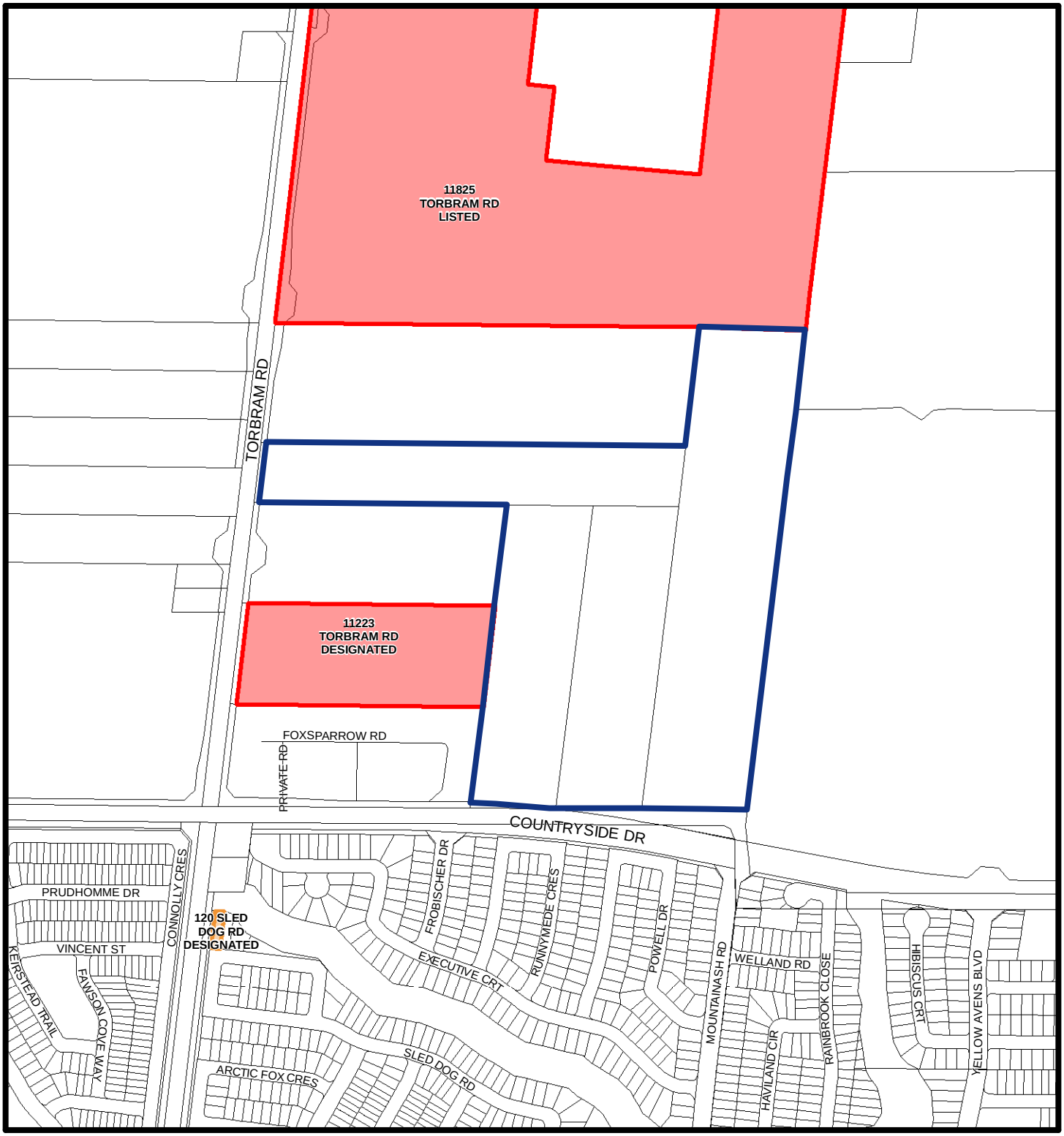
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 6
AERIAL & EXISTING LAND USE
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

CITY FILE: OZS-2021-0065



SUBJECT LAND

HERITAGE PROPERTIES OUTSIDE 50M

HERITAGE PROPERTIES WITHIN 50M

BRAMPTON
Flower City
brampton.ca

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

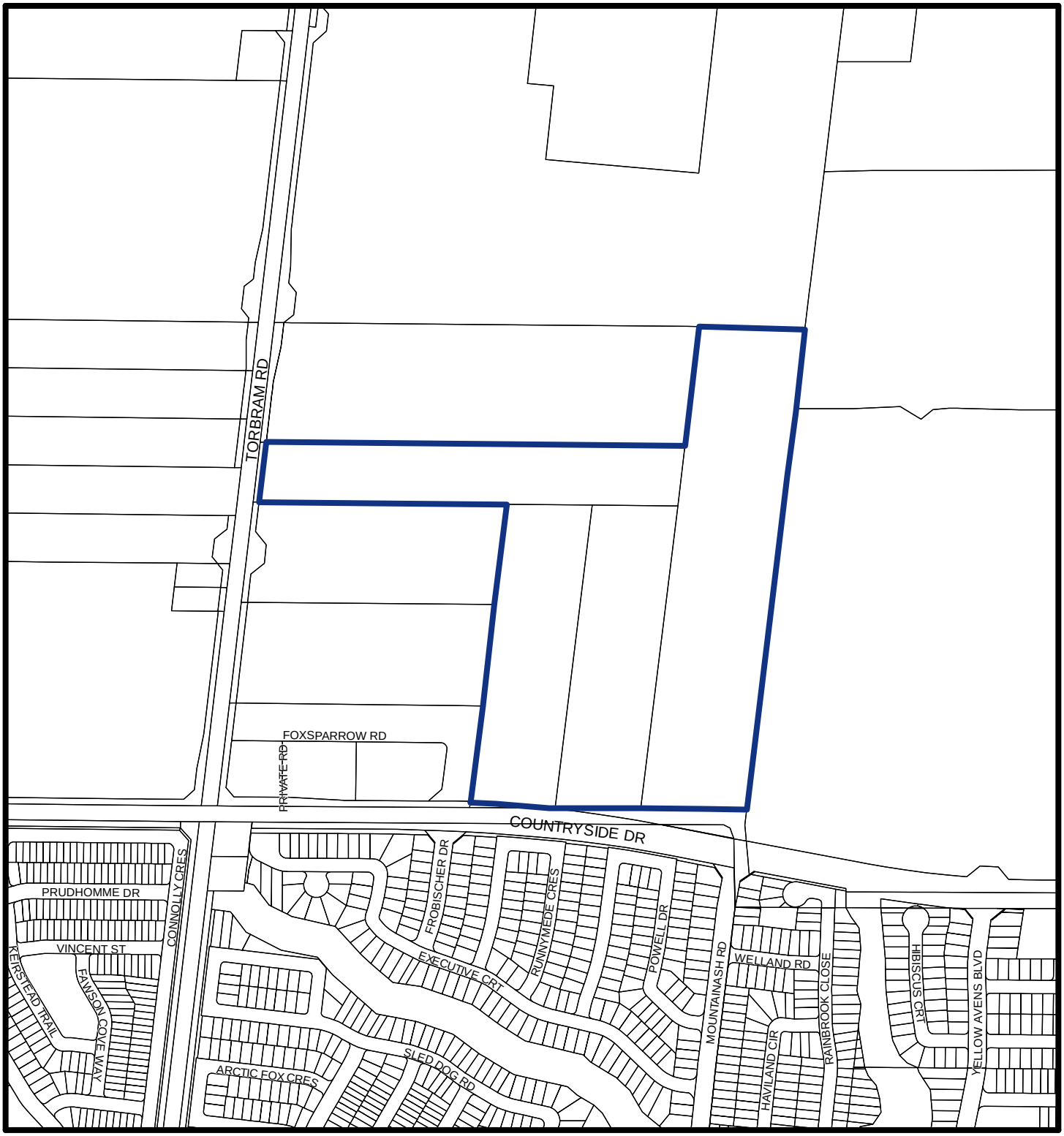
0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 7
HERITAGE RESOURCES
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information.

CITY FILE: OZS-2021-0065



SUBJECT LAND
246 m
392 m
513 m
800 m

BRAMPTON
Flower City
brampton.ca

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/21

APPENDIX 8
PROPANE FACILITIES
KLM PLANNING PARTNERS INC.
GREENVALE HOMES LTD.

CITY FILE: OZS-2021-0065

APPENDIX 9: Information Summary

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

Planning Act

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

(h) the orderly development of safe and healthy communities;
(j) the adequate provision of a full range of housing, including affordable housing;
(k) the adequate provision of employment opportunities;
(p) the appropriate location of growth and development;
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; 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 will be evaluated as to whether it is consistent with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). A preliminary assessment of the PPS sections applicable to this application include, but are not limited to:

1.1.1 Healthy, liveable and safe communities are sustained by:
(a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
(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;
(f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

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;
(c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
(f) are transit-supportive, where transit is planned, exists or may be developed;

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:
(a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
(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

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:
1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

(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;

Growth Plan for the Greater Golden Horseshoe

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

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

c) within settlement areas, growth will be focused in:
i. delineated built-up areas;
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;
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;

2.2.4.10 Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

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 second units and affordable housing to meet projected needs of current and future residents;

Region of Peel Official Plan

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

5.3.1.4 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.

5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

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.

5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station area and any other appropriate areas within the built-up area.

5.8.6.2.9 Develop, in collaboration with the area municipalities, measures to provide opportunities to meet the housing needs of diverse populations.

City of Brampton Official Plan

The subject property is designated as Residential in the Official Plan. This designation is intended to promote vibrant residential communities; promote and facilitate intensification; and encourage a variety of housing types and densities ranging from single detached houses to high-rise apartments. While the Official Plan prescribes a general maximum density of 200 units per net hectare for High Density Residential development, the density categories are not intended to limit flexibility in density within a Secondary Plan.

An amendment to the Official Plan is not required to permit the proposed mixed-use development.

Countryside Villages Secondary Plan (SPA 48)

The subject property is designated as Low and Medium Density Residential, neighbourhood park, and school site in the Countryside Villages Secondary Plan (SPA 48). The proposed development is consistent with these designations. An amendment to the Secondary Plan is not required to facilitate this development proposal.

City of Brampton Zoning By-law

The subject property is zoned ‘Agricultural (A)’ and ‘Floodplain (F)’ under By-law 270-2004, as amended. A Zoning By-law Amendment is proposed to rezone the lands to permit low and medium density, institutional, and open space (OS) 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 38 points, which meets the City’s minimum bronze threshold.

Documents Submitted in Support of the Application

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

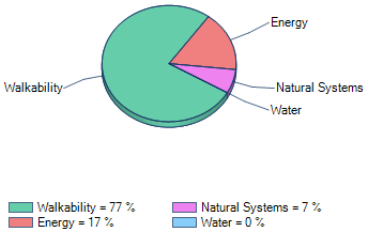
- Planning Justification Report
- Zoning By-law Amendment
- Concept Plan
- Property Survey
- Parcel Abstract

- Draft Plan of Subdivision
- Draft Public Notice Signage
- Public Consultation Strategy
- Tree Inventory and Preservation Plan
- Sustainability Score and Summary
- Functional Servicing and Stormwater Management Report
- Environmental Implementation Report
- Environmental Noise Analysis
- Archaeological Assessment
- Geotechnical Investigation
- Hydrogeological Investigation Report

SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Greenvale Homes Countryside Subdivision
City File Number: OZS-2021-0065
Plan Type: Draft Plan



SUSTAINABILITY SCORE: **38**

THRESHOLD ACHIEVED: **BRONZE**

Land use Diversity Mix: Proximity to Lifestyle Amenities

• [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.

• [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

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

Pedestrian Connections - Proximity to School

• [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.

• [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.

• [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.

• [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

Cultural Heritage Resources - Cultural Heritage Conservation

• [Minimum] Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada" have been adhered to.

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

• [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.

• [Minimum] Street tree distances have been provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters).

• [Minimum] 50% of sidewalks will be shaded by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

Street Networks/Blocks - Intersection Density

• [Minimum] There are 40-50 street intersections.

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

• [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Creation of Trail and Bike Paths

• [Aspirational] The objectives of Brampton's Pathways Master Plan have been advanced by providing Trail Enhancements.

Walkability - Promote Walkable Streets

• [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Natural Heritage - Connection to Natural Heritage

• [Aspirational] 50% of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads).

Parks - Park Accessibility

• [Minimum] Two or more road frontages have been provided for each urban square, parkette, and neighbourhood parks. Three road frontages been provided for each community park.

Stormwater - Stormwater Management Quality and Quantity

• [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

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

• [Minimum] 80 ft2 of garden space has been provided per development unit.

• [Aspirational] The applicable growing space per development unit has been satisfied.

Soils and Topography - Restore and Enhance Soils

• [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.

• [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

• [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

Lighting - Reduce Light Pollution

• [Minimum] It is confirmed that plighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

Lighting - Energy Conserving Lighting

• [Minimum] LEDs and/or photocells have been used on all lighting fixtures exposed to the exterior.

Materials and Solid Waste Management - Recycled/Reclaimed Materials

• [Aspirational] 30% of recycled/reclaimed materials will be used for new infrastructure, including roadways, parking lots, sidewalks, unit paving, etc.

Date: 2022-03-08

Subject: **INFORMATION REPORT**
Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision
(To permit a subdivision of 60 single-detached residential lots)
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
8940 Creditview Road
South of Queen St. W. and West of Creditview Rd.
Part of Lot 5, Concession 4 WHS
Ward: 4
File: OZS-2022-0014

Contact: Nitika Jagtiani, Development Planner, Development Services, 905-874-3847, Nitika.Jagtiani@Brampton.ca; and,
David VanderBerg, Manager, Development Services, 905- 874-2325, David.Vanderberg@Brampton.ca

Report Number: Planning, Bld & Ec Dev-2022-304

Recommendations:

1. **That** the report titled**: INFORMATION REPORT,** Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, **Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.**, 8940 Creditview Road, Ward: 4, (File: OZS-2022-0014), dated March 8, 2022 to the Planning and Development Committee Meeting of April 25, 2022, 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 report provides information for the public meeting for an application to amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision to facilitate the development of a subdivision of 60 single-detached residential lots.**

- **The subject property is 3.53 hectares (8.72 acres) in size and is municipally known as 8940 Creditview Road.**

- **The subject property is designated as 'Residential' in the City of Brampton Official Plan. The 'Residential' designation permits a full range of residential dwelling types. An amendment to the Official Plan is not required.**

- **The subject property is designated 'Executive Residential', in the Credit Valley Secondary Plan (SPA45). An amendment to the Secondary Plan is required to permit the proposed development.**

- **The subject property is zoned 'Agricultural (A)' as per Zoning by By-law 270-2004, as amended. The 'Agricultural (A)' zone does not permit the proposed residential development. Therefore, an amendment to the Zoning By-law is required to facilitate the proposed residential subdivision.**

- **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 activity engaging the community.**

Background:

Glen Schnarr & Associates Inc. on behalf of Branthaven Creditview Inc. submitted the subject applications for a proposed amendment to the Official Plan, Zoning By-law and for a Draft Plan of Subdivision on March 1, 2022. The application has been deemed complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application has been issued.

Current Situation:

Proposal:

A proposal to amend the Official Plan, Zoning By-law and for a draft plan of subdivision has been filed with the City to develop an approximately 3.53 hectare (8.72 acres) site located at 8940 Creditview Road. Three of the proposed lots will front onto Creditview Road. The remaining 57 lots are proposed along the internal road network, fronting along an extension of Classic Drive and a new proposed street.

The details of the proposal are as follows (refer to Appendix 1):

- 24 single detached residential dwellings with a frontage of 11.6m;

- 33 single detached residential dwellings with a frontage of 12.8 m;
- 2 single-detached freehold lots with a frontage of 16.32 m;
- The existing single-detached dwelling (Edwin Trimble House) will be relocated on one of the lots fronting Creditview Road; and
- An internal public road network consisting of 17 metre right-of-way widths (ROWs).

An Official Plan and Zoning By-law amendment will be required to facilitate the proposed development.

The subject property is designated 'Executive Residential' in the Credit Valley Secondary Plan (SPA45). The 'Executive Residential' designation requires that lot widths be in the range of 15 to 26 metres and sets a maximum density of 14.8 units per net hectare. An amendment to the Secondary Plan is required to permit the smaller lot sizes proposed in the development.

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

The lands have the following characteristics:

- are municipally known as 8940 Creditview Road;
- has a total site area of approximately 3.53 hectares;
- has a frontage of approximately 49.79 metres along Creditview Road; and
- are currently occupied by eight free standing structures, a residential dwelling (Edwin Trimble House), a small timber frame barn, a large timber frame barn with cement silo, a concrete block milk house, a modern fabric Quonset hut, two horse stables and a modular home.

The surrounding land uses are described as follows:

North: Currently vacant lands proposed for future residential mixed-use development (PRE-2021-0236).

South: Existing single-detached residential dwellings.

East: Existing single-detached residential dwellings, beyond which is Creditview Road. Further east are additional single-detached residential dwellings with varying lot sizes.

West: Existing single-detached residential dwellings. Southwest of the subject property are lands occupied by the Lionhead Golf Club and Conference Centre.

Technical Considerations

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

- Compatibility of the development with the existing executive residential community as the development proposes a change in the maximum density and lot sizes on subject lands.

- The alignment and width of the Classic Drive right-of-way as the application proposed a reduced right of way of 17.0 metres.

- Relocation of the existing residential heritage (Edwin Timble House).

In addition to the above referenced considerations, staff will evaluate the appropriateness of the proposed land use and its impact on the surrounding area.

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

Public Meeting Notification Area:

The application was circulated to City Departments, commenting agencies, property owners within 240 metres of the subject lands, and advertised in the Brampton Guardian, which exceed the Planning Act circulation requirements. This report along with the complete application requirements, including studies, has also been posted to the City's website.

Corporate Implications:

Financial Implications:

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

Other Implications:

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

Term of Council Priorities:

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

Living the Mosaic – 2040 Vision:

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”.

Conclusion:

Appropriate information and background studies have been received by the Planning, Building and Economic Development Department. In compliance with the requirements of the *Planning Act,* it is appropriate to present this application at a statutory public meeting and Planning & Development Services Committee.

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of this application to amend the Zoning By-law and Draft Plan of Subdivision.

Authored by:

Nitika Jagtiani, MES (Pl.), LEED AP ND
Development Planner, Development Services

Reviewed by:

Allan Parsons, MCIP, RPP
Director, Development Services

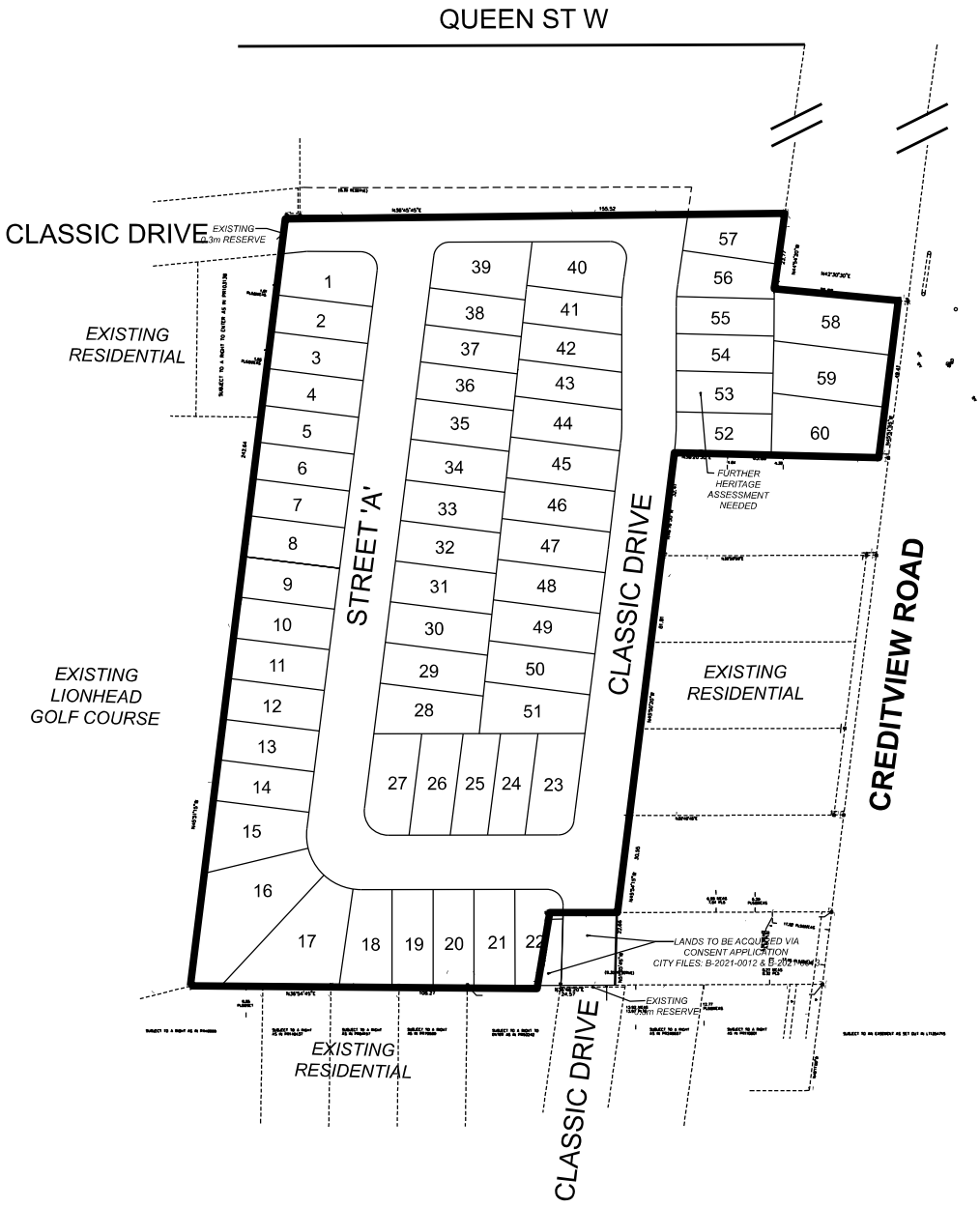
Approved by:

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

Attachments:

Appendix 1: Draft Plan of Subdivision
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: Sustainability Snapshot Summary
Appendix 9: Information Summary



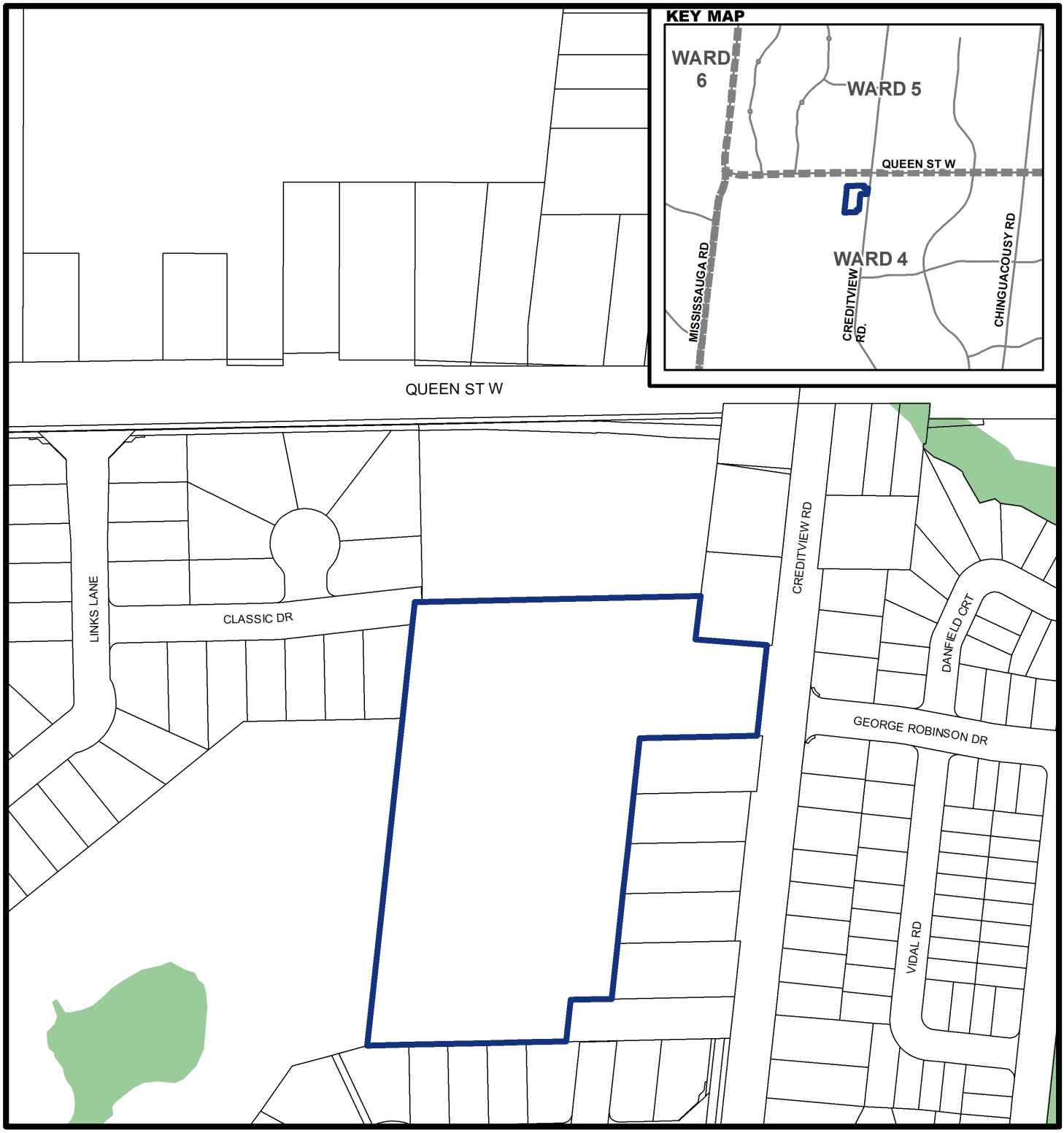
BRAMPTON FlowerCity
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 03 22 Drawn By: CJK

APPENDIX 1
DRAFT PLAN OF SUBDIVISION
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

CITY FILE: OZS-2022-0014

APPENDIX 2



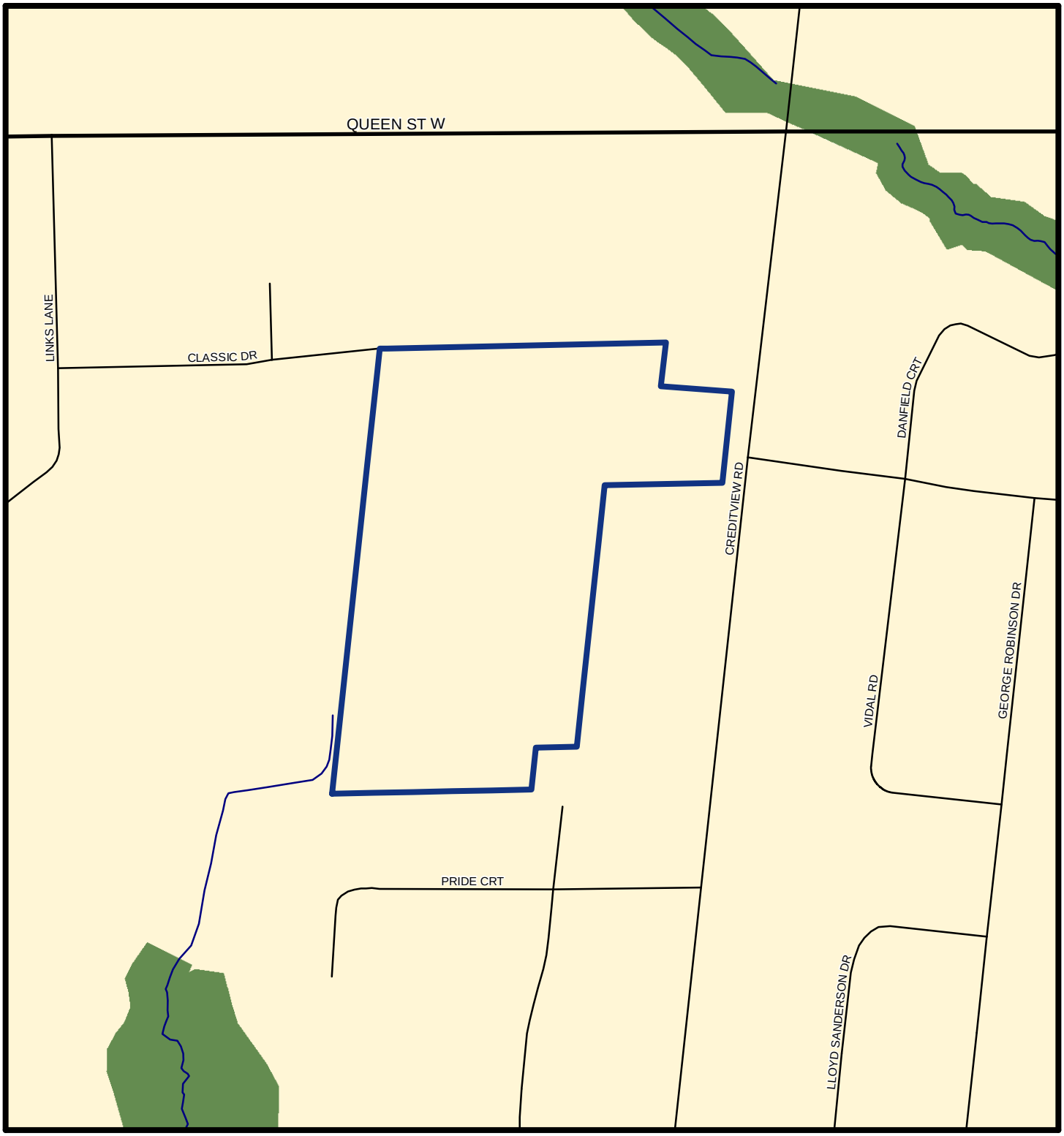
BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/03

APPENDIX 2
LOCATION MAP
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

CITY FILE: OZS-2022-0014



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

SUBJECT LAND
RESIDENTIAL
OPENSPACE

BRAMPTON
Flower City
brampton.ca

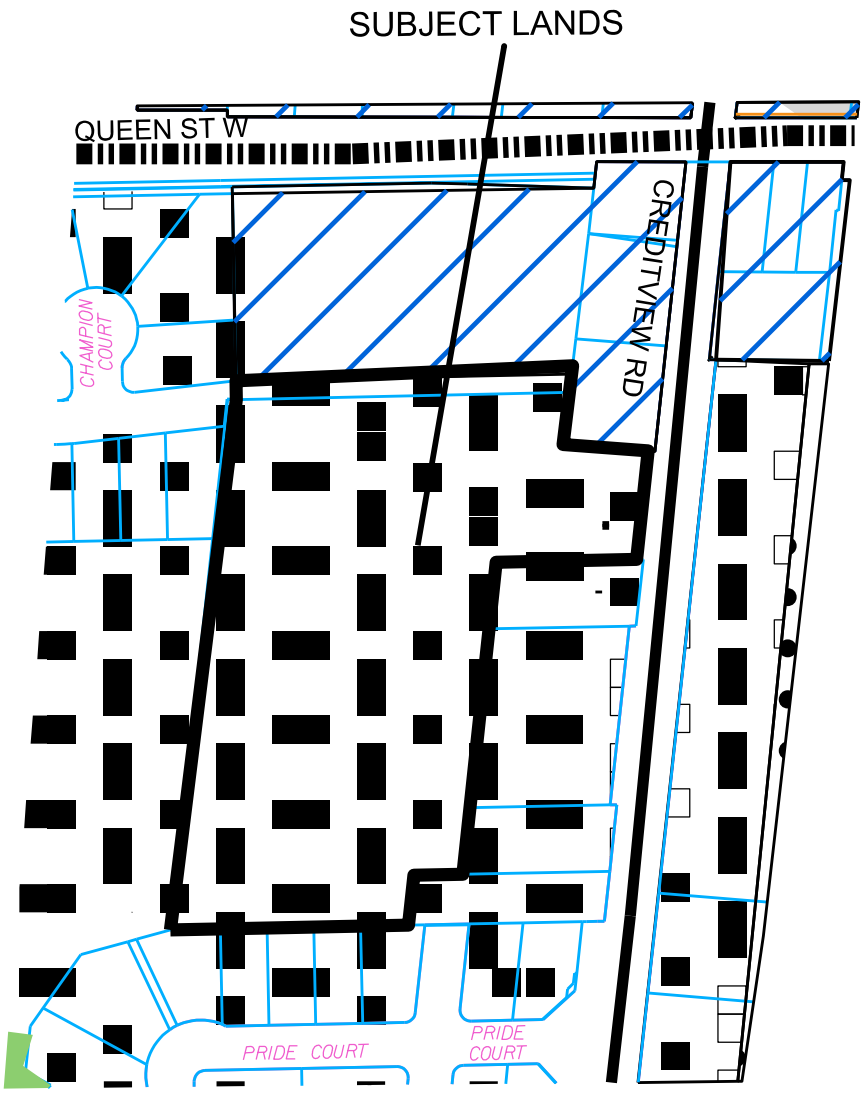
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/03

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

CITY FILE: OZS-2022-0014



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

RESIDENTIAL

Executive Residential

Springbrook Settlement Area

OPEN SPACE

Primary Valleyland

INFRASTRUCTURE

Minor Arterial Roads

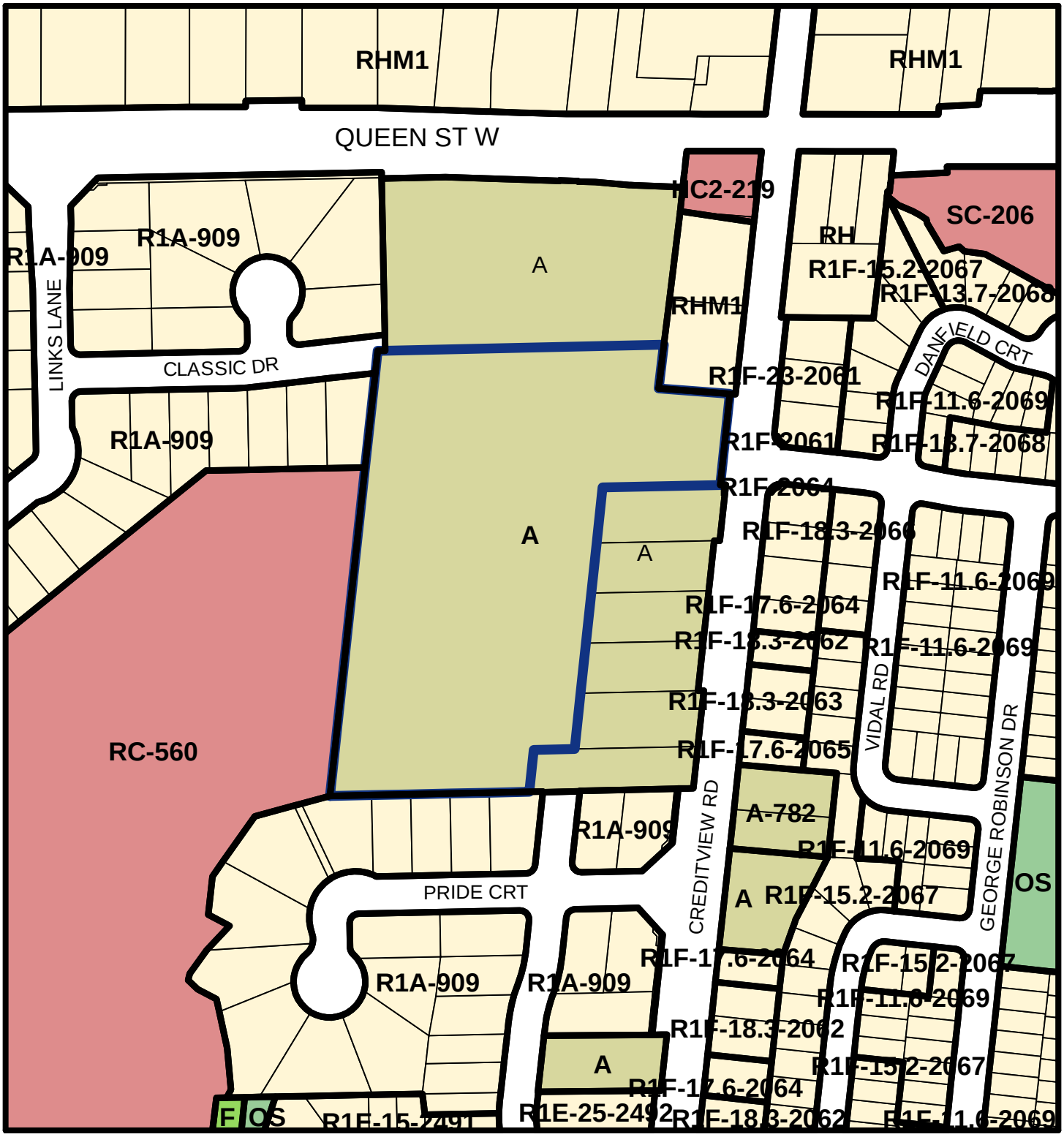
Two Lane Scenic Road

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Drawn By: CJK
Date: 2022 03 04

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

CITY FILE: OZS-2022-0014



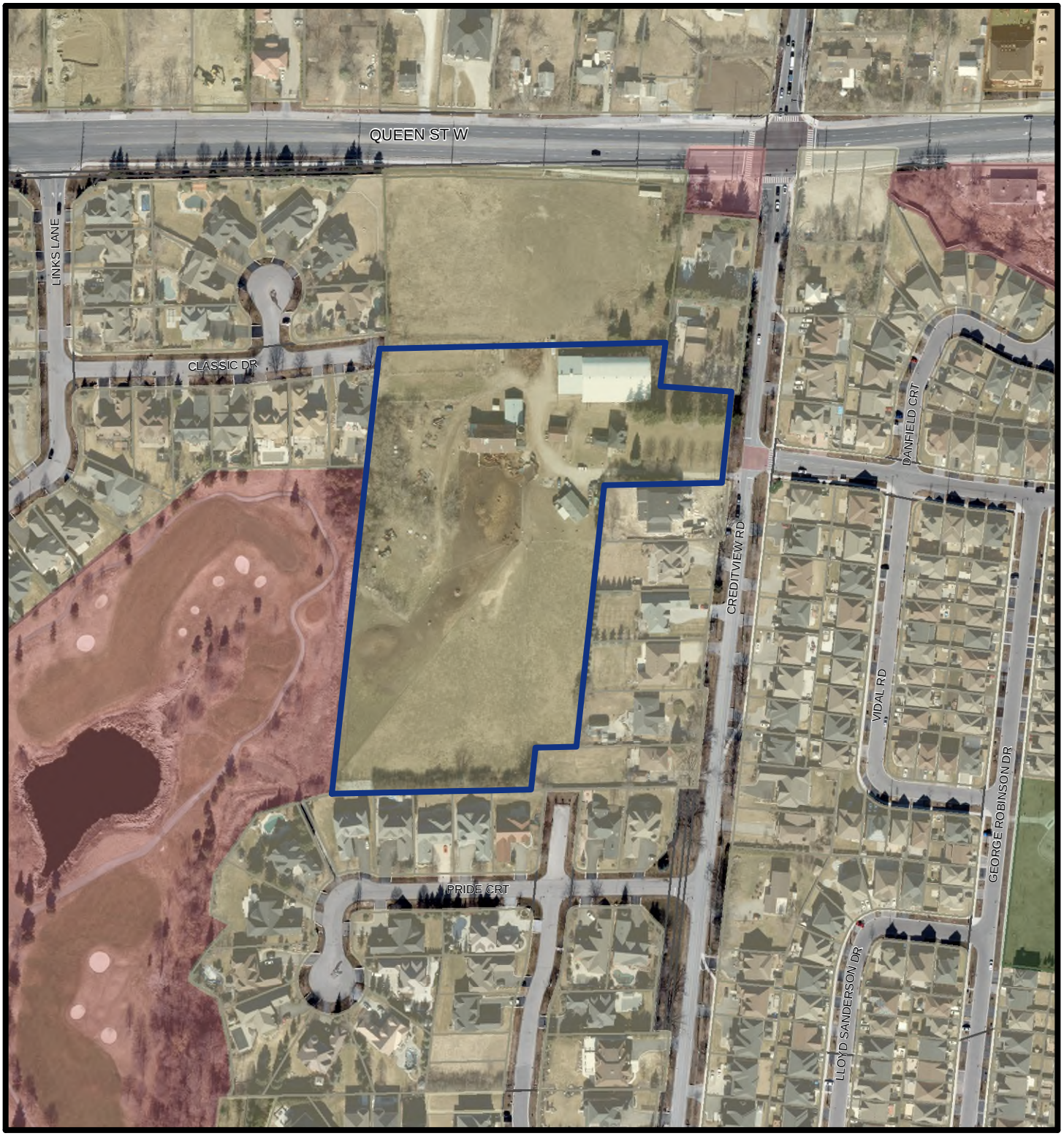
SUBJECT LAND | COMMERCIAL | OPEN SPACE
RESIDENTIAL | AGRICULTURAL | FLOODPLAIN

BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/03

APPENDIX 5
ZONING DESIGNATIONS
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.



AERIAL PHOTO DATE: SPRING 2021

Legend

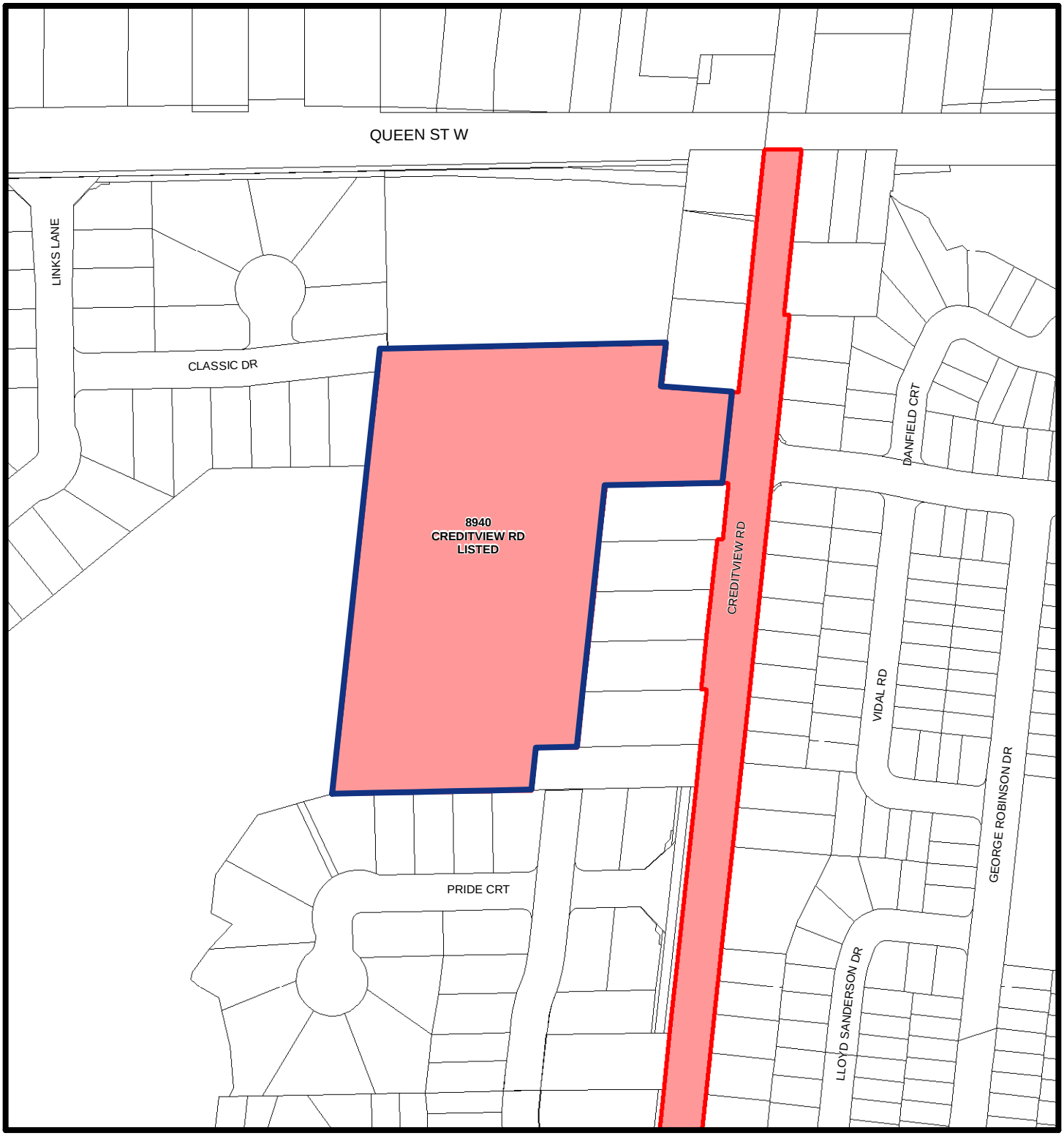
SUBJECT LAND
AGRICULTURAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL
OPEN SPACE
RESIDENTIAL
ROAD
UTILITY

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/03

APPENDIX 6
AERIAL & EXISTING LAND USE
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.



SUBJECT LAND

CITY LIMIT

HERITAGE PROPERTIES OUTSIDE 50M

HERITAGE PROPERTIES WITHIN 50M

BRAMPTON Flower City
brampton.ca

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/03

APPENDIX 7
HERITAGE RESOURCES
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information.

CITY FILE: OZS-2022-0014

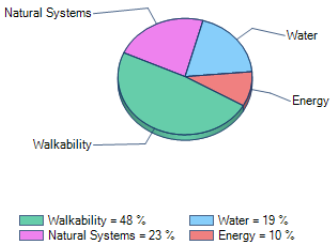
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: 8940 Creditview Road
City File Number: 2021-0055
Plan Type: Draft Plan

SUSTAINABILITY SCORE: **31**

THRESHOLD ACHIEVED: **BRONZE**



Land use Diversity Mix: Proximity to Lifestyle Amenities

• [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.

• [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

• [Minimum] When healthy tableland trees are proposed for removal, enhanced compensation is provided based on basal area.

Site Accessibility - Universal Design

• [Minimum] 20% of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent).

Site Accessibility - Number of Universally Accessible Points of Entry to Buildings and Sites

• [Minimum] 100% of Emergency Exits are Universally Accessible.

• [Aspirational] 100% of All Entrances and Exits are Universally Accessible.

Pedestrian Connections - Proximity to School

• [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.

• [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.

• [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.

Cultural Heritage Resources - Cultural Heritage Conservation

• [Minimum] Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada" have been adhered to.

• [Minimum] All properties included in the Municipal Heritage Registers (listed and designated) have been evaluated.

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

• [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.

Site Permeability - Connectivity

• [Aspirational] Amenities and street furniture (benches, additional bike parking, landscaping) have been provided along connections on the site and between the site and adjacent destinations.

Street Networks/Blocks - Block Perimeter/Length

• [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.

• [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Street Networks/Blocks - Intersection Density

• [Minimum] There are 40-50 street intersections.

Transit Supportive - Distance to Public Transit - Site Plans

• [Minimum] The site is within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or the site is within 400 m walking distance to 1 or more bus stops with frequent service.

• [Aspirational] The site is within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or, the site within 200 m walking distance to 1 or more bus stops with frequent service

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

• [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.

• [Aspirational] 75% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 75% of residents/employment are within 200 m walking distance to 1 or more bus stops with frequent service.

Walkability - Promote Walkable Streets

• [Minimum] 75% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.

Natural Heritage - Connection to Natural Heritage

• [Minimum] 25% of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads).

Stormwater - Stormwater Management Quality and Quantity

• [Aspirational] The most intense rainwater event that the site can retain runoff from (in mm) is 15mm.

Soils and Topography - Restore and Enhance Soils

• [Minimum] Recommendations from a Topsoil Fertility Test have been implemented for the entire site.

• [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.

• [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

Energy Conservation - Building Energy Efficiency - Single Family

• [Minimum] Single family homes and multi-unit residential buildings have been built to EnerGuide 83 or equivalent.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

• [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

Potable Water - Reduce Potable Water Used for Irrigation

• [Minimum] 50% of potable water for irrigation has been reduced as compared to a mid-summer baseline.

Lighting - Reduce Light Pollution

• [Minimum] Exterior light fixtures greater than 1000 lumens have been shielded to prevent night shy lighting, and there is no uplighting.

• [Minimum] It is confirmed that plighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

Lighting - Energy Conserving Lighting

• [Minimum] LEDs and/or photocells have been used on all lighting fixtures exposed to the exterior.

Appendix 9

Information Summary

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

Planning Act:

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990*. A preliminary assessment identified that the sections applicable to this application included, but are not limited to:

h) The orderly development of safe and healthy communities;

j) The adequate provision of a full range of housing, including affordable housing;

p) The appropriate location of growth and development;

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 (PPS):

The proposal will be reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

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;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

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;

f) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

1.1.3.1 - Settlement areas shall be the focus of growth and development;

1.1.3.2 - Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;

1.1.3.6 - New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

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 suitable zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.2 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

a) Permitting and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.

b) 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;

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 (GGH) to ensure that the proposal conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

2.2.1.2: Forecasted growth to the horizon of this Plan will be allocated based on the following:

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.

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;

Region Official Plan:

The subject application is within the *'Urban System'* in the Regional Official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include, but are not limited to:

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 characterizing 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.

5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.

5.3.2.2 - Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

5.3.2.3 - Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.

5.3.2.4 - 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. .

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 City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The subject lands are designated as *'Communities'* and *'Designated Greenfield Area'* in *Schedule 1 – City Concept* and 'Residential' within *Schedule A – General Land Use Designation* of the Official Plan.

The *'Communities'* designations are the basic living units of the City that the residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

The '*Residential*' designation predominately permits residential land uses including a full range of dwelling types, (please refer to Appendix 3). The Official Plan policies that are applicable to this application include but are not limited to:

4.2.1.1 - The Residential designations shown on Schedule 'A' permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places

of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below.

New Housing Mix and Density Categories

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

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

4.2.1.4 – The City shall, for new secondary plan areas or portions therefor as identified on "Schedule 'G'", specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre).

An amendment to the Official Plan is not required.

Credit Valley Secondary Plan

The subject lands are designated as 'Executive Residential', in the Credit Valley Secondary Plan (SPA 45). The proposal will be evaluated against the Secondary Plan policies to ensure that it conforms to the Plan, (Please refer to Appendix 4). The Secondary Plan policies that are applicable to the application include but are not limited to:

5.2.6.1 - The lands designated Executive Residential and Low Density 1 shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:

i) development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;

ii) establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;

iii) creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,

iv) provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

5.2.6.2 - The "Design Workbook for Brampton's Upscale Executive Special Policy Areas" should be consulted for the extensive and detailed guidelines, which expand on the above principles to ensure that the design attributes of the Credit Valley Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

5.2.6.3 – The areas designated Executive Residential on Schedule SP45(a) are considered to have appropriate characteristics to accommodate a successful executive housing community. These areas shall be developed in accordance with the policies, principles, and standards set out in Part I, Schedule 4.1 of the Official Plan and Section 5.2.1 of this chapter.

5.2.6.4 - In areas designated Executive Residential on Schedule SP45(a), the following policies shall apply:

i) primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;

iii) a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);

iv) a minimum lot frontage of 15 metres (50 feet);

v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;

vi) anchor areas within the designation, which give the Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater; and,

vii) the essential design features prescribed in the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" shall be incorporated into the community.

5.2.6.5 – In evaluating applications for Executive Residential development the City shall consider in conjunction with the City of Brampton Development Design Guidelines, among other aspects:

i) Residential density;
ii) Lot width and lot frontage;
iii) Garage widths and projections;
iv) Setbacks;
v) Architectural design;
vi) Building massing and streetscape; and,
vii) Treatment of gateways and edges.

An amendment to the Secondary Plan will be required to facilitate the proposed development. In order to permit the proposed Draft Plan of Subdivision, the applicant proposes to amend the Secondary Plan schedule and redesignate the subject property from 'Executive Residential' to 'Low Density 2 Residential'.

City of Brampton Zoning By-law:

The subject lands are zoned 'Agricultural (A)' as per Zoning By-Law 270-2004, as amended, (Please refer to Appendix 5). The 'Agricultural (A)' zone permits various agricultural and non-agricultural uses.

The Non-Agricultural uses include: a single detached dwelling, Supportive Housing Residence Type 1 or a Supportive Housing Residence Type 2, a cemetery, an animal hospital, a kennel, a home occupation, and accessory uses to the other permitted purposes.

An amendment to the Zoning By-law is required for the proposed residential development. The applicant proposes to rezone the subject lands from 'Agricultural (A)' to 'Residential Single Detached F -11.6 Special Section (R1F-11.6-XXXX) for the proposed development.

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 31 points, which achieves the City's Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report (please refer to the Sustainability Score Snapshot in Appendix 8).

Documents Submitted in Support of this Application:

- Application Fees
- Application form (Draft Plan of Subdivision, Official Plan & Zoning By-Law)
- Cover Letter
- Concept Plan
- Draft Plan of Subdivision
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Planning Justification Report
- Draft Public Notice Sign
- Survey Plan
- Tertiary Plan

- Archaeological Assessment
- Acoustical Report
- Environmental Soil Sampling
- Heritage Impact Assessment
- Site Servicing and Grading Plan
- Functional Servicing and Stormwater Management Report
- Sustainability Score and Summary
- Traffic Impact Study
- Parcel Abstract
- Public Consultation Strategy
- Urban Design Brief
- Tree Evaluation Report
- Geotechnical Investigation
- Phase I Environmental Site Assessment
- Phase II Environmental Site Assessment

The City may request further technical information necessary for its review, based on agency circulation or public input.

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

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Chief Administrative Office
City Clerk

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Meeting Date:

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Email: cityclerksoffice@brampton.ca Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting:
- ☐ City Council
- ☐ Committee of Council
- ☑ Planning and Development Committee
- ☐ Other Committee: OZS-2022-0014

Meeting Date Requested: APRIL 25, 2022 **Agenda Item (if applicable):**

Name of Individual(s): NASH JEEVRAJ

Position/Title: PROJECT MANAGER

Organization/Person being represented: GOLDCON INDUSTRIES LTD.

Full Address for Contact: [redacted]
BRAMPTON, ONTARIO

Telephone: [redacted]

Email: NASH@GOLDCON.COM

Subject Matter to be Discussed:	SUB DIVISION
Action Requested:	DISCUSS FEASIBILITY

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format:
- ☐ PowerPoint File (.ppt)
- ☑ Adobe File or equivalent (.pdf)
- ☐ Picture File (.jpg)
- ☐ Video File (.avi, .mpg)
- ☐ Other:

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

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**
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Meeting:
- ☐ City Council
- ☐ Committee of Council
- ☐ Planning and Development Committee
- ☑ Other Committee: Public Meetng

Meeting Date Requested: April19,2022,4:30 p.m. **Agenda Item (if applicable):** City File : OZS-2022-0014

Name of Individual(s): Paramjit Chahal

Position/Title: Owner of Creditview Rd, Brampton

Organization/Person being represented:

Full Address for Contact: Creditview Rd, Brampton **Telephone:**

Email:

Subject Matter to be Discussed:	Minium Lot Size Front Reqirement on Creditview Rd to built a house, and protect the trees
Action Requested:	i want to speak to the Commitee

A formal presentation will accompany my delegation: ☑ Yes ☐ No

Presentation format:
- ☐ PowerPoint File (.ppt)
- ☐ Picture File (.jpg)
- ☐ Adobe File or equivalent (.pdf)
- ☐ Video File (.avi, .mpg)
- ☑ Other:

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

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Meeting:
☐ City Council
☐ Committee of Council
☑ Planning and Development Committee
☐ Other Committee: OZS-2022-0014

Meeting Date Requested: April 25th 2022 **Agenda Item (if applicable):** Development

Name of Individual(s): Denis Leger

Position/Title: Property owner Classic dr

Organization/Person being represented: Myself and spouse

Full Address for Contact: Classic Dr
Brampton On

Telephone:

Email:

Subject Matter to be Discussed:	Opposed to the 60 home development as shown.
Action Requested:	1- The lots and home should reflect the comunity in which it is being built and accessed from. 2- Make additional exit out of the development besides having only Classic Dr to enter or exit this area.

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format:
☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg) ☐ Other:

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

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

Meeting Date Requested: Monday, April 25, 2022 **Agenda Item (if applicable):** Item 7.3

Name of Individual(s): Michael Gagnon, B.E.S., M.C.I.P., R.P.P

Position/Title: Managing Principal Planner

Organization/Person being represented: Kingscross Plaza Partnership

Full Address for Contact: 21 Queen Street East, Suite 500
Brampton, Ontario
L6W 3P1

Telephone: (905) 796-5790

Email: mgagnon@gsudplanners.com

Subject Matter to be Discussed:	Formal Public Input Official Plan and Zoning By-law Amendment Application 1317675 Ontario Inc. 25 Kings Cross Road, Brampton (City File: C04E05.032)
Action Requested:	Delegate wishes to address Planning Committee and Council regarding Concerns Kingscross Plaza Partnership has with the Proposal and Staff Recommendations as printed. Thank you in advance for Circulating the attached Correspondence.

A formal presentation will accompany my delegation: ☐ Yes ☒ No

Presentation format:
- ☐ PowerPoint File (.ppt)
- ☐ Picture File (.jpg)
- ☐ Adobe File or equivalent (.pdf)
- ☐ Video File (.avi, .mpg)
- ☒ Other: Verbal

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

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

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Meeting:
- ☐ City Council
- ☐ Committee of Council
- ☑ Planning and Development Committee
- ☐ Other Committee:

Meeting Date Requested: April 25, 2022 **Agenda Item (if applicable):** 5.1

Name of Individual(s): Alistair Shields

Position/Title: Senior Planner, KLM Planning Partners Inc.

Organization/Person being represented: Greenvale Homes Ltd.

Full Address for Contact: 64 Jardin Drive, Unit 1B
Concord, ON
L4K 3P3

Telephone: 416-262-9298

Email: ashields@klmplanning.com

Subject Matter to be Discussed:	Public Meeting for OZS-2021-0065 (Item 5.1)
Action Requested:	To be permitted to provide a powerpoint presentation, if requested.

A formal presentation will accompany my delegation: ☑ Yes ☐ No

Presentation format:
- ☑ PowerPoint File (.ppt)
- ☐ Picture File (.jpg)
- ☐ Adobe File or equivalent (.pdf)
- ☐ Video File (.avi, .mpg)
- ☐ Other:

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

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**
(i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
(ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Submit by Email

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

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and om the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.

Part of Lot 16, Concession 6, East of Hurontario Street
Greenvale Homes Ltd.
Draft Plan of Subdivision and
Zoning By-law Amendment
City of Brampton

City Files: OZS-2021-0065 & 21T-21028B

APRIL 25, 2022

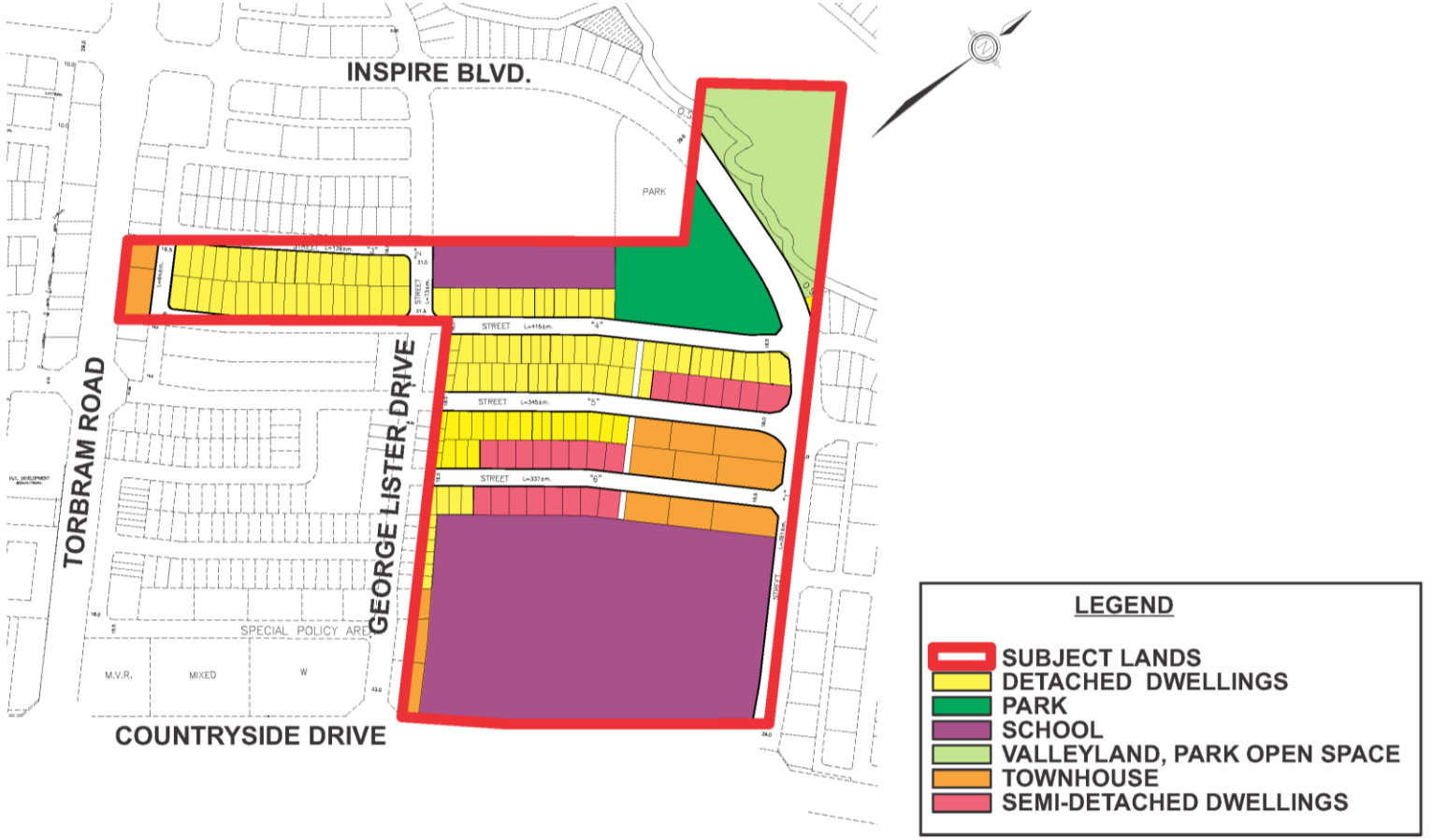
KLM PLANNING PARTNERS INC.

Location Map

Subject Lands

KLM PLANNING PARTNERS INC.
Planning • Design • Development

Proposed Draft Plan of Subdivision



KLM PLANNING PARTNERS INC.
Planning • Design • Development

Questions?

- Presentation by Alistair Shields - KLM Planning Partners Inc.
- Contact information: ashields@klmplanning.com

Date: 2022-03-22

Subject: **Recommendation Report – City-initiated Zoning By-law Amendment (7, 11, and 15 Sun Pac Blvd.) Ward 8**

Contact: Neil Chadda, Policy Planner II, Planning, Building and Economic Development Department, neil.chadda@brampton.ca

Jeffrey Humble, Manager, Policy & Strategic Initiatives, Planning, Building and Economic Development Department, jeffrey.humble@brampton.ca, 905-874-5179

Report Number: Planning, Bld & Ec Dev-2022-287

Recommendations:

1. **THAT** the report titled **"Recommendation Report – City-initiated Zoning By-law Amendment (7, 11, and 15 Sun Pac Blvd.) Ward 8** to the Planning and Development Committee meeting of April 25, 2022, be received, and;

2. **That** the City-initiated Zoning By-law Amendment, Ward 8, file: OZS-2022-007, be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Polity Statement, 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; and,

3. **That** the amendments to the Zoning By-law are generally in accordance with the attached Appendix 12 be adopted.

Overview:

- **The subject property consists of three (3) multi-unit industrial buildings with an existing parking area that is shared among the tenants. There are a total of 81 parking spaces, which are a common element shared among the tenants.**

- **The property is zoned as Industrial M4 (1548) which permits industrial uses and limited commercial uses.**

- **In 2014, the Committee of Adjustment approved a minor variance for commercial uses in addition to what is already permitted within an industrial mall (A14-038). Although, there was a minor complementary reduction provided to the parking standard, there is still a parking deficiency, as commercial uses require more parking than industrial uses.**

- **A Statutory Public Meeting to present the draft amendments was held on February 14, 2022. Details of the Statutory Public Meeting are included in Appendix 10 of this report.**

- **In order to take a more comprehensive approach to the parking deficiency, the City has initiated a Zoning By-law amendment. The Zoning By-law Amendment proposes to restrict certain commercial uses and establish a minimum parking standard that will apply to the entire site.**

- **The proposed Zoning By-law Amendment represents good planning, conforms to municipal and provincial plans, and polices as stated within this report.**

Background:

The subject property is located at 7, 11 and 15 Sun Pac Boulevard, which is located on the southeast corner of Sun Pac Boulevard and Williams Parkway, and is approximately 1.01 hectares in size. See Appendix 1: Site Plan. There are three (3) industrial buildings, which contain 26 units, and 77 parking spaces; however, as part of a minor variance approval, four (4) additional parking spaces where identified at the rear of the site, providing a total of 81 parking spots. The parking spaces are part of the common elements of the condominium and are shared among all the units.

The subject property was zoned and constructed as a one-storey industrial mall, although the actual height of the buildings can accommodate up to two storeys. Parking for the property was calculated based on the permitted industrial uses, which have a lower parking standard than commercial uses.

When the Committee of Adjustments granted permission for additional commercial uses in 2014, there was a complementary reduction given to the parking standards. However, the reduction was not enough to accommodate the quantities of commercial uses now permitted. Additionally, parking issue have also been exacerbated by the fact that many of the units have added floor area (second storey mezzanines) within the

existing building. In combination, these factors have played a role in a number of subsequent minor variances that have been approved by the Committee of Adjustments, for the associated parking deficiencies.

Current Situation:

Proposal:

In order to take a more comprehensive approach to the parking deficiency, the City has initiated a Zoning By-law Amendment. Staff recommends that certain commercial uses that require higher parking standards be restricted. Additionally, Humberwest Parkway and Williams Parkway are considered Secondary Transit Corridors. This is a medium frequency corridor or the medium frequency ends of the primary corridors, which require less service to satisfy lower transit demands, typically operating with peak headways of 10-15 minutes. The City of Brampton is currently undertaking a parking strategy, which has revealed that parking rates are higher in Brampton than other municipalities. The City is also undertaking a comprehensive Zoning By-law review.

There may be an opportunity to accommodate 10-15 additional parking spaces along the landscaped area abutting Humberwest Parkway. As a result, staff is recommending a decrease in the landscaped area from the existing 12 metres to six (6) metres. This reduced landscaped area will provide an opportunity for the Condo Board to create additional parking if required in the future.

The majority of commercial uses proposed to be permitted are already permitted within an industrial mall. Thus, we are limiting uses that are accessory to employment uses, which would require a higher standard of parking. The Zoning By-law Amendment will help to maintain the function of the employment area while allowing commercial uses to continue to serve the adjacent industrial area.

Planning Analysis Summary

The Zoning By-law Amendment has been reviewed against the Planning Act, the Provincial Policy Statement and the Growth Plan. The proposal has also been reviewed and evaluated against the Region of Peel Official Plan and the City of Brampton's Official Plan and other applicable City guidelines and priorities and are found to be generally consistent.

Additional information with respect to individual policies and analysis are provided in Appendix 9 (Detailed Planning Analysis).

Matters of Provincial Interest

Planning Act

This City-initiated Zoning By-law Amendment has regard for the following matters of Provincial interest, as set out in Section 2 of the Planning Act:

- The adequate provisions of employment opportunities (k); and,
- The appropriate location of growth and development (p).

See Appendix 9 for a detailed planning analysis.

Provincial Policy Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The City-initiated Zoning By-law Amendment is consistent with the PPS with respect to land designations.

Generally, staff are satisfied that Sections 1.1.1 and 1.3.1 of the PPS are applicable to this application and the application is in conformity with these policies. Additional information with respect to individual polices is provided in Appendix 9.

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

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 options to accommodate a range of incomes and household sizes. Staff are satisfied that the City-initiated Zoning By-law Amendment generally conforms to the policies as outlined in the Growth Plan for the Greater Golden Horseshoe with respect Section 2.2.5 Employment. Additional information is provided in detail in Appendix 9.

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 property is located within the "Urban System" designation of the Regional Official Plan and conform to the related polices with respect to growth management policies and objectives with respect to Employment Area Section 5.6.1.4 Objectives. Additional information is provided in detail in Appendix 9.

City of Brampton Official Plan

The City of Brampton Official Plan provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the general intent of the Industrial land use designation. The employment function of the subject property will still be maintained. The Zoning By-law Amendment will recognize some of the uses already permitted by minor variance and the permitted uses will continue to serve the

surrounding employment area. An Amendment to the Official Plan is not required. Staff are satisfied that the objectives of the Official Plan have been met. Additional information is provided in detail in Appendix 9.

Secondary Plan:

The subject property is also located within the Airport Intermodal Secondary Plan (Area 4) and are designated as Employment 1. The policies that are applicable to this application include but are not limited to Section 1.1.1 General Employment 1, (a), (i), (ii), (iii), (iv), (v), (b) and (c). Staff are satisfied that the objectives of the Secondary Plan have been met. Additional information is provided in detail in Appendix 9.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 meres of the subject lands, in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. The public meeting notice was published in the Guardian Newspaper on Thursday, January 20th, 2022. Interested member of the public provided submissions prior to the Public Meeting. There were two (2) verbal comments received from pre-registered delegations and one (1) person asking to be notified of any decision. First, a joint submission from Gurinder Sandhu and Samreet Sandhu and a second submission from Sylvia Roberts. Additionally, a correspondence from Tony Palladino was received asking to be informed of any decisions. All delegates are City of Brampton residents and have been notified that the Recommendation Report will be presented to the Planning and Development Service Committee on May 16, 2022, at 7 pm.

A copy of all department/agency comments are attached as Appendix 11 to this report. Notice signs were placed on the subject lands to advise member of the public that an application to amend the Zoning By-law had been filed with the City. A statutory public meeting for this City-initiated application was held on February 14, 2022. Details of the Statutory Public meeting are included in Appendix 10 of this report.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this report.

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 proposal satisfies this by:

- Efficiently using land and resources.

Living the Mosaic – Brampton 2040 Vision

This report generally aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs and a rich range of activities for its residents.

Conclusion:

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 12. The City-initiated Zoning By-law Amendment recommends reducing the parking requirements for the exiting industrial buildings, and to recognize the various commercial uses approved by the Committee of Adjustments. Additionally, certain uses, which require a higher parking standard have been prohibited. Also, by reducing the landscaped open space area abutting Humberwest Parkway, should provide the Condo Board an opportunity to create 10-15 additional parking spaces. City staff believe that by taking a comprehensive approach to the parking shortage on the entire property and addressing the parking requirements as a whole, that future parking issues will be reduced.

Authored by:

Neil Chadda, Policy Planner
Planning, Building & Economic Development Department

Reviewed by:

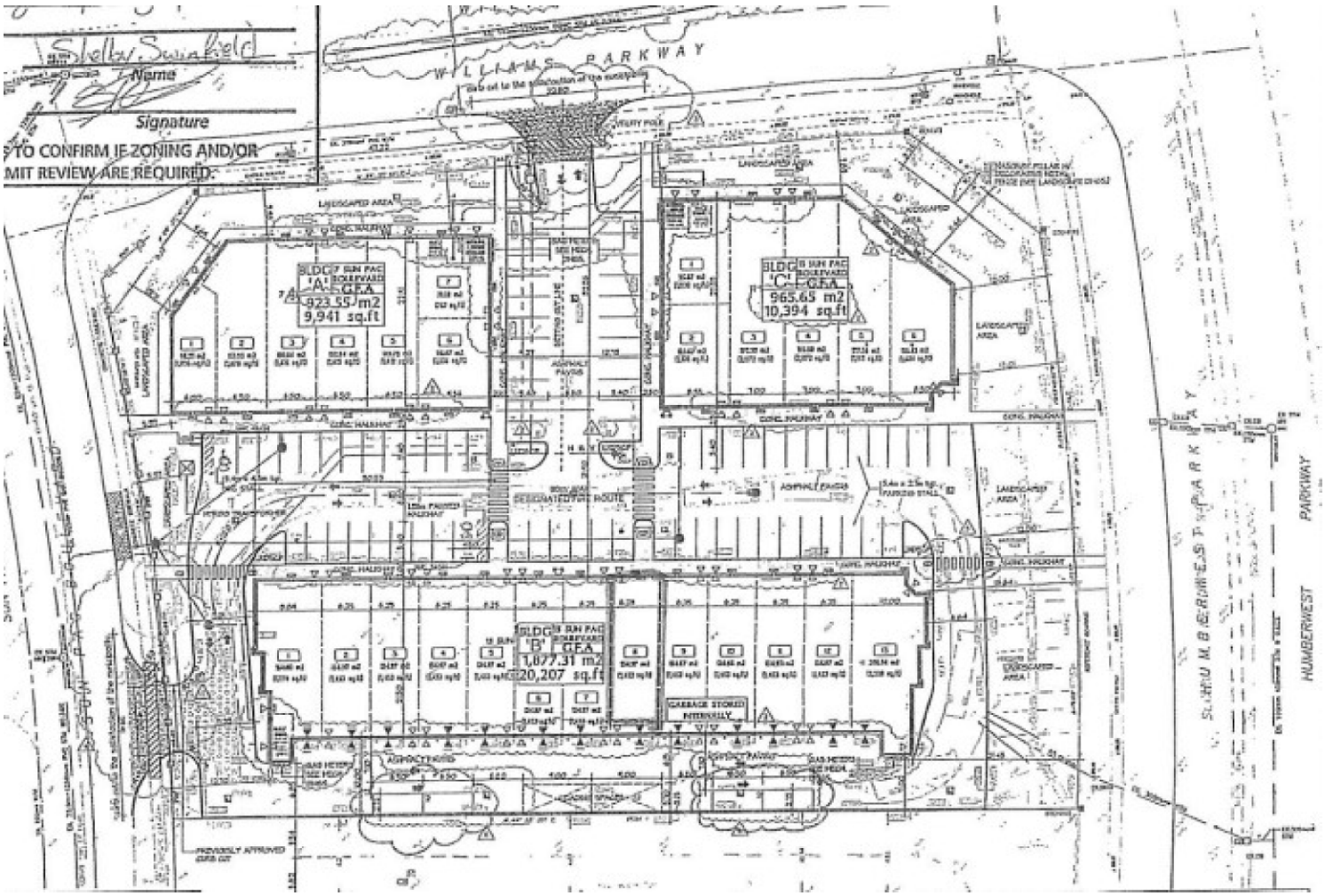
Bob Bjerke, Director, City Planning & Design. Planning, Building & Economic Development Department

Approved by:

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

Attachments:

Appendix 1: Site Plan
Appendix 2: Location Map
Appendix 3: Official Plan Designation
Appendix 4: Secondary Plan Designation
Appendix 5: Zoning Designation
Appendix 6: Aerial & Existing Land Use
Appendix 7: Heritage Resources
Appendix 8: Propane Facilities
Appendix 9: Detailed Planning Analysis
Appendix 10: Results of the Public Meeting and Correspondence Received
Appendix 11: Comments from Application Review
Appendix 12: Zoning By-law Amendment



BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

APPENDIX 1
CONCEPT SITE PLAN
CITY OF BRAMPTON
2619530 ONTARIO INC.

Author: ckovac
Date: 2022/03/10

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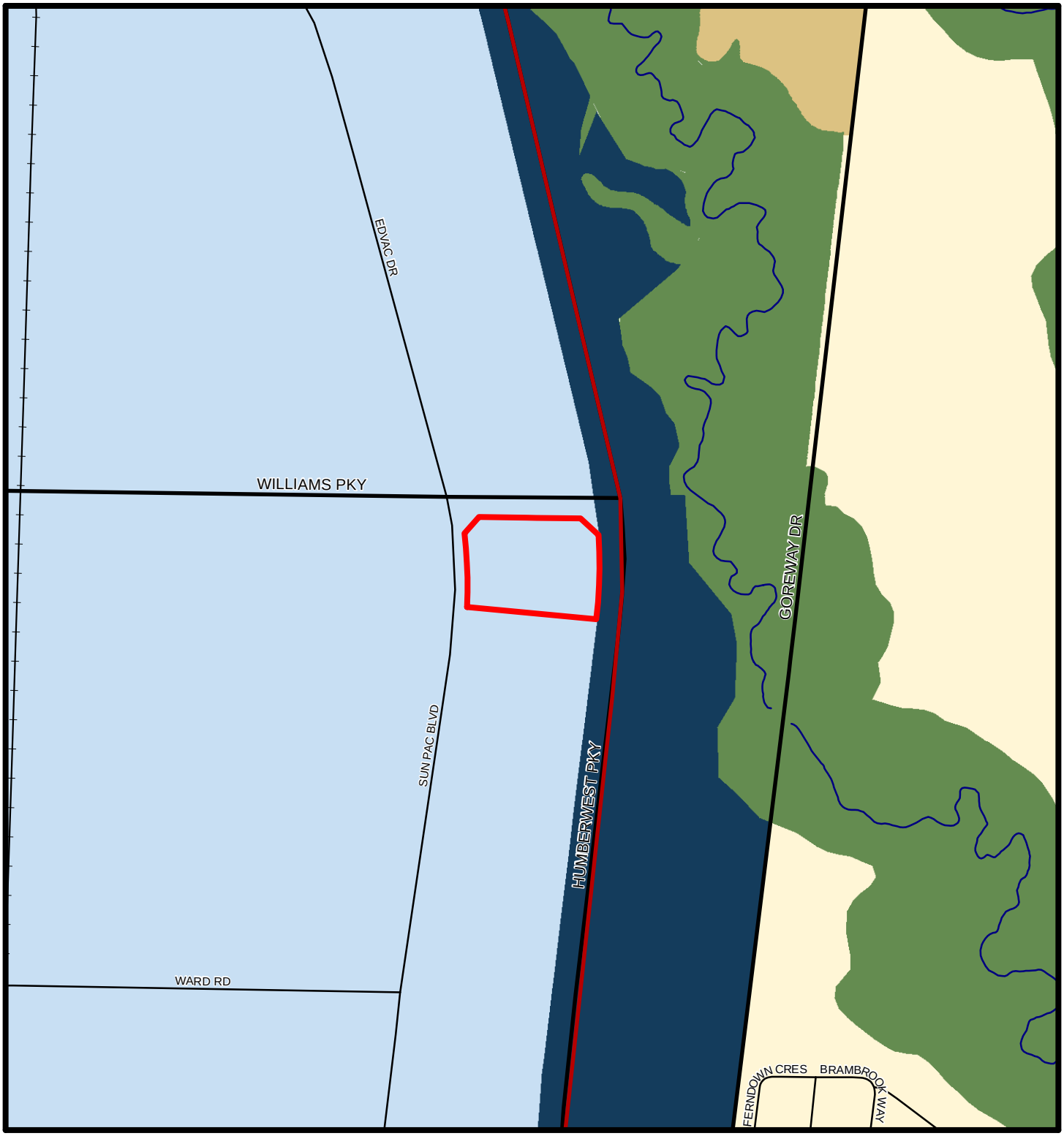
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/08

APPENDIX 2
LOCATION MAP
CITY OF BRAMPTON
2619530 ONTARIO INC.

CITY FILE: OZS-2022-0007



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

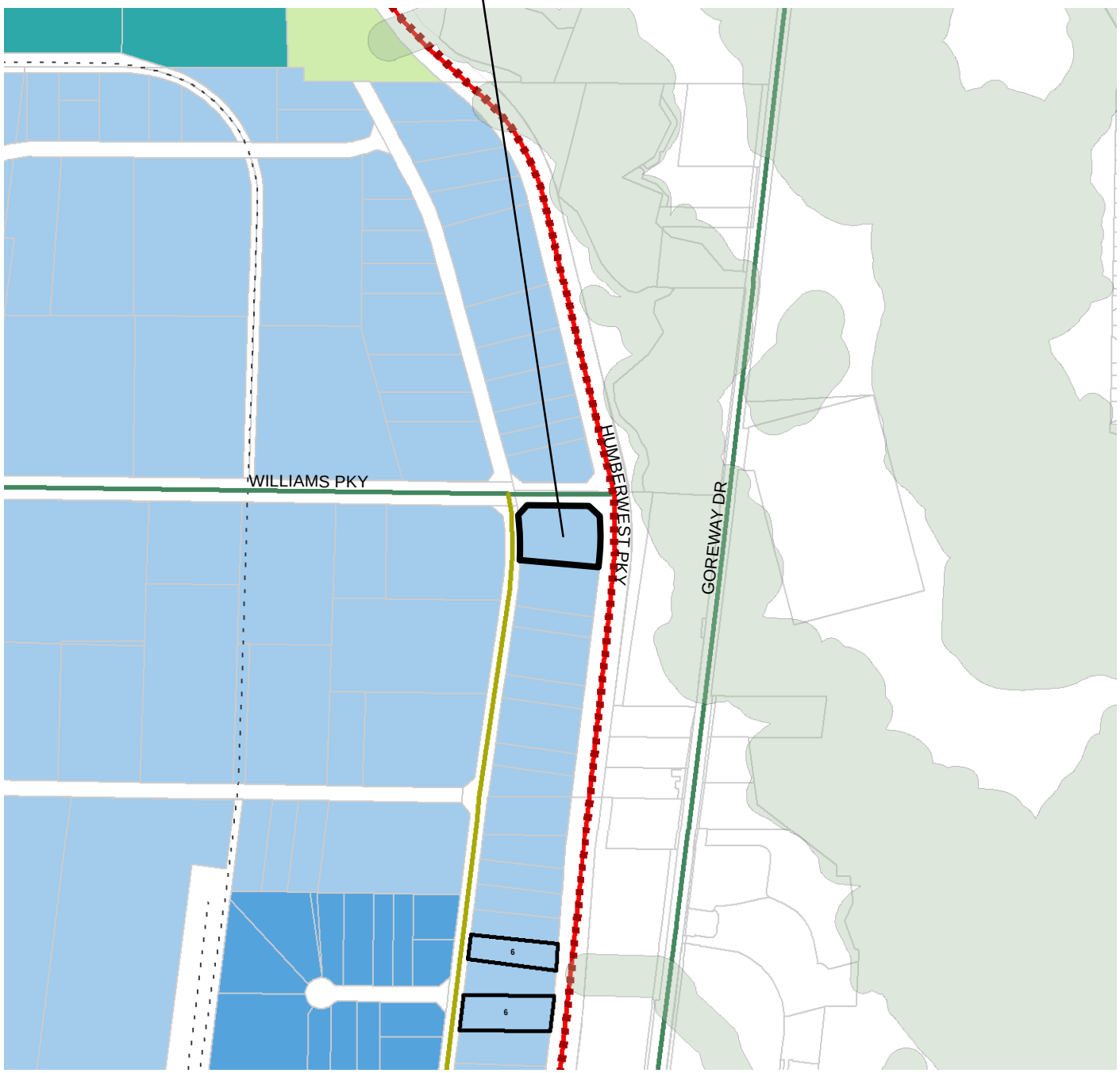
SUBJECT LAND | ESTATE RESIDENTIAL | OPENSPACE
BUSINESS CORRIDOR | INDUSTRIAL | RESIDENTIAL

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/08

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
CITY OF BRAMPTON
2619530 ONTARIO INC.



EXTRACT FROM SCHEDULE SP04(a) OF THE DOCUMENT KNOWN AS THE AIRPORT INTERMODAL SECONDARY PLAN

COMMERCIAL
- CONVENIENCE RETAIL
- DISTRICT RETAIL
- HIGHWAY & SERVICE COMMERCIAL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL

EMPLOYMENT
- GENERAL EMPLOYMENT 1
- GENERAL EMPLOYMENT 2
- PRESTIGE EMPLOYMENT
- MIXED EMPLOYMENT COMMERCIAL
- PARKWAY BELT WEST PLAN
- OFFICE CENTRE

INSTITUTIONAL
- SECONDARY SCHOOL
- FIRE STATION
- PLACE OF WORSHIP
- L.B.P.I.A AREA

ROADS
- COLLECTOR ROAD
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- HIGHWAY
- RAILWAY

- NATURAL HERITAGE SYSTEM
- CEMETERY
- FLOOD PLAIN
- SPECIAL SITE AREA
- UTILITY

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brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/09

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
CITY OF BRAMPTON
2619530 ONTARIO INC.

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0 50 100
Metres

Author: ckovac
Date: 2022/03/08

APPENDIX 5
ZONING DESIGNATIONS
CITY OF BRAMPTON
2619530 ONTARIO INC.

CITY FILE: OZS-2022-0007

AERIAL PHOTO DATE: SPRING 2021

Legend

SUBJECT LAND	AGRICULTURAL	INSTITUTIONAL	ROAD
	COMMERCIAL	OPEN SPACE	UTILITY
	INDUSTRIAL	RESIDENTIAL	

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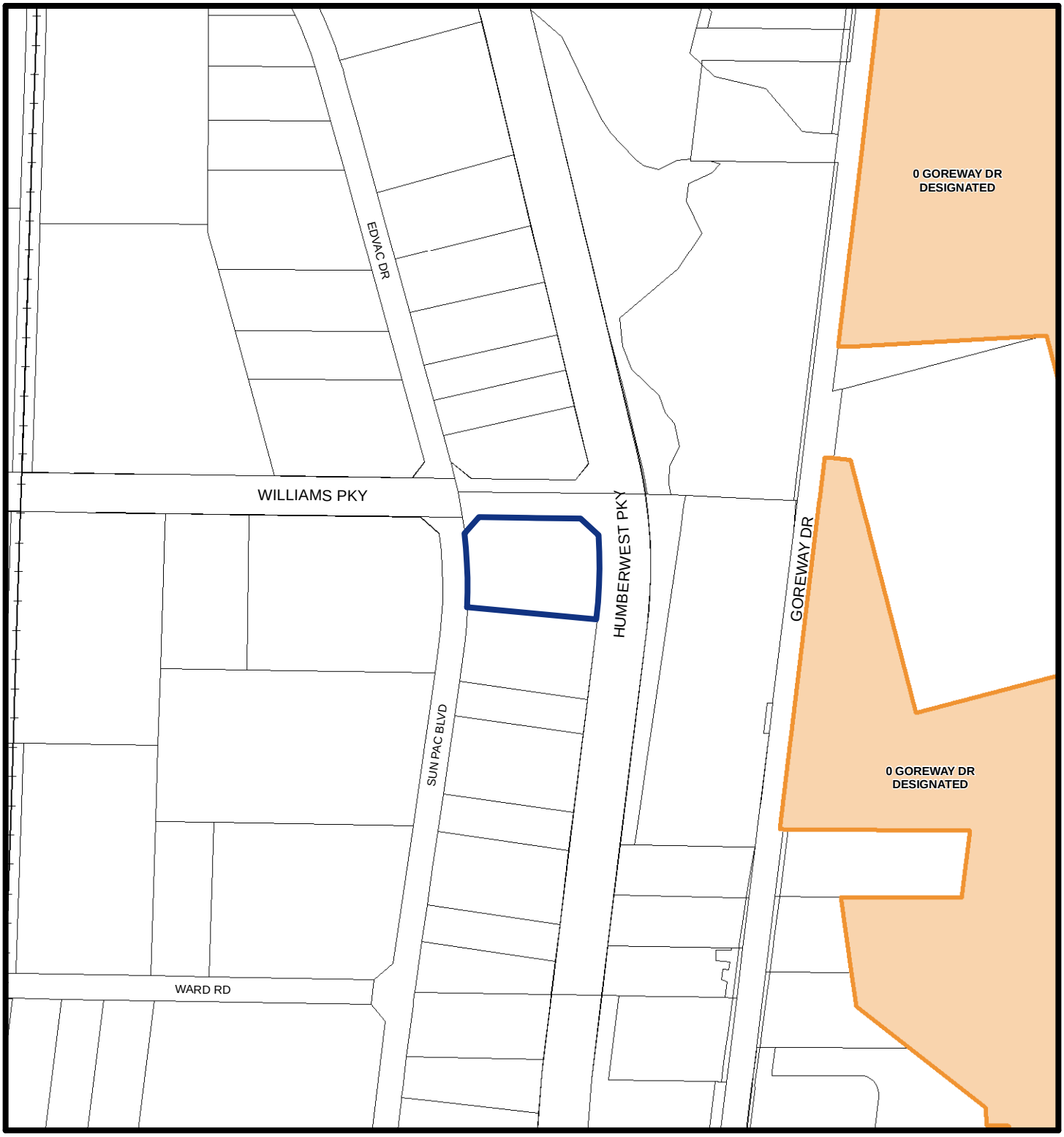
brampton.ca

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/09

APPENDIX 6
AERIAL & EXISTING LAND USE
CITY OF BRAMPTON
2619530 ONTARIO INC.



SUBJECT LAND

CITY LIMIT

HERITAGE PROPERTIES OUTSIDE 50M

HERITAGE PROPERTIES WITHIN 50M

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Flower City
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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

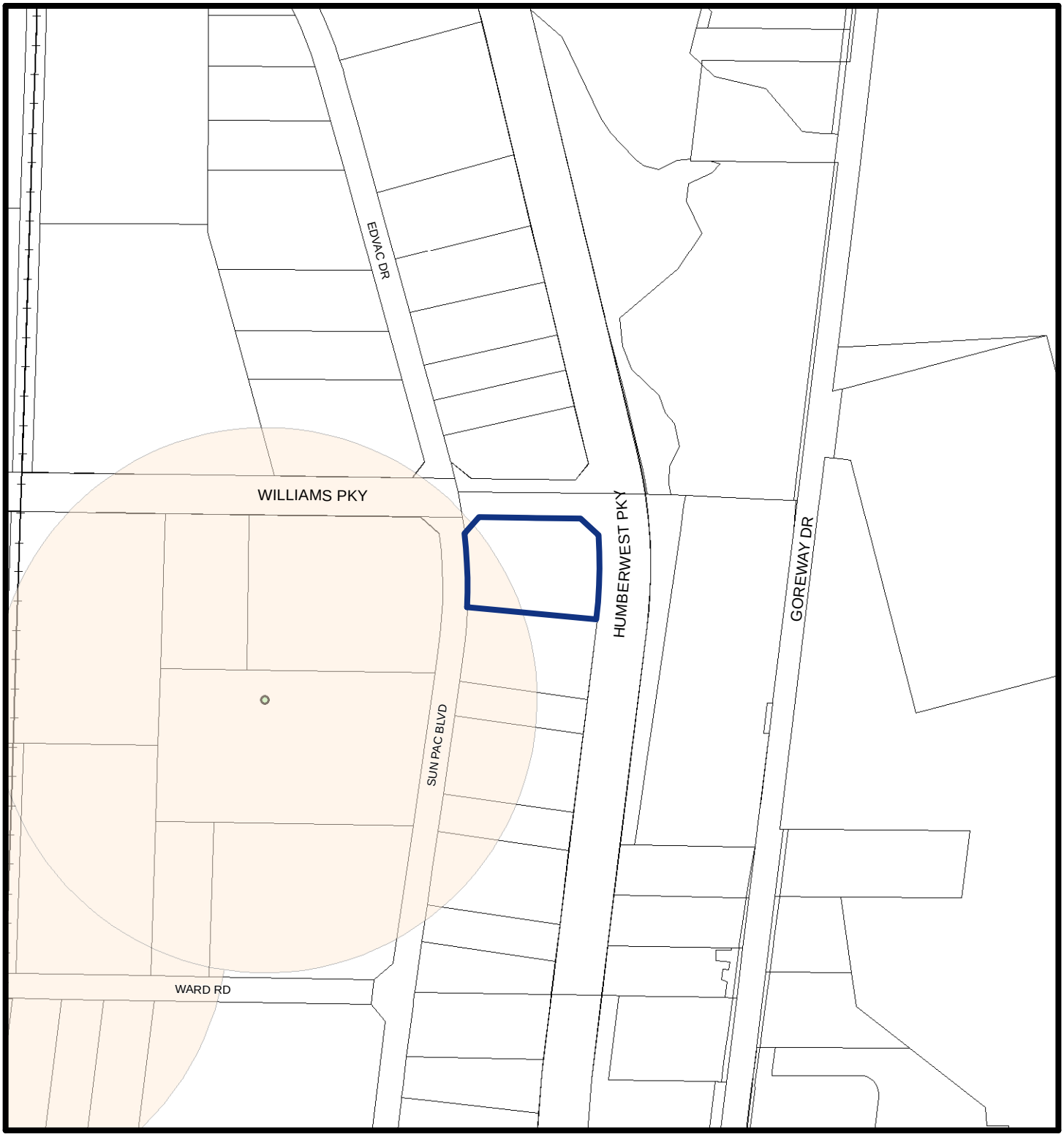
0 50 100
Metres

Author: ckovac
Date: 2022/03/09

APPENDIX 7
HERITAGE RESOURCES
CITY OF BRAMPTON
2619530 ONTARIO INC.

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information.

CITY FILE: OZS-2022-0007



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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

0 50 100
Metres

Author: ckovac
Date: 2022/03/09

APPENDIX 8
PROPANE FACILITIES
CITY OF BRAMPTON
2619530 ONTARIO INC.

CITY FILE: OZS-2022-0007

Draft DETAILED PLANNING ANALYSIS
CITY FILE NUMBER: OZS-2022-0007

Overview:

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

Planning Act:

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990, as set out in Section 2 of the Planning Act:

Section 2 (k) references the adequate provisions of employment opportunities.

Response: The proposed Zoning By-law Amendment will still permit employment uses on the subject lands.

Section 2 (p) references the appropriate location of growth and development.

Response: The proposed Zoning By-law Amendment is appropriate for the location and growth of development, since it will continue to serve as an industrial mall, providing employment opportunities and serving commercial uses for the adjacent industrial and commercial properties.

Provincial Policy Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Zoning By-law amendments are consistent with the PPS, including the following policies:

Section 1.1.1 – Healthy, livable and safe communities are sustained by:

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;

Response: the Zoning By-law Amendment will continue to offer a mix of industrial uses that will help to accommodate and maintain the function of the employment area while allowing the commercial uses to continue to serve the adjacent industrial area.

Section 1.3.1 – Planning authorities shall promote economic development and competitiveness by:

a) 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.

Response: this application will continue to allow for current and future employment uses, which will support economic activities and ancillary uses.

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

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 options to accommodate a range of incomes and household sizes.

Section 2.2.5.8 Employment:

The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

Response: The Zoning By-law Amendment will continue to permit office and employment uses within the subject property. The uses permitted will be ancillary to the permitted industrial uses and will only permit commercial uses that require a lower parking standard, so that the industrial mall will be maintained as the primary use of the lands.

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 within the "Urban System" as established in the Regional Official Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

Section 5.6.1.4 Employment Areas Objectives are:

To attract and retain a range of employment types in Peel.

Response: The uses to be permitted will continue to support the employment functions of the subject property. The permitted uses are intended to support the employment area and to expand the range of employment types, which can be accommodated on the site.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Industrial" on Schedule A of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.4.2 Industrial

The Industrial section of this Plan provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Corporate head offices and high performance industrial uses such as research and development facilities are also permitted in the Industrial designation. The designation of non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base. It is recognized that employment areas accommodate a certain range of ancillary uses without negatively impacting the viability of employment lands or employment operations.

Response: The Zoning By-law Amendment will allow the subject property to continue to serve as an industrial mall. Additionally, The Zoning By-law Amendment will recognize some of the uses already permitted by minor variance and the permitted uses will serve the surrounding employment area. The subject property will continue to accommodate a range of ancillary uses without negatively effecting the employment lands or employment operations.

Secondary Plan:

The subject property is also located within the Airport Intermodal Secondary Plan (Area 4) and is designated as Employment 1. The policies that are applicable to this application include but are not limited to:

Section 1.1.1 General Employment 1

Uses permitted on lands designated General Employment 1 on Schedule 4 shall include:

a. A broad range of industrial uses including but not limited to:
    i. warehousing and storage of goods;
    ii. manufacturing;
    iii. processing;
    iv. repairing and servicing operations, but excluding motor vehicle body shops; and,
    v. outdoor storage areas, only as accessory to an industrial use, and which shall be screened from public view.
b. Ancillary uses directly associated with the principal industrial use.
c. A residential unit, only for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment.

Response: Overall, the proposal adheres to the general intent and objectives of the "Employment 1" permissions on site. The employment function of the subject property will still be maintained. The Zoning By-law Amendment will recognize some of the uses already permitted by minor variance and the permitted uses will continue to serve the surrounding employment area.

City of Brampton Zoning By-law:

The subject property is zoned 'Industrial M4 (1548)' by By-law 270-2004, as amended. The zone permits industrial and some commercial uses. An amendment to the Zoning By-law is required.

Response: It is the intent of the Zoning By-law Amendment to limit commercial uses that require a higher standard of parking. The industrial mall will continue to serve the surrounding employment areas.

Results of the Public Meeting and Correspondence Received

Planning and Development Service Committee
Regular Meeting – February 14, 2022
City File Number: OZS-2022-0007

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4 (Chair)
Regional Councillor P. Fortini - Wards 7 and 8 (Vice-Chair)
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 (joined meeting at 7:20 p.m. - technical issues)

Staff Present:

Paul Morrison, Interim Chief Administrative Officer
Richard Forward, Commissioner, Planning, Building and Economic Development Services
Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Bob. Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Jeffery Humble, Manager, Policy, Programing & Implement, Planning, Building and Economic Development
David Vanderberg, Manager, Planning, Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning, Building and Economic Development
Claudia LaRota, Supervisor, Policy & Strategic Initiatives
Neil Chadda, Policy Planner II, Planning, Building and Economic Development
Rob Nykyforchyn, Development Planner, Planning, Building and Economic Development
Mark Michniak, Development Planner, Planning, Building and Economic Development
Andrew Ramsammy, Development Planner, Planning, Building and Economic Development
Nicholas Deibler, Development Planner, Planning, Building and Economic Development

Legal Council

Anthony-George D'Andrea, Legal Counsel

City Clerk’s Office

Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Richa Ajitkumar, Acting Legislative Coordinator

Members of the Public Present:

Gurinder Sandhu and Samreet Sandhu
Sylvia Roberts

Results of the Public Meeting and Correspondence Received

Neil Chadda, Policy Planner, Planning, Building and Economic Development, presented an overview of the amendment that included location, area context, background, minor variances, current situation, public notice, current planning document status, current zoning, site visit, next steps and contact information.

Delegation 6.1 regarding City-initiated Draft Zoning By-law Amendment to reduce the parking requirements – 7, 11 and 15 Sun Pac Boulevard. Dealt with under item 5.1 Recommendation PDC027-2022. Following the presentation, it was indicated that there were no questions from the Committee, but there were two (2) verbal and one (1) written correspondence to be notified of a decision from pre-registered delegations:

1. Gurinder Sandhu and Samreet Sandhu, Brampton Residents

2. Sylvia Roberts, Brampton Resident

3. Correspondence from Tony Palladino, President, Moon Masonry Limited are received, dated February 3, 2022.

The Public Meeting for this application was held on February 14th 2022. Notice of the meeting was sent to property owners within 240 metres of the subject lands in accordance with and exceeding the *Planning Act* requirements of 120 metres for such applications. Planning staff received communications prior to and after the Public meeting in regards to the application.

The following is a list of the primary concerns raised by area residents prior to and after the Statutory Public Meeting.

Comment:

A resident spoke about how they would like to create a second floor mezzanine as a lunchroom and that there will be no increase in staff. The resident also stated that since there is no increase in staff, why would they need the additional parking.

Staff Response:

The requirement for additional parking is based on Gross Floor Area (GFA). Thus, if the GFA increased then additional parking would be required as per the Zoning By-law.

Comment:

Another resident cited concerns about working with the Condo Board to help elevate the parking shortage. The resident also provided some solutions to the parking issues such as:

- Minimum standards for parking should be removed;
- Short term parking by the entrance of the units; and,

- Long-term parking for employees, not within but off the subject property.

Staff Response:

In 2021, the City has made a significant step by removing the minimum parking standards on high order transit corridors such as Queen Street and portions of Main/Hurontario Street. Additionally we are in the mid-stages of completing a comprehensive review of parking in Brampton through our City-wide Parking Strategy. This is scheduled for completion at the end of the year and we have several more public engagement sessions planned for input on those policies.

While it is not necessarily the City's responsibility to mediate these interests of a condo board, there is a shared interest amongst the board members to look at the issues holistically versus a series of future applications that together could lead to arbitrary and unfair decisions.

In meeting with the Condo board several months ago, they expressed great concern regarding a piecemeal application approach whereby applicants can acquire parking variances, which essentially reduce the shared common element of parking for other members. It is not necessarily that one more parking variance is going to create an issue, but the fairness of all members then wanting the parking relaxation, so they can occupy the mezzanine portions of their units.

Chadda, Neil

From: FEARON, Christopher <christopher.fearon@canadapost.postescanada.ca>
Sent: 2022/03/09 8:23 PM
To: Chadda, Neil
Subject: [EXTERNAL]RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

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Hi Neil,

Canada Post appreciates the opportunity to comment on the above-noted modification however, since this will have no impact on mail delivery to the area, we do not wish to impose any conditions on the developer at this time.

If there are any further questions or concerns, please let me know.

Regards,

Christopher Fearon
Canada Post Corp
Delivery Services Officer - GTA

This email (including attachments) may contain CONFIDENTIAL INFORMATION and is to be considered PROTECTED B. It is intended for the sole use of the intended recipient. Documents no longer required are to be shredded.

From: Chadda, Neil <Neil.Chadda@brampton.ca>
Sent: March-07-22 3:13 PM
To: Gaurav.Rao@alectrautilities.com; circulations@wsp.ca; planninganddevelopment@bell.ca; bddc@brampton.ca; FEARON, Christopher <christopher.fearon@canadapost.postescanada.ca>; proximity@cn.ca; ebrennan@orangeville.ca; planification@csviamonde.ca; trisha.hughes@cvc.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Municipal Planning <municipalplanning@enbridge.com>; landuse.planning@gtaa.com; Dennis De Rango <landuseplanning@hydroone.com>; loralea.tulloch@ontario.ca; debbie.pellakeen@ene.gov.on.ca; graham.routledge@ontario.ca; cpf@mpac.ca; Pedano, Vito <vito.pedano@peelpolice.ca>; suzanne.blakeman@peelsb.com; Hardcastle, John <john.hardcastle@peelregion.ca>; planninginfo@peelregion.ca; Andrew.Leung1@rci.rogers.com; Edgar.Henriquez@rci.rogers.com; Salma.Siraji@rci.rogers.com; Rich.Young@rci.rogers.com; TCEnergy@mhbcplan.com; Adam Miller <Adam.Miller@trca.ca>; peelplan@trca.ca; lindab@haltonhills.ca; city.clerk@mississauga.ca; townclerk@oakville.ca; Executivevp.lawanddevelopment@opg.com
Cc: LaRota, Claudia <Claudia.LaRota@brampton.ca>
Subject: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

This email is from an EXTERNAL sender. Please be CAUTIOUS, particularly with links and attachments. | Ce courriel est d'un expéditeur EXTERNE. Soyez PRUDENT, en particulier avec des liens et des pièces jointes.

Good afternoon,

This is a formal request for comments. The subject properties are located at 7, 11 and 15 Sun Pac Boulevard, which are located on the southeast corner of Sun Pac Boulevard and Williams Parkway, and are approximately 1.01 hectares in size. There are three (3) industrial buildings, which contain 26 units, and 77 shared parking spaces. The subject properties were zoned and constructed as a one-storey industrial mall, although the actual height of the

Chadda, Neil

From: Koops, Krystina <Krystina.Koops@dpcdsb.org>
Sent: 2022/03/09 11:13 AM
To: Chadda, Neil
Cc: Hanson, Nicole
Subject: [EXTERNAL]Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

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RE: City Initiated Zoning By-law
7, 11 & 15 Sun Pac Blvd

The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for reducing the parking requirements, no students are anticipated from this development. The Board has no comments or objection to the further processing of this application.

Regards,

Krystina Koops, MCIP, RPP
Planner - Planning Department
Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West, Mississauga ON L5R 1C5
Tel: 905-890-0708 ext. 24407 | Email: krystina.koops@dpcdsb.org
Website: www.dpcdsb.org | Twitter: @DPCDSBSchools | **Instagram:** @DPCDSB.Schools
Facebook: @DPCDSBSchools | **YouTube:** DPCDSBVideos

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Chadda, Neil

From: Saadia Jamil <Saadia.Jamil@cn.ca> on behalf of Proximity <proximity@cn.ca>
Sent: 2022/03/08 12:48 AM
To: Chadda, Neil
Subject: [EXTERNAL]2022-03_08_CN Comments_7, 11 & 15 Sun Pac Blvd, Brampton

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

Thank you for circulating CN. Given that the proposed use is non-sensitive in nature and the site is located more than 300 meters from the railway corridor, we have no comments.

Thanks,

Saadia Jamil

Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca
1600, René-Lévesque Ouest, 11e étage
Montréal (Québec)
H3H 1P9 CANADA
wsp.com

From: Chadda, Neil <Neil.Chadda@brampton.ca>
Sent: Monday, March 07, 2022 3:13 PM
To: Gaurav.Rao@alectrautilities.com; circulations@wsp.ca; planninganddevelopment@bell.ca; bddc@brampton.ca; christopher.fearon@canadapost.ca; Proximity <proximity@cn.ca>; ebrennan@orangeville.ca; planification@csviamonde.ca; trisha.hughes@cvc.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Municipal Planning <municipalplanning@enbridge.com>; landuse.planning@gtaa.com; Dennis De Rango <landuseplanning@hydroone.com>; loralea.tulloch@ontario.ca; debbie.pellakeen@ene.gov.on.ca; graham.routledge@ontario.ca; cpf@mpac.ca; Pedano, Vito <vito.pedano@peelpolice.ca>; suzanne.blakeman@peelsb.com; Hardcastle, John <john.hardcastle@peelregion.ca>; planninginfo@peelregion.ca; Andrew.Leung1@rci.rogers.com; Edgar.Henriquez@rci.rogers.com; Salma.Siraji@rci.rogers.com; Rich.Young@rci.rogers.com; TCEnergy@mhbcplan.com; Adam Miller <Adam.Miller@trca.ca>; peelplan@trca.ca; lindab@haltonhills.ca; city.clerk@mississauga.ca; townclerk@oakville.ca; Executivevp.lawanddevelopment@opg.com
Cc: LaRota, Claudia <Claudia.LaRota@brampton.ca>
Subject: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

Chadda, Neil

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2022/03/07 5:24 PM
To: Chadda, Neil
Subject: [EXTERNAL]RE: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed zoning by-law application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning
—
ENBRIDGE
TEL: 416-495-5386 | MunicipalPlanning@Enbridge.com
500 Consumers Road, North York, Ontario M2J 1P8

enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Chadda, Neil <Neil.Chadda@brampton.ca>
Sent: Monday, March 7, 2022 3:13 PM
To: Gaurav.Rao@alectrautilities.com; circulations@wsp.ca; planninganddevelopment@bell.ca; bddc@brampton.ca; christopher.fearon@canadapost.ca; proximity@cn.ca; ebrennan@orangeville.ca; planification@csviamonde.ca; trisha.hughes@cvc.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; landuse.planning@gtaa.com; Dennis De Rango <landuseplanning@hydroone.com>; loralea.tulloch@ontario.ca; debbie.pellakeen@ene.gov.on.ca; graham.routledge@ontario.ca; cpf@mpac.ca; Pedano, Vito <vito.pedano@peelpolice.ca>; suzanne.blakeman@peelsb.com; Hardcastle, John <john.hardcastle@peelregion.ca>; planninginfo@peelregion.ca; Andrew.Leung1@rci.rogers.com; Edgar.Henriquez@rci.rogers.com; Salma.Siraji@rci.rogers.com; Rich.Young@rci.rogers.com; TCEnergy@mhbcplan.com; Adam Miller <Adam.Miller@trca.ca>; peelplan@trca.ca; lindab@haltonhills.ca; city.clerk@mississauga.ca; townclerk@oakville.ca; Executivevp.lawanddevelopment@opg.com

Chadda, Neil

From: White, Mark J. (MTO) <Mark.J.White@ontario.ca>
Sent: 2022/03/08 3:30 PM
To: Chadda, Neil
Cc: Routledge, Graham (MTO)
Subject: [EXTERNAL]FW: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

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Good afternoon Neil,

The locations 7, 11 & 15 Sun Pac Blvd are outside of the MTO's permit control area. Therefore we have no comments.

Regards,

Mark White
Corridor Management Planner
Ministry of Transportation | Central Region
159 Sir William Hearst Ave. 7th Floor,
Toronto, ON M3M 0B7
Mark.j.white@ontario.ca

From: Chadda, Neil <Neil.Chadda@brampton.ca>
Sent: March 7, 2022 3:15 PM
To: Gaurav.Rao@alectrautilities.com; circulations@wsp.ca; planninganddevelopment@bell.ca; bddc@brampton.ca; christopher.fearon@canadapost.ca; proximity@cn.ca; ebrennan@orangeville.ca; planification@csviamonde.ca; trisha.hughes@cvc.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Municipal Planning <municipalplanning@enbridge.com>; landuse.planning@gtaa.com; Dennis De Rango <landuseplanning@hydroone.com>; Tulloch, Loralea (MMAH) <Loralea.Tulloch@ontario.ca>; debbie.pellakeen@ene.gov.on.ca; Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>; cpf@mpac.ca; Pedano, Vito <vito.pedano@peelpolice.ca>; suzanne.blakeman@peelsb.com; Hardcastle, John <john.hardcastle@peelregion.ca>; planninginfo@peelregion.ca; Andrew.Leung1@rci.rogers.com; Edgar.Henriquez@rci.rogers.com; Salma.Siraji@rci.rogers.com; Rich.Young@rci.rogers.com; TCEnergy@mhbcplan.com; Adam Miller <Adam.Miller@trca.ca>; peelplan@trca.ca; lindab@haltonhills.ca; city.clerk@mississauga.ca; townclerk@oakville.ca; Executivevp.lawanddevelopment@opg.com
Cc: LaRota, Claudia <Claudia.LaRota@brampton.ca>
Subject: RE: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

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Hello external agencies,

I have attached the information report to this email as well.

Regards,
Neil

Neil Chadda, MCIP, RPP
Policy Planner II, City Planning & Design
Planning, Building & Economic Development Department
City of Brampton

Chadda, Neil

From: Hanson, Nicole <nicole.hanson@peelsb.com>
Sent: 2022/03/14 12:00 PM
To: Chadda, Neil
Cc: Blakeman, Suzanne; Sousa, Phillip; Gooding, Nick; Koops, Krystina
Subject: Fw: [EXTERNAL] RE: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA
Attachments: Zoning By-law Amendment Information Report for 7, 11 and 15 Sun Pac Blvd.docx

Dear Neil,

The Peel District School Board has reviewed the above noted application.
Based on the Board's School Accommodation Criteria, the Board has no comment as this application is for reducing parking requirements, and no students are anticipated or will be impacted.

Respectfully,

Nicole Natalie Hanson | Hons. B.A.(D.Mjr.), MES(Pl.), RPP, MCIP
Development Planner
Planning and Accommodation Support Services
Peel District School Board
a: 5650 Hurontario Street, Mississauga
t: 905-890-1010 ext. 2217 | **e:** nicole.hanson@peelsb.com

From: Chadda, Neil <Neil.Chadda@brampton.ca>
Sent: Monday, March 7, 2022 3:15 PM
To: Gaurav.Rao@alectrautilities.com <Gaurav.Rao@alectrautilities.com>; circulations@wsp.ca <circulations@wsp.ca>; planninganddevelopment@bell.ca <planninganddevelopment@bell.ca>; bddc@brampton.ca <bddc@brampton.ca>; christopher.fearon@canadapost.ca <christopher.fearon@canadapost.ca>; proximity@cn.ca <proximity@cn.ca>; ebrennan@orangeville.ca <ebrennan@orangeville.ca>; planification@csviamonde.ca <planification@csviamonde.ca>; trisha.hughes@cvc.ca <trisha.hughes@cvc.ca>; Cox, Stephanie <Stephanie.Cox@dpcdsb.org>; Municipal Planning <municipalplanning@enbridge.com>; landuse.planning@gtaa.com <landuse.planning@gtaa.com>; Dennis De Rango <landuseplanning@hydroone.com>; loralea.tulloch@ontario.ca <loralea.tulloch@ontario.ca>; debbie.pellakeen@ene.gov.on.ca <debbie.pellakeen@ene.gov.on.ca>; graham.routledge@ontario.ca <graham.routledge@ontario.ca>; cpf@mpac.ca <cpf@mpac.ca>; Pedano, Vito <vito.pedano@peelpolice.ca>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Hardcastle, John <john.hardcastle@peelregion.ca>; planninginfo@peelregion.ca <planninginfo@peelregion.ca>; Andrew.Leung1@rci.rogers.com <Andrew.Leung1@rci.rogers.com>; Edgar.Henriquez@rci.rogers.com <Edgar.Henriquez@rci.rogers.com>; Salma.Siraji@rci.rogers.com <Salma.Siraji@rci.rogers.com>; Rich.Young@rci.rogers.com <Rich.Young@rci.rogers.com>; TCEnergy@mhbcplan.com <TCEnergy@mhbcplan.com>; Adam Miller <Adam.Miller@trca.ca>; peelplan@trca.ca <peelplan@trca.ca>; lindab@haltonhills.ca <lindab@haltonhills.ca>; city.clerk@mississauga.ca <city.clerk@mississauga.ca>; townclerk@oakville.ca <townclerk@oakville.ca>; Executivevp.lawanddevelopment@opg.com <Executivevp.lawanddevelopment@opg.com>
Cc: LaRota, Claudia <Claudia.LaRota@brampton.ca>
Subject: [EXTERNAL] RE: RE: Request for Comments 7, 11 & 15 Sun Pac Blvd, ZBA

You don't often get email from neil.chadda@brampton.ca. Learn why this is important

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Hello external agencies,

Chadda, Neil

From: Melissa Palladino <melissa.palladino@rogers.com>
Sent: 2022/02/05 1:52 PM
To: Chadda, Neil
Cc: Mom And Dad iPad
Subject: [EXTERNAL]City Decision re: 7, 11 & 15 Sun Pac Blvd.
Attachments: CofB.by-law-decision-request.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello Neil,

I'm writing on behalf of my parents cc'd here.

They received a public notice regarding the above mentioned address and would like to be notified of the decision.

They wrote a letter a few days ago, as per the public notice, but with the delays in Postal service due to Covid, we are not sure the request will be received on time.

Your name and email were provided on the public notice, and we are hoping you can ensure my parents are notified of the decision.

I've attached a copy of the letter that was sent the clerk.

Thank you,
Melissa Palladino
416-500-5671

MOON MASONRY LIMITED

6 Linden Cres, Bramalea, Ontario, L6S 4A2
Phone: (905) 796-6680 Fax: (905) 796-8560

Thurs, Feb 3rd

Clerk
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Re: City Initiated Zoning By-law Amendment, 7, 11, & 15 Sun Pac Blvd, Ward 8

To Whom it May Concern,

As per the Let's Connect public notice issued by the City of Brampton regarding the above noted by-law amendment at the address stated above – we make a formal request to be notified of the decision upon being made or released.

We can be reached at the mailing address stated on this letterhead or by calling Tony Palladino at 416-948-5913 or by email to ttpalladino@rogers.com.

Thank you,

Tony Palladino

Tony Palladino
President

Region of Peel
working with you

Public Works

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

peelregion.ca

March 28, 2022

Neil Chadda
Policy Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Neil.Chadda@bramton.ca

RE: City Initiated Rezoning Application
7, 11, & 15 Sun Pac Blvd
City of Brampton
DEV-2022-044
Regional File: RZ-22-044B

Dear Mr. Chadda,

Thank you for providing the Region of Peel with the opportunity to review and comment on the above noted city-initiated application to rezoning the subject lands. The effect of the proposed zoning by-law amendment is to consolidate historic Committee of Adjustment approvals within a site-specific zoning designation and apply appropriate parking requirements. staff have reviewed the draft zoning by-law dated March 24, 2022, in addition to the provided background materials and draft planning analysis and have no objections with the application proceeding for Council consideration.

If you have any questions or concerns, please contact me at 905-965-5350 or john.hardcastle@peelregion.ca.

Yours truly,

John Hardcastle, MCIP, RPP
Manager, Planning and Development Services
Public Works

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____- 2022

To amend By-law 270-2004 (known as "Zoning By-law 2004"), as amended.

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

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

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

From	To:
Industrial Four – Section 1548 (M4-1548)	Industrial Four – Section 3663 (M4-3663)

(2) by adding thereto, the following sections:

"3663 The lands designated Industrial-Four 3663 (M4-3663) on Schedule A to this bylaw:

3663.1 Shall only be used for the following purposes:

a) Manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods, or materials within an enclosed building;
b) A warehouse;
c) A radio or television broadcasting and transmission establishment; printing establishment;
d) An office, excluding medical office, dental office and drugless practitioner office;
e) A commercial, technical or recreational school;
f) A personal service shop, excluding a body rub parlour or a message parlour;
g) A take-out restaurant;
h) An associated educational use; and,
i) Purposes accessory to the other permitted purposes, including a retail outlet operated in connection with an industrial use located on the site, provided that the total gross floor area of the retail outlet is not more than fifteen percent (15%) of the total gross floor area of the permitted use.

(3) The following uses shall be prohibited:

a) A dining room restaurant;
b) A convenience restaurant;
c) A banquet hall;
d) A motor vehicle repair shop and motor vehicle body shop;
e) A recreational facility or structure; and,
f) A community club.

3663.2 The following requirements and restrictions shall apply:

a) A Minimum of 81 Parking Spaces shall be provided.

b) Minimum Landscaped Open Space:

i. 6 metres abutting Humberwest Parkway;
ii. 5.9 metres abutting Williams Parkway;
iii. 5.5 metres abutting Sun Pac Boulevard; and,
iv. 0.15 metres along the Interior side lot line.

c) Minimum building setbacks:

i. 5.3 metres to the lot line abutting Sun Pac Boulevard;
ii. 12 metres to the lot line abutting Humberwest Parkway;
iii. 7 metres to the interior side lot line; and,
iv. 5.6 metres to the lot line abutting Williams Parkway.

d) Minimum Hydro Transformer setback:

i. 5.3 metres from the lot line abutting Sun Pac Boulevard.

e) No truck loading facilities are permitted in a yard abutting a street.

f) All operations are to be carried out within a building and outside storage of goods, materials and equipment, in including oversized motor vehicles, shall not be permitted."

ENACTED and PASSED this [enter date] day of [enter month], 2022.

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

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2022-0007_ZBLA
Date: 2022/03/10 Drawn by: ckovac

PART LOT 8, CONCESSION 7 N.D.

BY-LAW _____

SCHEDULE A

Report
Staff Report
The Corporation of the City of Brampton
2022-04-25

Date: 2022-04-06

Subject: **C04E05.032**

Secondary Title: **Recommendation Report**
Application to Amend the Official Plan and Zoning By-law
(To permit a phased residential mixed use development with 4 mixed use and residential buildings (22, 20 and two 6 storey buildings), 3,680 m^2 of retail space and 496 parking spaces)
1317675 Ontario Inc. – Glen Schnarr & Associates Inc.
Southwest of Kings Cross Road and Kensington Road
Ward: 7

Contact: Stephen Dykstra, Development Planner III,
stephen.dykstra@brampton.ca, 905-874-3841; and,
Steve Ganesh, Manager of Development Services,
steve.ganesh@brampton.ca, 647-642-8533

Report Number: Planning, Bld & Ec Dev-2022-062

Recommendations:

1. **THAT** the report titled: **Application to Amend the Official Plan and Zoning By-law, 1317675 Ontario Inc. – Glen Schnarr & Associates Inc.,** Southwest of Kings Cross Road and Kensington Road, Ward 7 (File: C04E05.032), to the Planning and Development Committee Meeting of April 25, 2022, be received;

2. **THAT** the **Application to Amend the Official Plan and Zoning By-law, 1317675 Ontario Inc. – Glen Schnarr & Associates Inc.,** Ward: **7**, (File: C04E05.032)**, 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's Official Plan for the reasons set out in the Planning Recommendation Report, dated April 6, 2022;

3. **THAT** the amendments to the Official Plan, as generally attached as Appendix 9 to this report be adopted;

4. **THAT** the amendments to the Queen Street Corridor Secondary Plan 36, as generally attached as Appendix 9 to this report be adopted;

5. **THAT** the amendments to the Zoning By-law, as generally attached as Appendix 10 to this report be adopted;

6. **THAT** no further notice or public meeting be required for the attached Zoning B-law Amendment pursuant to Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- **This report recommends approval of amendments to the Official Plan and Zoning By-law for this application.**

- **The applicant is proposing to develop the lands in two phases. The first phase is proposed for a 20 storey (232 units) mixed-use building with retail (1,764m^2) on the first floor and a total of 189 parking spaces. The second phase proposes to have three buildings; a 22 storey (162 units) mixed-use building with retail (1,916m^2) on the first floor, and two 6 storey residential buildings (47 units each) with a total of 307 parking spaces for Phase 2.**

- **The property is designated "Central Area" on Schedule A of the City of Brampton Official Plan. An amendment to the Official Plan is not required to permit the proposed development.**

- **The property is designated "Service Commercial" in the Queen Street Corridor Secondary Plan (Area 36). An amendment to the Secondary Plan is required to permit the proposed residential and commercial uses on the property. The proposed Official Plan Amendment (OPA) includes the redesignation of the lands to the "Central Area Mixed Use" designation and the addition of a new designation "Special Policy Area 2", which will permit high density residential and commercial with a maximum FSI of 2.7. The Special Policy Area 2 also provides additional policies with respect to the location and quality of the proposed buildings.**

- **The property is zoned "Recreation Commercial – Section 399 (RC-399)" by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the mixed-use proposed development. The draft Zoning By-law proposes two site specific zones that will permit the proposed residential and commercial uses.**

- **The proposed mixed-use development meets the general intent of the requirements of Secondary Plan Area 36. An amendment to the Secondary Plan is required to increase the density for this parcel and permit additional commercial uses.**

- **The proposal is consistent with the "2018-2022 Term of Council Priorities" by supporting the "A City of Opportunities" theme. The**

proposal is consistent with the direction of building complete communities to accommodate growth for people and jobs.

Background:

The property is located southwest of the intersection of Kings Cross Road and Kensington Road, generally between Bramalea City Centre, Chinguacousy Park and Bramalea Road. The property is occupied by a single storey retail plaza. It is the intent of the applicant to retain the existing building while Phase 1 is developed.

The applicant is proposing to amend the Secondary Plan and Zoning By-law to permit a mixed use development at 25 Kings Cross Road. The application was submitted on July 26, 2019. Planning staff reviewed the application for completeness and found it to be complete in accordance with Section 22(6.1) and Section 35(10.4) of the Planning Act. A formal notice of Complete Application was provided on October 29, 2019.

On December 2, 2019 a public meeting was held for this application. The original proposal was only for the northerly portion of the site. The application was subsequently updated to include the entire property, which is identified as Phase 2; updates to Phase 1 were included as well. The application was brought before the Planning and Development Committee at a Public Meeting a second time on June 7, 2021. Changes to the plan include the joining of Buildings "D" and "E" into a singular building and reorienting it to provide additional amenity area to the west, extending Building "B" further to the west so that the ramp to the underground is covered, and increasing the height of Building "A" from 17 to 20 storeys for the tower portion.

Property Description and Surrounding Land Use:

The subject property is currently developed and has the following characteristics:

- is located at the southwest corner of Kings Cross Road and Kensington Road;
- has a municipal address of 25 Kings Cross Road;
- has a site area of approximately 1.62 hectares (4 acres);
- has frontage of approximately 160 metres (524 ft.) on Kings Cross Road and 75 metres (242 ft.) on Kensington Road; and,
- has a one-storey, 6,444 square metre (69,362 sq. ft.) commercial building situated on the site.

The surrounding land uses are described as follows:

North: Kensington Road, beyond is a 15-storey residential building;

South: A one-storey building that houses a daycare establishment and two 13-storey residential buildings;

East: Kings Cross Road, beyond is an 18-storey residential building; and,

West: A City owned park (Knightsbridge Park).

Current Situation:

Proposal:

This application to amend the Official Plan and Zoning By-law proposes to permit a mixed-use residential and commercial development. The proposal is requesting the lands be designated and zoned to permit the following:

- two mixed-use buildings with heights of 20 and 22 storeys with associated underground and minimal above ground parking;
- two residential apartments of 6 storeys with associated underground and minimal above ground parking;
- amenity areas for each building both internal and external;
- the inclusion of retail/commercial space on the first floor of buildings A and B.

Please refer to Appendix 1 for proposed Concept Plan.

Details associated with the proposal are provided below:

Phase 1:
Building A
- 20 storey building
- 1,763 square metres (18,984 ft^2) of retail on the first floor
- 189 parking spaces; 8 surface, 181 underground
- 186 - 1 bedroom units
- 39 – 2 bedroom units
- 7 – 3 bedroom unit
- 2,161 square metres (23,260 ft^2) of combined interior / exterior amenity area

Phase 2:
- 307 parking spaces; 24 surface, 283 underground
- 2,667 square metres (28,707 ft2) of combined interior / exterior amenity area

Building B
- 22 storey building
- 1,916 square metres (20,623 ft2) of retail on the first floor
- 162 units

Building C
- 6 storey building
- 47 units

Building D
- 6 storey building
- 47 units

Summary of Recommendations
This report recommends that Council enact the Official Plan and Zoning By-law amendment attached hereto as Appendix 10 and 9 respectively.

Analysis

The proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region's Official Plan. The proposal is also generally consistent with the City of Brampton's Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*. Refer to Appendix 7 "Detailed Planning Analysis" for additional details.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

- The orderly development of safe and healthy communities; and,
- The appropriate location of growth and development.

The location of the development capitalizes on the existing and proposed infrastructure and provides additional density at a prominent corner. The density is consistent with the surrounding land uses and creates additional local commercial opportunities.

Provincial Policy Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 1.1.1 (b) of the PPS, which speaks to accommodating an appropriate affordable and market-based range and mix of residential types. In addition, Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- efficiently use land and resources; and,
- 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.

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 by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject application conforms to the applicable policies as outlined in the Growth Plan for the Greater Golden Horseshoe with respect to the allocation of growth and preservation of the Natural Heritage System.

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the "Urban System" designation in the Regional Official Plan and conform to the related policies with respect to healthy communities, achieving an intensified and a mix of land uses in appropriate areas that efficiently use resources.

City of Brampton Official Plan

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

The lands are designated 'Central Area' on Schedule A of the Official Plan. The Central Area designation permits the complete spectrum of uses including office, retail, commercial and service activities, institutional and residential uses. The Official Plan includes policies related to mix of dwelling types, provision of on-site amenities and ensuring that the proposed developments provide typologies and densities that fit into the surrounding community. The applicant has demonstrated that the proposal meets the requirements of the Central Area designation. Additional policies regarding urban design and transportation have been fully researched and determined to be adequately addressed as part of this application and supporting documentation.

It is noted that the property is the site of an existing plaza. It is the intent of the applicant to develop Phase 1 and retain the existing plaza. Only at the time of the development of Phase 2 will the plaza be demolished and redeveloped.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres (787 feet) of the subject lands in accordance with and exceeding the Planning Act requirement of 120 metres (394 feet) for such applications. An analysis of all department/agency comments are included as part of Appendix 7 to this report. Notice signs were placed on the subject lands on May 4, 2021 to advise members of the public that an application to amend the Official Plan and Zoning By-law had been filed with the City. A statutory Public Meeting for this application was held on June 7, 2021. A member of the public attended the Statutory Public Meeting and written submissions from other citizens were made. An overview of responses to submissions is provided below and details can be found in Appendix 8.

Issue/Comment	High Level Response
Traffic	Study completed for application deemed the proposed development will have minimal impact on the traffic circulation.
Views/Sunlight	The Sun Shadow analysis identified there is very little impact on surrounding properties. View corridors were protected with the locations and shape of the buildings.
Density	An increase in density is deemed appropriate for this area and there is a high demand for housing. In addition, given the proximity to the Queen Street Corridor, the density is appropriate.
Additional Retail	A broad range of retail / commercial uses is appropriate given the increased density anticipated for this area.

Corporate Implications:

Financial Implications:

There are no financial implications associated with these amendments to the Official Plan and Zoning By-law. All financial requirements (i.e. securities, Development Charges and Cash in Lieu of Parkland Requirements will be addressed as part of the Site Plan application).

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities (2019-2022):

The application is consistent with the "A City of Opportunities" theme. It supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by:

- efficiently using land and resources;
- directing development to an existing settlement area that is within proximity of existing commercial areas and institutional uses; and,
- providing opportunity for efficient growth within an existing community.

Living the Mosaic – 2040 Vision

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

Conclusion:

The Development Services Department undertook a circulation of the application to ensure that all technical and financial matters have been satisfactorily addressed. Staff recommends approval of the Official Plan Amendment and Zoning By-law Amendments.

Staff is satisfied that the proposed Official Plan Amendment and Zoning by-law Amendment applications represent good planning, including that they are consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the Peel Region Official Plan. Further, the applications are consistent with the principles and overall policy direction of the Brampton Official Plan.

This report recommends that Council enact the Official Plan and Zoning By-law Amendments attached hereto as Appendix 10 and 9 respectively. The Official Plan and Zoning Amendment are appropriate considering the following:

- the proposed development is an efficient use of land resources and the density is appropriate for this area;
- the proposed development is compatible with the surrounding uses;
- the application is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe as well as the City and Region's Official Plans;
- the proposed development is consistent with the principles of the Official Plan including the criteria of the Central Area designation; and,
- the proposed residential and commercial uses and density are appropriate for these lands and will provide much needed housing opportunities.

Staff recommend approval of the Official Plan Amendment and Zoning By-law Amendments as the proposal represents good planning and is in the public interest.

Authored by:

Stephen Dykstra MCIP, RPP
Development Planner III
Planning & Development Services

Reviewed and Recommended by:

Allan Parsons, MCIP, RPP
Director, Development Services
Planning and Development Services

Approved by:

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

Appendices:

Appendix 1 - Concept Site Plan
Appendix 2 - Location Map
Appendix 3 - Official Plan (Schedule 'A' General Land Use Designations) Extract
Appendix 4 - Secondary Plan Land Use Map
Appendix 5 - Existing Zoning Plan Extract
Appendix 6 - Existing Land Use Map
Appendix 7 - Detailed Planning Analysis
Appendix 8 - Public Meeting Summary and Analysis
Appendix 9 - Official Plan Amendment
Appendix 10 - Zoning By-law Amendment

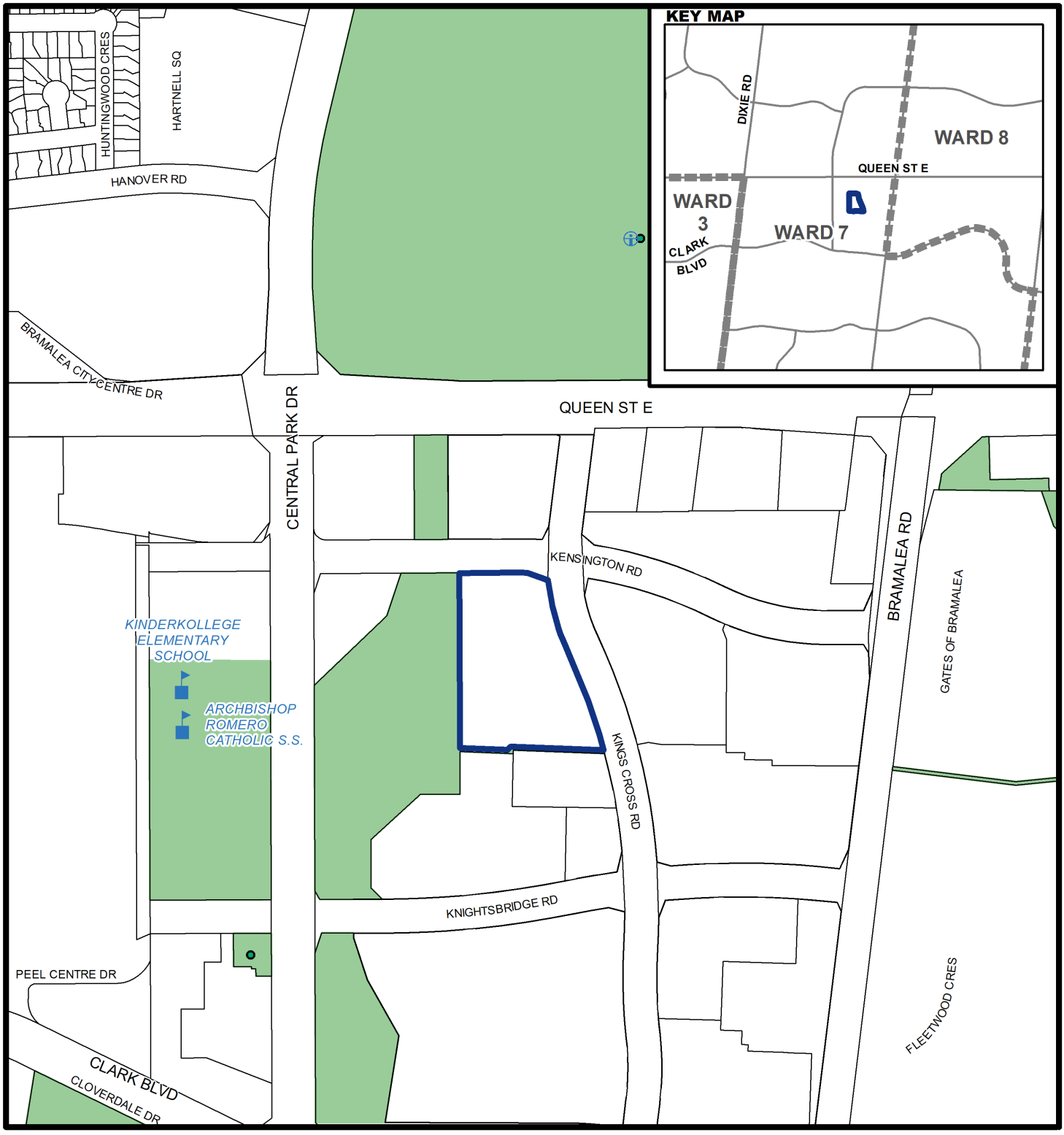
BRAMPTON FlowerCity
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 03 22 Drawn By: CJK

APPENDIX 1
CONCEPT SITE PLAN
GLEN SCHNARR AND ASSOCIATES
1317675 ONTARIO INC.

CITY FILE: C04E05.032

APPENDIX 2



BRAMPTON
Flower City
brampton.ca
PLANNING AND DEVELOPMENT SERVICES

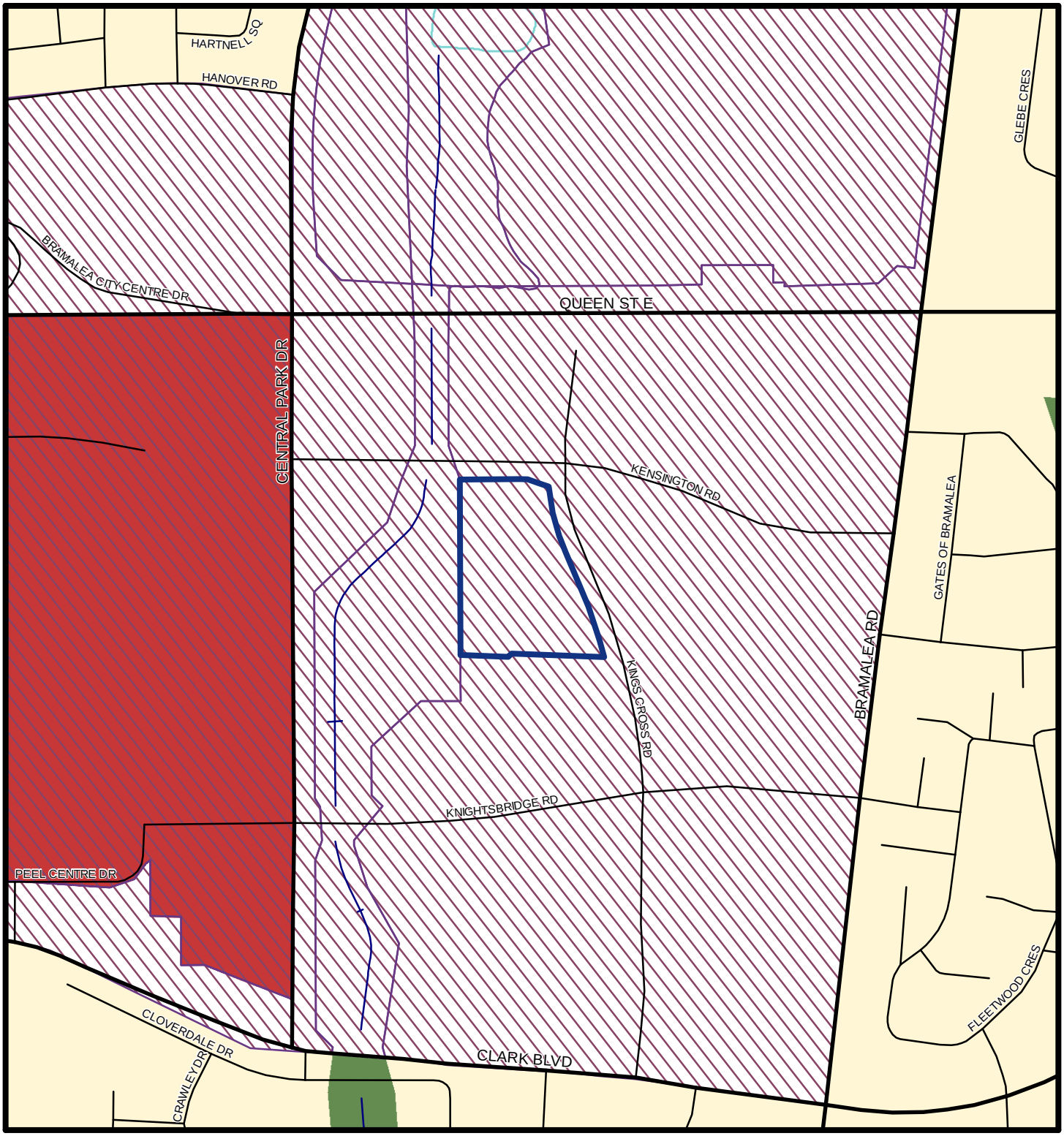
0 50 100
Metres

Author: ckovac
Date: 2019/10/24

APPENDIX 2
LOCATION MAP

GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032



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

SUBJECT LAND
OPENSPACE
RESIDENTIAL
REGIONAL RETAIL
CENTRAL AREA

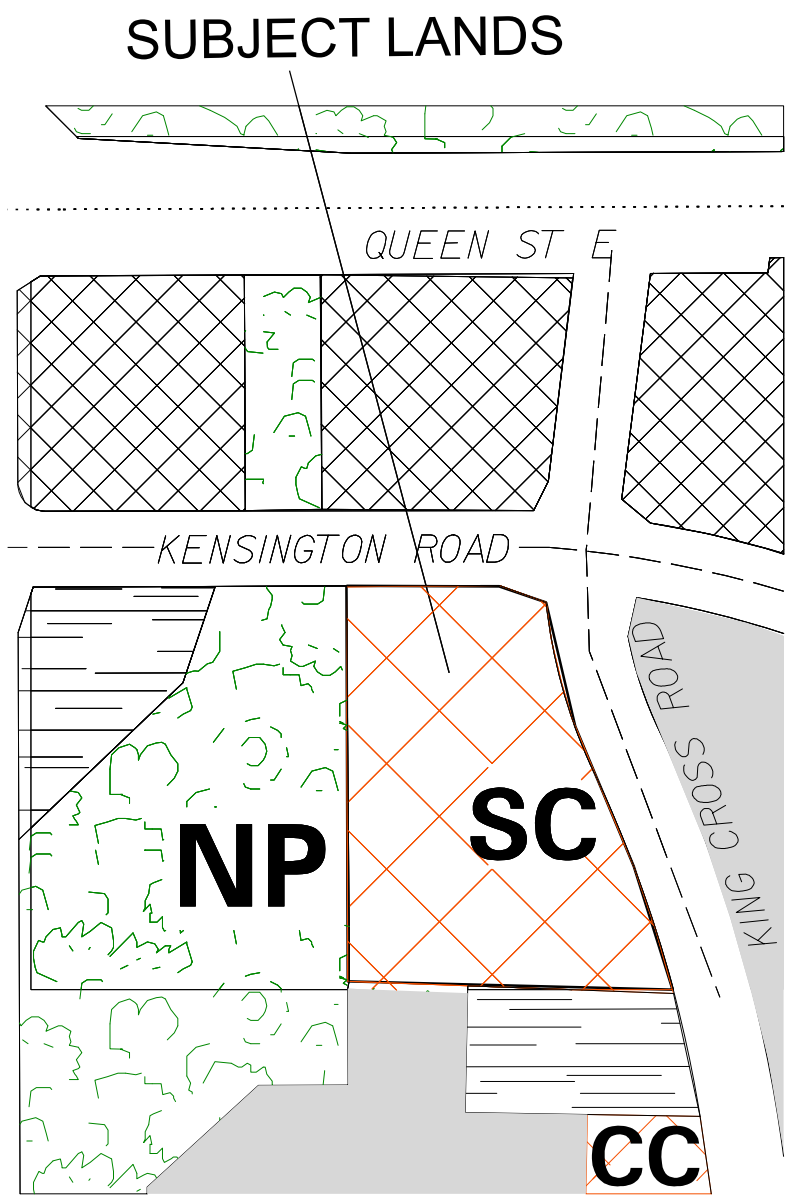
BRAMPTON Flower City
brampton.ca
PLANNING AND DEVELOPMENT SERVICES

0 50 100
Metres

Author: ckovac
Date: 2019/09/05

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032



EXTRACT FROM SCHEDULE SP36(A) OF THE DOCUMENT KNOWN AS THE QUEEN STREET CORRIDOR SECONDARY PLAN

RESIDENTIAL
- High Density

INSTITUTIONAL
- Institutional

COMMERCIAL
- Central Area Mixed Use
- SC Service Commercial
- CC Convenience Commercial

PUBLIC OPEN SPACE
- NP Neighbourhood Park

TRANSPORTATION
- Collector Road
- Major Arterial Road

BRAMPTON Flower City
brampton.ca
PLANNING AND DEVELOPMENT SERVICES

Drawn By: CJK
Date: 2019 08 13

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032

APPENDIX 5

BRAMPTON Flower City
brampton.ca

PLANNING AND DEVELOPMENT SERVICES

0 50 100
Metres

Author: ckovac
Date: 2019/09/05

APPENDIX 5
ZONING DESIGNATIONS

GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032

AERIAL PHOTO DATE: FALL 2018

Legend

SUBJECT LAND | COMMERCIAL | INSTITUTIONAL | RESIDENTIAL | INDUSTRIAL | OPEN SPACE | UTILITY

BRAMPTON
Flower City
brampton.ca
PLANNING AND DEVELOPMENT SERVICES

0 50 100
Metres

Author: ckovac
Date: 2019/10/24

APPENDIX 6
AERIAL & EXISTING LAND USE

GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032

DETAILED PLANNING ANALYSIS
City File Number: C04E05.032

Planning Act

Development applications must meet the criteria as set out in the *Planning Act*. For this development application, it must meet the criteria as set out in Sections 2 51(24). The following provides a discussion to these sections.

Section 2:

In terms of the following matters, the application satisfies the requirement to have regard to the Matters of Provincial Interest set out in Section 2 of the *Planning Act*:

(a) the protection of ecological systems, including natural areas, features and functions;
(r) the promotion of built form that,
- (i) is well-designed
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

As set out in more detail below, the application has appropriate regard to these matters and is in the public interest.

The proposed development is suitable as the Zoning By-law will inform the uses permitted within the lots (a consent application will be dividing the existing property into two lots) and there is sufficient space to accommodate the proposed uses. The proposed development has regard for open space as there are lands that are being created that will be allocated for amenity area.

The application fulfills the requirements as identified within the *Planning* Act, specifically Section 2. The application is generally in conformity with the Official Plan and is suitable for the lands.

Provincial Policy Statement (2020)

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the *Planning Act*. The applications are consistent with the Provincial Policy Statement, specifically the following policies:

Section 1.1.1 – healthy, livable and safe communities are sustained by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - the proposed development provides a housing supply that has a demand in the community that is laid out in an efficient manner. The proposed high

density development provides additional housing that is in demand in Brampton.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
    - the proposed development complies with the relevant environmental regulations.
d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
    - the subject lands are located within the built up area and will help mitigate the expansion of the settlement area. The provision of additional residential as well as maintaining the retail/commercial uses in this area is a good example of urban planning.
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 development optimizes the existing road pattern, servicing and infrastruture. The property's proximity to higher order transit, retail (Bramalea City Centre) and employment will help mitigate land consumption and servicing costs for the City of Brampton.

The proposed development is located within the Queen Street Corridor Secondary Plan (Area 36). In doing such, the applicant is optimizing the land resources within the city. The applicant has completed an environmental assessment of the subject lands meets the requirements of both the city and the conservation authority.

Section 1.1.3.2 states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources; and,
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.

The proposed development utilization of the land is an efficient use of the land. The proposed use of the land is appropriate for the subject lands and does not put undue stress on the local infrastructure. By developing this property, the applicant is following the vision for this community.

Section 1.1.3.4 states that appropriate development standards which facilitate re-development while avoiding or mitigating risks to public health and safety.

The development of these lands for high density residential and retail/commercial are a appropriate land uses.

2020 Growth Plan for the Greater Golden Horseshoe

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 applications conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

The relevant policies contained within the Growth Plan that are implemented by this particular development proposal are included in Section 2.2.1 Managing Growth. According to Section 2.2.1, within settlement areas, growth is to be focused in:

- delineated built-up areas;
- areas with existing or planned public service facilities.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of land uses and convenient access to local stores, services, and public service facilities.

The applicable Growth Plan minimum density target is identified as being 46 residents and jobs combined per hectare. The proposal exceeds the minimum density target.

Regional Official Plan

The property is located within the "Urban Systems" designation in the Regional Official Plan. The subject applications conform to the Region of Peel Official Plan, including the policies set out below.

> Section 5.3.1.3 - "To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities".

Staff is of the opinion that the development proposal will create opportunities for new residents. The plan respects the immediate community in the placement of the buildings, provision of commercial / retail opportunities and the creation of residential dwellings.

> Section 5.3.1.4 - "To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services".

Staff is of the opinion that the development proposal achieves a built form that is compatible with the existing and future residential areas as currently proposed. The proposed increase in density will contribute to the street frontage and accommodations for future residents.

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

The proposed built form and density of the development will be supported by the existing and proposed public road network as well as the sidewalk network. The development is also directly across from a large park.

The location of the buildings respects the park area and the amenity area provides a buffer area.

Official Plan

The property is designated as “Central Area” on Schedule A – General Land Use in the Official Plan. The “Central Area” designation is the preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The proposal generally conforms to the “Central Area” designation of the Official Plan. The proposed density meets the Official Plan minimum required density. Staff is satisfied that the objectives of the Official Plan have been achieved as the overall plan will achevie the required density.

An amendment to the Official Plan “Central Area” land use designation is not required.

Secondary Plan – Queen Street Corridor Secondary Plan (Area 36)

The proposed development is located within the Queen Street Corridor Secondary Plan Area 36.

The application does require that the proposed land uses be redesignated. The applicant has proposed that the lands be designated to “Central Area Mixed Use”. This designation provides a wide range of uses, including residential and retail/commercial. The applicant is requesting that the FSI (Floor Space Index) be increased to 2.7 FSI. This will allow for two buildings with heights of 20 and 22 storeys, with decreases in heights for the podiums, as well as two other residential buildings with heights of 6 storeys on the westerly part of the property.

The proposed designation also includes built form policies which will ensure that the buildings are generally in accordance with the proposed designs. That the buildings are to be built with high quality materials and that the buildings address the streets.

The proposed additional height and density for this parcel represents good planning as there is ample transit, parkland, and amenities (Bramalea City Centre) in close proximilty and there will be a smooth transition of densities to the surrounding land uses. In addition, Provincially and Municipally there is a call for additional housing. The increase in density supports additional housing opportunities and is sensitive to the surrounding land uses.

The applicant provided a Justification Report with the development application. Planning staff were satisfied with the justification that was provided within the report. City staff have reviewed the documents submitted by the applicants and are agreeable to the recommendations within their reports.

Zoning

The property is currently zoned “Recreation Commercial – Special Exception (RC-399)” by By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the proposed residential and retail / commercial uses. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

The proposed Zoning By-law Amendment includes two site specific mixed use zones.

Below are the proposed naming conventions that are being recommended and some of the highlights:

Central Area Mixed Use One – Special Exception (CMU1-3025)

- Permits a range of high density residential uses including apartments and townhouses – maximum 22 storeys and maximum 2.7 FSI.
- A variety of retail / commercial uses, including, but not limited to: office, retail establishment, medical office, private school.
- 19 metres setback to the Knightsbridge Park to the east.

Central Area Mixed Use One – Special Exception (CMU1-3026)

- Permits an mixed use residential / commercial apartment building – maximum 22 storeys and maximum 2.7 FSI.
- A variety of retail / commercial uses, including, but not limited to: office, retail establishment, medical office, private school.
- 19 metres setback to the Knightsbridge Park to the east.
- Ensures that the existing uses and building is permitted.

Land Use

The proposed mixed use designation is appropriate for the subject lands given that the location and policies for the site supports this intensification. The proposed height is similar to the existing heights to the east and north of this application. The proposed zoning also ensures that there is a transition in heights to better accommodate the park to the west. The proposed land uses, including the retail / commercial uses are reflective of the existing uses and also provides additional uses for the viability of the retail space, and the convenience of the areas residents.

The applicant has provided a Planning Justification Report to support this development in terms of its density, overall conformity with applicable policies and the general design of the proposal.

Urban Design

A Urban Design Brief (UDB) was prepared for this application and provides details on the overall design of the site, the buildings and how the development will function. The UDB also provides guidelines for the design of buildings that will be reviewed further through a future site plan application.

The UDB was approved on March 9, 2022.

Transportation/Traffic

A Parking Justification Letter as well as a Transportation Update were submitted for this development and was approved by City staff. The lands will be accessed from Kings Cross Road and there are to be two underground parking lots with minimal at grade parking, which will be primarily for visitor and accessible parking.

The reports demonstrate that the traffic counts are acceptable and Traffic staff are in support of this application.

Noise

The Noise Feasibility study (HGC Engineering, dated December 18, 2020) has been reviewed. City staff is satisfied with the conclusions of the study.

Servicing

A Functional Servicing Report prepared by C.F. Crozier & Associates Inc. dated January 2022 was submitted in support of this application. The Functional Servicing Report concluded that the proposed residential development can be fully serviced and connected.

The site can achieve the grading, storm serciving, and stormwater managment proposed by the applicant.

Phase 1 & 2 Environmental Site Assessment (ESA)

Phase 1 & 2 Environmental Site Assessments were submitted in support of the application. City staff have reviewed the study and found that it is appropriate. The applicant will be required to complete a Record of Site Condition (RSC) prior to building permits being issued.

Tree Preservation Plan

The Tree Preservation Plan provides an overall view of the tree material that currently exists (or did exist in certain circumstances). The document provides an analysis on the wellbeing of the stock and then determines the best course of action to facilitate the development and to obtain an overall net gain in tree material for the City. Where trees

cannot be accommodated on site they will be provided within a compensation area located within the Countryside Villages Block Plan. The falling of trees will also be timed as to be least disruptive to the fauna community.

Sustainability Score and Summary

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieved the bronze thresholds of sustainability defined by the City.

As part of the Site Plan application, staff will continue to monitor the score and ensure that the development continues to meet or exceed this threshold.

APPENDIX ‘8’
PUBLIC MEETING SUMMARY AND ANALYSIS
City File Number: C04E05.032

Members Present
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10

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

Staff Present
D. Barrick, Chief Administrative Officer

Planning, Building and Economic Development:
Richard Forward, Commissioner Planning and Development Services
Allan Parsons, Director, Planning, Building and Economic Development
Rick Conard, Director of Building and Chief Building Official
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development
Jeffrey Humble, Manager, Policy Planning, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Himanshu Katyal, Development Planner, Planning, Building and Economic Development
Kelly Henderson, Development Planner, Planning, Building and Economic Development
Stephen Dykstra, Development Planner, Planning, Building and Economic Development
Nicholas Deibler, Development Planner, Planning, Building and Economic Development
Xinyue (Jenny) Li, Development Planner, Planning, Building and Economic Development
Claudia LaRota, Policy Planner, Planning, Building and Economic Development
Shahinaz Eshesh, Policy Planner, Planning, Building and Economic Development
Bindu Shah, Policy Planner, Planning, Building and Economic Development

Corporate Services:
Anthony-George D'Andrea, Legal Counsel, Legislative Services

City Clerk's Office:
P. Fay, City Clerk
C. Gravlev, Deputy City Clerk
S. Danton, Legislative Coordinator

Results of The Public Meeting and Notification:

A meeting of the Planning Design and Development Committee was held on June 7, 2021 in the Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the *Planning Act* and City Council procedures. This meeting was held virtually due to the regulations of the pandemic.

The Minutes from the June 7, 2021 meeting identify that Michael Gagnon presented. Below is the quote from the minutes, generally outlining the salient points of the presentation.

> Michael Gagnon, Gagnon Walker Domes Ltd., on behalf of the owner of 17 Kings Cross Road, provided thoughts and suggestions with respect to the proposed commercial land uses and suggested prohibited uses.
> In response to a question from Committee, staff provided clarity on the use of non-compete clauses in commercial developments.

Staff did receive correspondence for this application. Below are the individuals who provided comments to the City; these were listed in the meeting minutes as well.

1. Teresa Deygoo, Brampton resident, dated May 16, 2021
2. Jane Stafford, Brampton resident, dated May 18, 2021
3. Aly Khan, Brampton resident, dated May 31, 2021
4. Lenora Stante, Brampton resident, dated June 7, 2021
5. Michael Gagnon, Gagnon Walker Domes Professional Planners, dated June 7, 2021.

Staff Response to Comments

The application has received input and interest from the surrounding community. Comments in opposition to the application will be summarized below, followed by a response from staff where appropriate.

Noise:
Noise and dust from the construction of this development.

Staff Response:
This proposal does propose a development. It is understood that there will be some noise and dust during construction. There are by-laws that the applicant is required to adhere to in terms of times of construction which are intended to limit the disruption to the surrounding community as best possible. It is inevitable that there will be some dust during construction, again, there are by-laws that require the use of water and water-based solutions to reduce the amount of dust.

Congestion / Traffic:
Concerns that the proposal would cause congestion, that the proposal would cause traffic issues.

Staff Response:
A traffic analysis was completed for this proposal. The traffic modelling shows that the proposed development will be within the parameters of acceptable traffic for the surrounding area. There will be more cars and pedestrians, but the increase will be handled with the existing infrastructure.

Obstruction of views and sunlight:
Concerns that the heights of the proposed buildings would obstruct views and block sunlight from the existing buildings in the area.

Staff Response:
The Urban Design Brief demonstrated that there will be very limited daylighting issues associated with the application (Section 3.3 Sun/Shade Studies). The use of point towers and the elevation of Building ‘A’ minimize the impact of views for the exiting community.

Density:
Concerns that the development proposes too much density.

Staff Response:
Staff, municipalities and the Province are being requested to provide more housing opportunities. There is a need for intensification, specifically close to amenities. The site is located close to a large park (Chinguacousy Park), large retail centre (Bramalea City Centre) and multiple transit opportunities. Staff are satisfied with the density proposed.

Request for additional retail:
A resident did comment that additional retail in the community would be appreciated.

Comprehensive Letter:
A letter was received from Gagnon Walker Domes dated (June 7, 2021). Below is an analysis of the salient parts of the letter and responses from staff.
Comment:
There has been an increase in commercial space from the original concept presented on December 2, 2019.

Response:
Additional commercial space was added at the request of staff. Staff are of the opinion that commercial space should be made available for the first floor of both Buildings 'A' and 'B'. It is noted in the proposed by-law that the first floor can also be used for residential purposes.

Comment:
The author notes that applicant is requesting significant changes to the Zoning By-law.

Response:
Staff understand that there have been changes to the Zoning By-law, this is why the applicant was required to submit a Zoning By-law application and Official Plan amendment to change the designation and the zone to reflect their proposal. The applicant is requesting to change the zone from a commercial base to a mixed-use zone.

Comment:
The author is requesting to prohibit specific uses.

Response:
Staff are of the opinion that uses should only be prohibited if there is a detrimental impact to the community such as health (non-complimentary uses such as industrial and residential) or impose conflict with the established uses.

It is noted that the author does not take issue with the mixed-use residential / commercial buildings.

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____- 2022

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

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

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

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL this day of 2022.

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

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

_____
Patrick Brown, Mayor

_____
Peter Fay, City Clerk

File: C04E05.032

DRAFT

AMENDMENT NUMBER OP 2006 –
To 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 along with the schedules is to implement the policies of the Official Plan and the Quuen Street Corridor Secondary Plan Area 36 through the preparation and approval of a change in land use designation of the lands identified on Schedule 'A' to permit a broader range of land uses and higher density.

This amendment to Chapter 36 of the Queen Street Corridor Secondary Plan is based on the findings of several component studies completed to address servicing and community design considerations. The amendment addresses the principles of complete community, sustainability and incorporates an updated perspective to increase the uses and density for the subject site in the context of current Provincial, Regional and local planning policies.

2.0 LOCATION

The subject lands comprise an area of approximately 1.62 hectares (4 acres) in area, located on the southwest side of the intersection of Kings Cross Road and Kensington Road. The lands have a frontage of approximately 159.5 metres (523 feet) on Kings Cross Road.

The lands are legally described as Block B, Plan 962, City of Brampton, Region of Peel. The lands subject to this amendment are specifically indicated on Schedule A to the Queen Street Corridor Secondary Plan as attached.

3.0 AMENDMENTS AND POLICIES RELATIVE HERETO

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

(1) by adding to the list of amendments pertaining to Secondary Plan Area Number 36: Queen Street Corridor Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP2006-_____.

3.2 The document known as the 2006 Official Plan of the of the City of Brampton Planning Area which remain in force, as they relate to the Queen Street Corridor Secondary Plan is hereby further amended:

(1) by adding the following as 5.8.2 Special Policy Area 2:

"**5.8.2 Special Policy Area 2**

Land Use

5.8.2.1 Notwithstanding Section 5.1.2.2 "Central Area Mixed-Use" designation, lands within Special Policy Area 2 are permitted to have a maximum FSI of up to 3.0 FSI.

Built Form Principles

5.8.2.2 The built form shall address the street and create and urban, pedestrian-friendly street edge, with the majority of the property frontage along Kings Cross Road and Kensington Road.

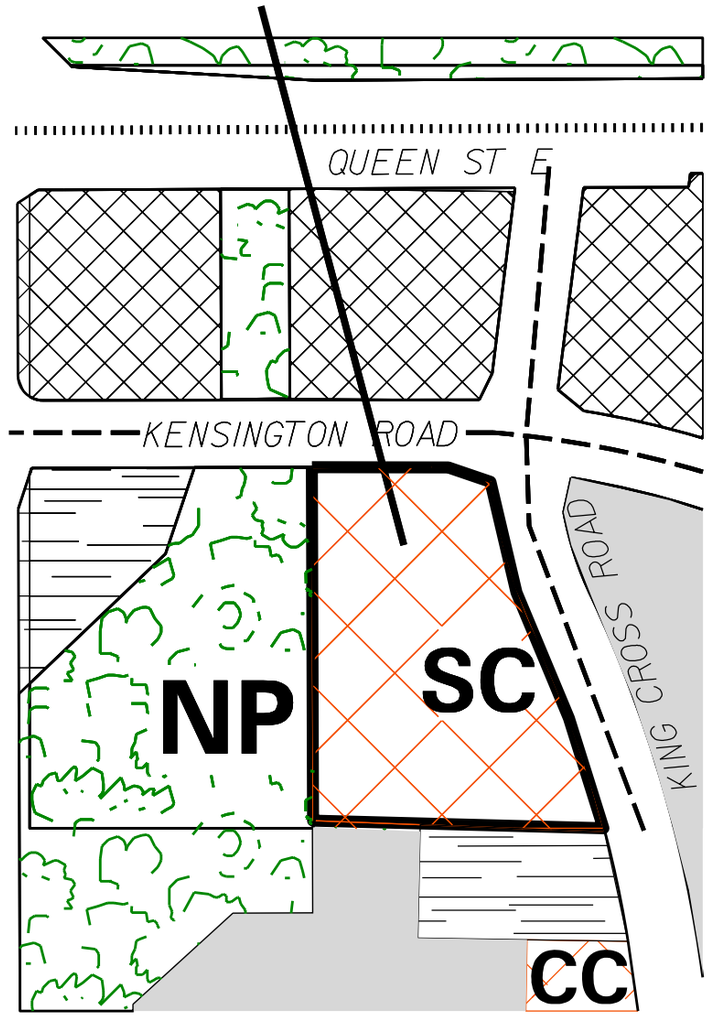
5.8.2.3 Building design shall be to a high standard and use high quality building materials.

5.8.2.4 Ample open space shall be provided between the buildings and Knightsbridge Park. In addition, the building height shall decrease from along Kings Cross Road to Knightsbridge Park.

5.8.2.5 The first floor for the buildings along Kings Cross Road and Kensington Road should be constructed to permit commercial / retail uses.

(2) by changing on Schedule SP36 Schedule A of Chapter 36 of Part Two : Secondary Plans, the lands shown on Schedule A to this amendment from “Service Commercial” to “Central Area Mixed Use” and “Special Policy Area 2”, and adding the “Special Policy Area 2” designation to the legend.

LANDS TO BE REDESIGNATED FROM "SERVICE COMMERCIAL" TO "CENTRAL AREA MIXED USE" AND "SPECIAL POLICY AREA 2"



EXTRACT FROM SCHEDULE SP36(A) OF THE DOCUMENT KNOWN AS THE QUEEN STREET CORRIDOR SECONDARY PLAN

RESIDENTIAL
- High Density

INSTITUTIONAL
- Institutional

COMMERCIAL
- Central Area Mixed Use
- SC — Service Commercial
- CC — Convenience Commercial

PUBLIC OPEN SPACE
- NP — Neighbourhood Park

TRANSPORTATION
- Collector Road
- Major Arterial Road
- 2 — Special Policy Area 2

BRAMPTON FlowerCity
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 03 21
File:
Drawn By: CJK

SCHEDULE A TO OFFICIAL PLAN AMENDMENT OP2006# _____

BY-LAW # _____

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____- 2022

To amend Comprehensive Zoning By-law 270-2004

The Council of the Corporation of the City of Brampton ENACTS as follows By-law 270-2004, as amended, is hereby further amended:

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

From:	To:
Recreation Commercial – Special Exception (RC-399)	Central Area Mixed Use One – Special Exception (CMU1 - 3025); Central Area Mixed Use One – Special Exception (CMU1 - 3026)

For the purpose of this By-law, the front lot line shall be Kings Cross Road.

By adding the following Sections:

"3025 The lands designated CMU1-3025 on Schedule A to this By-law:

3025.1 Shall only be used for the following purposes:

1) Permitted Uses:

Residential:

a. an apartment dwelling

Commercial:
b. an office
c. a private school
d. a park, playground, recreational facility
e. a bank, trust company or financial institution
f. a retail establishment, having no outside storage
g. a convenience store
h. a personal service shop
i. a printing or copying establishment
j. a commercial, technical or recreation school
k. a community club

l. a health & fitness centre
m. a day nursery
n. an amusement arcade
o. a place of commercial recreation
p. a medical office

The following uses shall not be permitted:

a. an adult video store
b. an adult entertainment parlour
c. a massage or body rub parlour
e. a drive-through facility

3025.2 Shall be subject to the following requirements and restrictions:

2)	Minimum Rear Yard setback:	19 metres, except 5 meters to an air intake shaft serving an underground parking garage
3)	Maximum Lot Coverage:	45%
4)	Maximum Building Height:	22 Storeys
5)	Minimum Exterior side yard setback (to Kensington):	5.0 metres
6)	Minimum Interior Side Yard setback (to south property):	8.1 metres
7)	Minimum Front Yard setback:	3.0 metres
8)	Maximum FSI:	3.9
9)	Minimum Amenity Area:	2.0 m^2 per dwelling unit
10)	Minimum Ground Floor Height:	4.5 metres

11) Access to any parking lot shall be provided from a private internal road.

12) Building Height of any building shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of an apartment dwelling.

13) Residential apartment dwelling units shall be permitted on all storeys.

NOTE: Visitor parking (reserved exclusively for the use of visitors to the site) shall be provided at a rate of 0.2 spaces per residential dwelling unit. A total of 47 visitor parking spaces shall be provided.

3025.3 CMU1-3025 Shall be subject to the requirements and restrictions relating to the CMU1 zone and all general provisions of this by-law which are not in conflict with those set out in Section 3025.2 of this Amendment."

"3026 The lands designated CMU1-3026 on Schedule A to this By-law:

3026.1 Shall only be used for the following purposes:

1) Permitted Uses:

Residential:

a. an apartment dwelling
b. a townhouse dwelling

c. a stacked townhouse dwelling
d. a stacked back-to-back townhouse dwelling
e. a multiple residential dwelling

Commercial:
f. an office
g. a private school
h. a park, playground, recreational facility
i. a bank, trust company or financial institution
j. a retail establishment
k. a convenience store
l. a personal service shop
m. a printing or copying establishment
n. a commercial, technical or recreation school
o. a community club
p. a health & fitness centre
q. a day nursery
r. an ameusement arcade
s. a place of commercial recreation
t. a medical office
u. purposes accessory to the other permitted uses

The following uses shall not be permitted:
a. an adult video store
b. an adult entertainment parlour
c. a massage or body rub parlour
e. a drive-through facility

3026.2 Any building existing before the date of enactment of this by-law shall be subject to the following requirements and restrictions:

2)	Minimum Rear Yard setback:	6.0 metres
3)	Minimum Interior (North) Side Yard setback:	0.7 metres
4)	Minimum Interior (South) Side Yard setback:	3.3 metres
5)	Minimum Front Yard setback:	16.0 metres

3026.3 Any building constructed after the date of enactment of this by-law shall be subject to the following requirements and restrictions:

6)	Minimum Rear Yard setback:	19.0 metres
7)	Maximum Lot Coverage:	45%
8)	Maximum Building Height within 40 metres of Kings Cross Road:	22 Storeys
9)	Maximum Building Height beyond 40 metres of Kings Cross Road:	6 Storeys

10) Minimum separation distance between the wall of a building located within 40 meteres of King Cross Road and a building located more than 40 metres from Kings Cross Road, shall be 17 metres, excluding stairs to an underground parking garage.

11)	Minimum Interior Side Yard setback (to northerly zone):	11.0 metres, excluding structures to house stairwells
12)	Minimum Interior Side Yard setback (to south property):	5 metres

13)	Minimum Front Yard setback:	3.0 metres
14)	Maximum FSI:	2.7
15)	Minimum Amenity Area:	2.0 m^2 per dwelling unit
16)	Minimum Ground Floor Height:	4.5 metres

17) Access to any parking lot shall be provided from a private internal road.

18) Building Height of any building shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling.

19) Residential apartment dwelling units shall be permitted on all storeys.

20)	Bicycle parking for Commercial Uses:	1 parking space for each 500m2 of gross commercial floor area or portion thereof

3026.4 CMU1-3026 Shall be subject to the requirements and restrictions relating to the CMU1 zone and all general provisions of this by-law which are not in conflict with those set out in Section 3026.3 and 3026.4 of this Amendment."

ENACTED and PASSED this [enter date] day of [enter month], 2022.

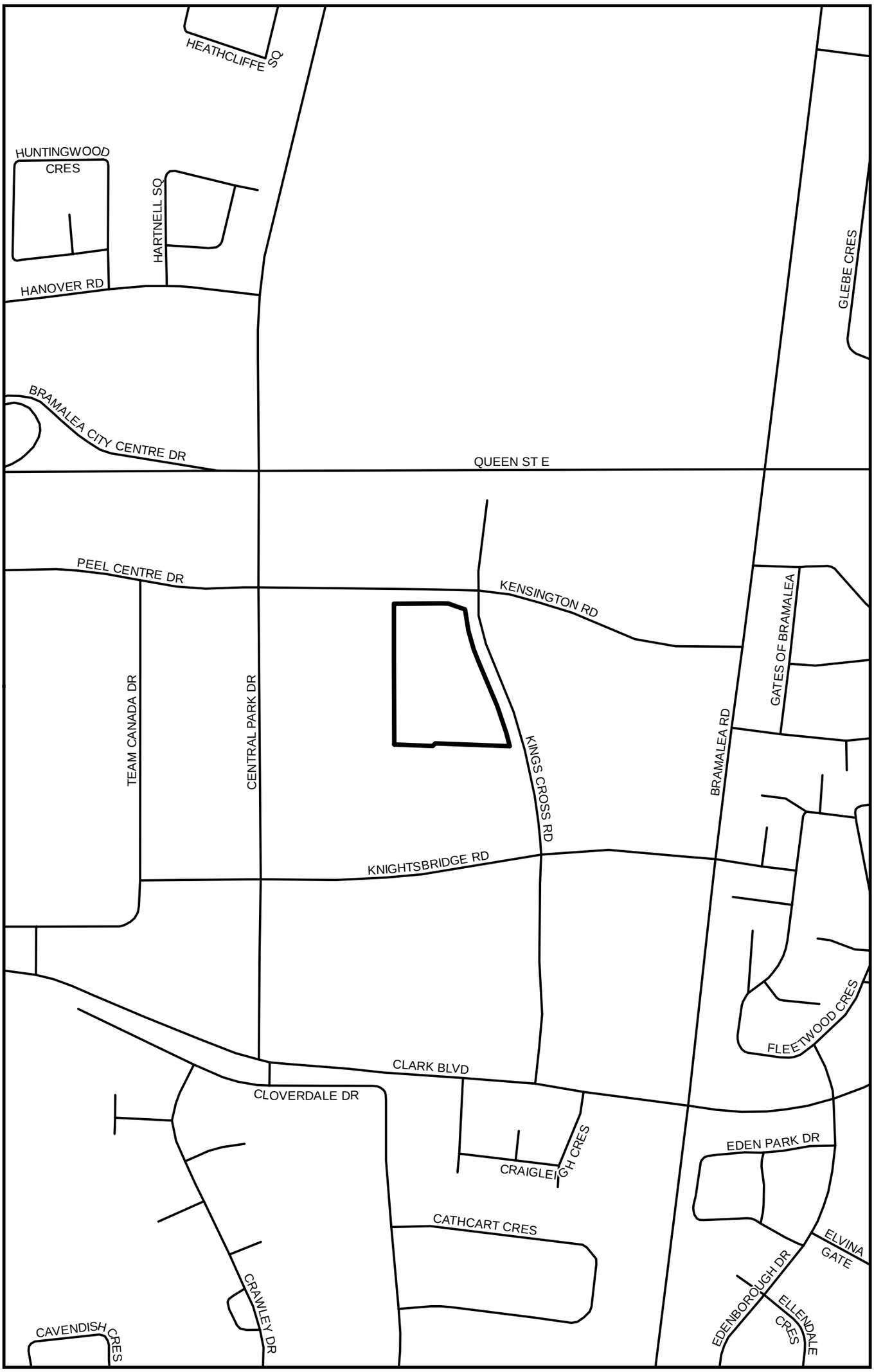
Approved as to form.
20__/month/day
[insert name]

_____
Patrick Brown, Mayor

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

_____
Peter Fay, City Clerk

(C04E05.032)



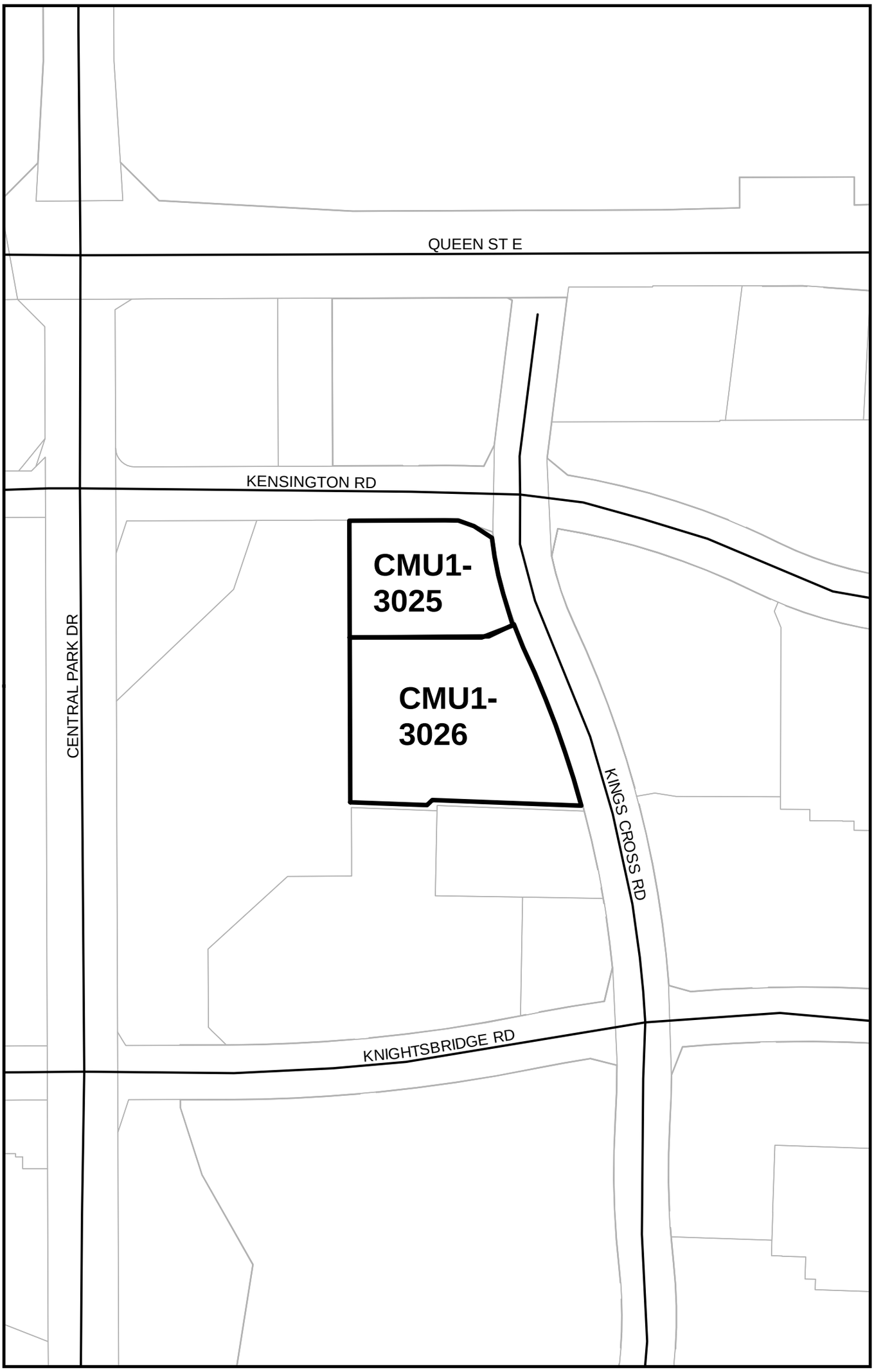
SUBJECT LANDS

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: C04E05.032_ZKM
Date: 2022/03/21 Drawn by: ckovac

KEY MAP

BY-LAW _____



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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: C04E05.032_ZBLA
Date: 2022/03/21 Drawn by: ckovac

PART LOT 5, CONCESSION 4 E.H.S.

BY-LAW _____

SCHEDULE A

Report
Staff Report
The Corporation of the City of Brampton
2021-04-25

Date: 2021-03-23

Subject: **OZS-2020-0026**

Secondary Title: **Recommendation Report**
Application to Amend the Official Plan and Zoning By-law
(*To permit 24 stacked back to back townhouse and 1 semi-detached with two residential units*)
Sunfield Investments (Church) Inc. – Weston Consulting
172 Church Street East
Ward: 1

Contact: Xinyue (Jenny) Li, Planner I Development Services Division, (905) 874-2141), xinyue.li@brampton.ca; and, Cynthia Owusu-Gyimah, Acting Manager, Development Services Division, (905) 874-2064), cynthia.owusugyimah@brampton.ca

Report Number: Planning, Bld & Ec Dev-2022-375

Recommendations:

1. **THAT** the report titled: **Recommendation Report, Application to amend the Official Plan and Zoning By-law Weston Consulting – Sunfield Investments (Church) Inc. Ward: 1 (Report No.: Planning, Bld & EcDev-2022-375 And File OZS-2020-0026)** to the Planning and Development Committee Meeting of, be received; and,

2. **THAT** the Official Plan Amendment and Zoning By-law Amendment submitted by Weston Consulting on behalf of Sunfield Investments (Church) Inc., Ward: 1, File: OZS-2020-0026, 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 and the Region of Peel Official Plan and the City's Official Plan, for the reasons set out in this Recommendation Report; and,

3. **THAT** the amendments to the Official Plan, attached as Appendix 13 to this report be adopted;

4. THAT the amendments to the Zoning By-law, generally in accordance with the attached Appendix 14 to this report be adopted.

5. **THAT** no further notice or public meeting be required for the attached Zoning Bylaw Amendment to Section 34(17).

6. **THAT** the Owner submits a revised Urban Design Brief to the satisfaction of the Commissioner, Planning and Development Services, prior to the enactment of the implementing By-laws as per recommendations 3 and 4.

Overview:

- **This report recommends approval of an Official Plan Amendment and Zoning By-law Amendment application to develop the lands to permit 24 stacked back to back townhouse and 1 semi-detached block with two residential units;**
- **The property is designated "Residential" on Schedule A – General Land Use Designations and "Low Density Residential" in the Brampton Flowertown Secondary Plan (Area 6). The draft Official Plan Amendment attached as Appendix 13 will redesignate the lands from "Low Density Residential" to "High Density Residential" and "Special Site Area 6" to permit the residential development;**
- **The property is zoned "Residential Single Detached B – R1B" by By-Law 270-2004, as amended. The draft Zoning By-law Amendment attached as Appendix 14 will implement the proposed townhouse and semi-detached development with site-specific setback, height and other relevant zoning provisions;**
- **The proposed Official Plan and Zoning By-law Amendments represent good planning, are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe, and the Region's Official Plan.**
- **A Statutory Public Meeting for this application was held on January 18, 2021. No members of the public were in attendance at the Statutory Public Meeting. Written submission from three landowners were received. Details of the Statutory Public Meeting and response to the landowner's concerns are included in Appendix 11 – Results of Public Meeting.**

- **The application was circulated to relevant City departments and external agencies for their review. Results of application circulation are included in Appendix 12 – Results of Application Circulation.**

- **The proposal is consistent with the "2018-2022 Term of Council Priorities" and supports the "A City of Opportunities" theme. The proposal is consistent with the direction of building complete and sustainable communities to accommodate growth for people.**

Background:

The lands subject to this application are located at 172 Church Street East. This application was submitted by Weston Consulting on behalf of Sunfield Investments (Church) Inc. The application was received on September 21, 2020.

The application was deemed to be complete in accordance with Section 22 (6.1) and Section 34 (10.4) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on November 18, 2020.

Current Situation:

Proposal:

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

- A total of 26 residential dwellings units in two separate blocks;
- Block 1 consists of 24 stacked back-to-back townhouse units;
- Block 2 consists of 2 semi-detached units;
- A density of 88.4 units per net hectare and a Floor Space Index (FSI) of 0.79;
- A total of 34 parking spaces with 6 spaces at grade and 24 spaces underground and 4 spaces in private garages/driveways. 28 spaces are for residents and 6 spaces are proposed for visitors including 1 type A accessible space.
- 1 vehicular access on Church Street East.

Application to Amend the Official Plan and Zoning By-law:

Official Plan Amendment and Secondary Plan Amendment

The Official Plan Amendment recommended for approval amends Schedules in the Official Plan and Brampton Flowertown Secondary Plan.

The proposed amendment to the Official Plan involves the increase in the permitted density on the subject property from 50 units per hectare to 88.4 units per hectare.

The proposed amendment to the Secondary Plan involve re-designating the subject lands from “Low Density Residential” to “High Density Residential” and “Special Site Area 6” on Schedule 6 of the Brampton Flowertown Secondary Plan to permit the proposed development.

For a detailed analysis of the Official Plan Amendment recommended for approval, please refer to Appendix 10 – Detailed Planning Analysis and Appendix 13 – Draft Official Plan Amendment.

Application to amend the Zoning By-law:

The property is zoned “Residential Single Detached B – R1B” by By-Law 270-2004, as amended. This Zone permits a single detached dwelling, supportive housing residence type 1, a place of worship and purposes accessory to the other permitted uses. This Zoning By-law amendment proposes to rezone the property to “Residential Townhouse A – Section 3626 (R3A-3626)” with site specific provisions. The Zoning By-law Amendment includes site-specific zoning provisions including but not limited to, lot area, lot width, yard depths and setbacks, building height and amenity area for the proposed back to back stacked townhouse units and semi-detached units. The detailed planning analysis (Appendix 10) includes a detailed overview of the Zoning By-law Amendment. Other development standards are also included in the proposed by-law amendment as shown in Appendix 12 – Draft Zoning By-law Amendment.

Property Description and Surrounding Land Use (refer to Appendix 6 – Aerial and Existing Land Uses):

The lands have the following characteristics:

- is located on the north side of Church Street East, west of Kennedy Road North and is municipally known as 172 Church Street East

- has a total area of approximately 0.29 hectares (0.72 acres) with approximately 28 metres of frontage along Church Street East

- is listed on the City’s Municipal Register of Cultural Heritage Resources
- was occupied by a two-storey brick building and two accessory structures (the two-storey brick building was lost to fire on October 31, 2019 and the salvaged materials and two accessory structures remain on site)

The surrounding land uses are described as follows:

North:	single detached residential dwellings;
South:	Beech Street, beyond which is a four-storey apartment building; and,
East:	one single detached dwelling and a daycare beyond which are apartment buildings;
West:	single detached residential dwellings

Summary of Recommendations:

This report recommends that Council approve the proposed residential development. It further recommends that Council adopt the amendment to the Official Plan and Zoning By-law attached to this report generally in accordance with Appendices. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan

Planning Analysis Summary:

This proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposed development adequately and efficiently uses existing infrastructure for communication, transportation, sewage and water services as well as waste management system. The proposed development is consistent with the general vision and intent of the Official Plan.

The various studies submitted by the applicant in support of the application have been reviewed by the City as well as the circulated public agencies, demonstrating that the proposed development is appropriate from a technical perspective.

The proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.

For more information with respect to the planning analysis for this proposal, please refer to Appendix 10 – Detailed Planning Analysis.

Matters of Provincial Interest:

Planning Act:

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water services as well as waste management system. It also ensures the orderly development of safe and healthy communities by providing a high density residential development that is generally consistent with the planned land use function while also encouraging density according to relevant provincial and regional policies. The development offers a range of townhouse units and semi-detached units that will serve a diverse range of income and age groups. Further, the proposed development will provide direct access to transit and a pedestrian-friendly site design that will encourage active transportation. This site provides an ideal location for the proposed development as it is well-served by transit and services that will support this high-density development.

Provincial Policy Statement (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. While the proposed development proposes an increase in density, it satisfies the criteria required by the City’s Official Plan to permit an increase in density. The proposed development optimizes the use of land and takes advantage of existing transit and servicing infrastructure within the built up area. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement (PPS).

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

The Growth Plan for the Greater Golden Horseshoe (The Growth Plan) supports the achievement of complete communities through a compact built form in built up areas and access to transit. The proposed development adds to the diverse mix of residential dwelling sizes, utilizes existing transit and servicing infrastructure and offers a compact built-form that will create a high-quality public realm. Staff is satisfied that the proposed development is consistent with the applicable sections of the Growth Plan.

Region of Peel Official Plan

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

lands are located within the “Urban System” on Schedule D – Regional Structure in the Regional of Peel Official Plan, which consists of lands included within the 2031 Regional Urban Boundary.

The proposed development conforms to the “Urban System” designation with respect to directing urban development on lands within the 2031 Regional Urban Boundary and planning for complete communities that provide access to transit.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in December, 2020 exceeding the Planning Act requirements of 120 metres for such applications. A copy of all department/agency comments are attached as Appendix 12 – Results of Application Circulation to this report. Notice signs were placed on the subject lands to advise members of the public that an application to amend the Official Plan and Zoning By-law has been filed with the City.

A statutory public meeting for this application was held on January 18, 2021. There were no members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from three landowners were received. Please refer to Appendix 11 – Results of Public Meeting for details of the statutory public meeting.

Corporate Implications:

Economic Development Implications:
There are no Economic Development Implications with this residential development application.

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 to amend the Official Plan and Zoning By-law is consistent with the “A City of Opportunities” theme. The proposal will result in the development of an underutilized plot of land, and will add to the diversity of housing options that are offered in Brampton. It will be consistent with the planned function as defined in the Official Plan,

provide access to a transit supportive development, and is an example of efficient use of land and resources within the built up area.

Conclusion:

This report recommends that Council enact the Official Plan and Zoning By-law Amendments attached hereto as Appendices 12 and 13, as this development proposal satisfies the requirements of the applicable Provincial Legislation, Regional and City policies and is considered to be “good planning”.

Conclusion:

Authored by:

Xinyue (Jenny) Li,
Planner I, Development Services
Planning, Building & Economic Development

Reviewed by:

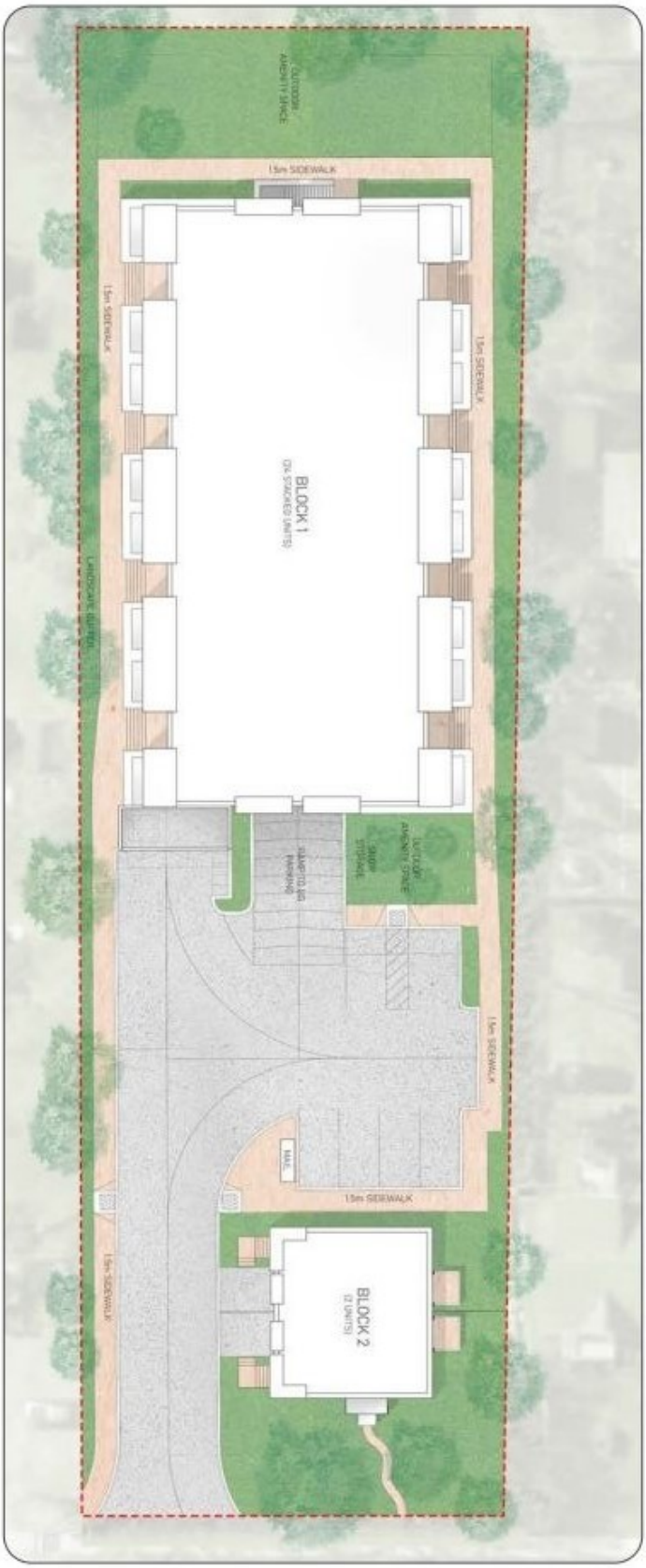
Allan Parsons, MCIP, RPP
Director, Development Services
Planning, Building & Economic Development

Approved by:

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

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 & Existing Land Use
Appendix 7:	Heritage Designation
Appendix 8:	Tertiary Plan
Appendix 9:	Colour Elevation
Appendix 10:	Detailed Planning Analysis
Appendix 11:	Results of the Public Meeting
Appendix 12:	Results of the Application Circulation
Appendix 13:	Official Plan Amendment
Appendix 14:	Zoning By-law Amendment



BRAMPTON FlowerCity
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 03 24 Drawn By: CJK

APPENDIX 1
CONCEPT SITE PLAN
WESTON CONSULTING
SUNFILED INVESTMENTS (CHURCH) INC.

CITY FILE: OZS-2020-0026

SUBJECT LAND

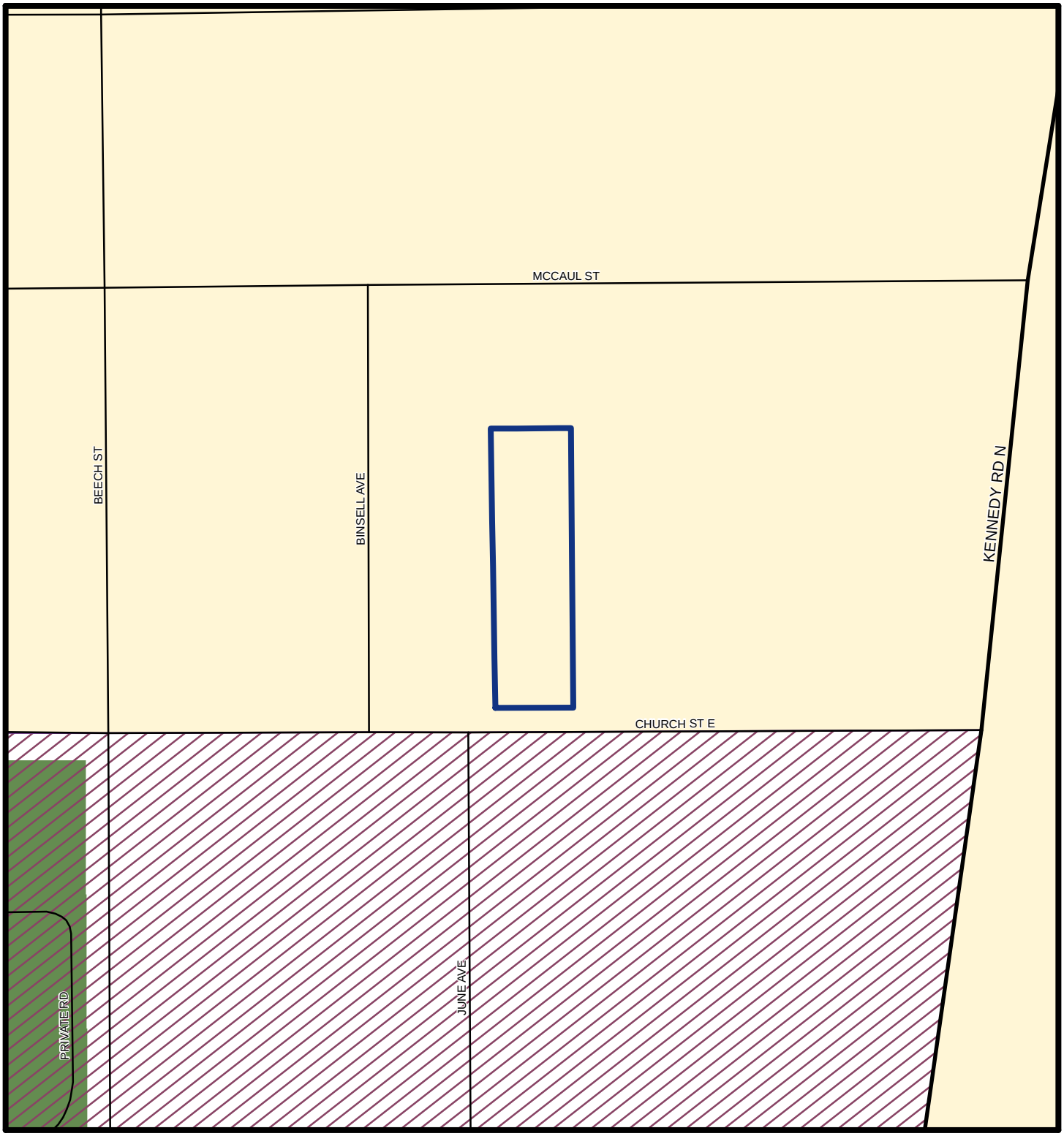
PROPERTY LINE

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

APPENDIX 2
LOCATION MAP
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.

Author: ckovac
Date: 2022/03/11

CITY FILE: OZS-2020-0026



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

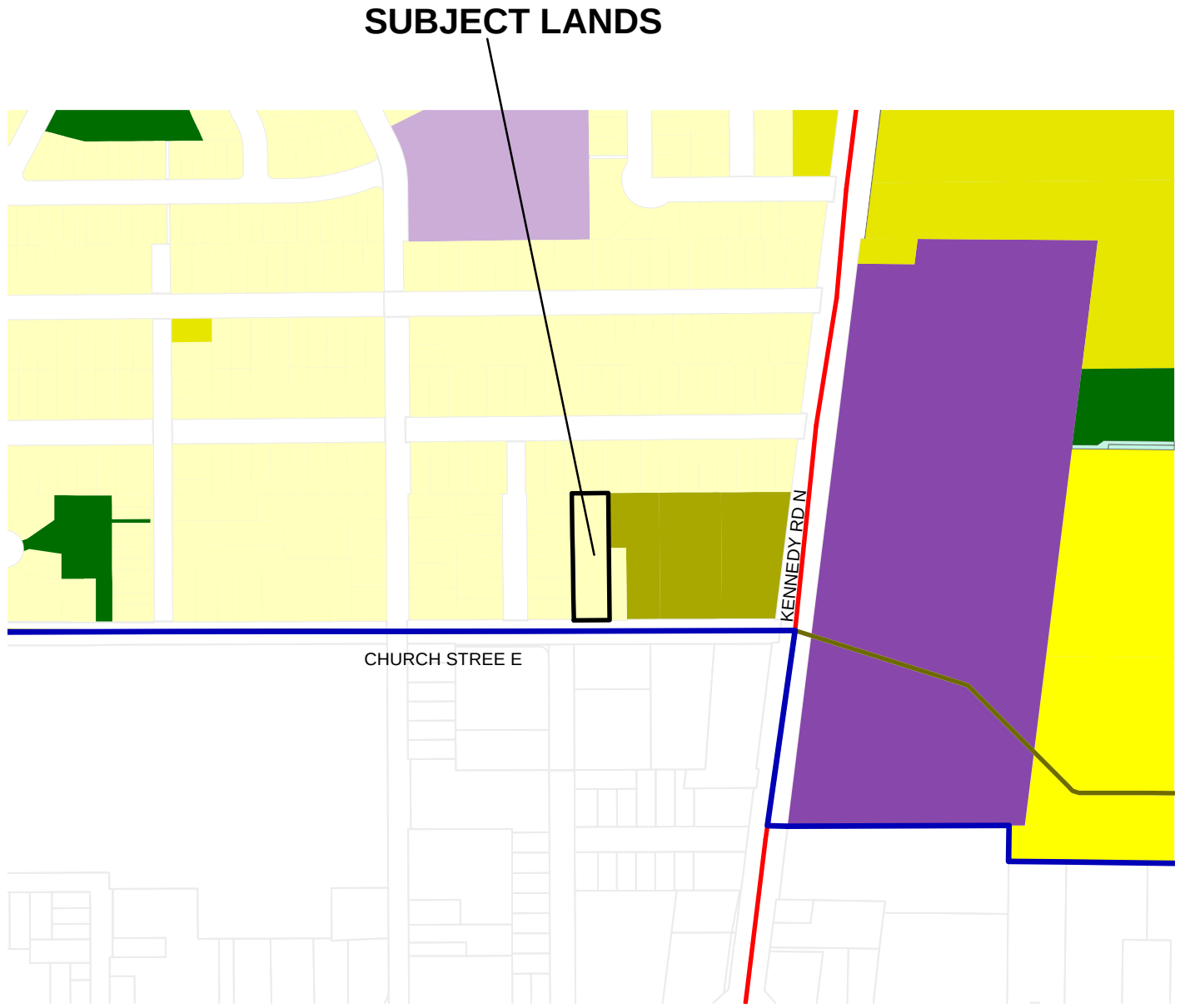
SUBJECT LAND
RESIDENTIAL
CENTRAL AREA

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/11

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
WESTON CONSULTING
SUNFILED INVESTMENTS (CHURCH) INC.

CITY FILE: OZS-2020-0026



EXTRACT FROM SCHEDULE SP6(A) OF THE DOCUMENT KNOWN AS THE BRAMPTON FLOWERTOWN SECONDARY PLAN

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

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

UTILITY
- UTILITY

INSTITUTIONAL
- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- SECONDARY SCHOOL
- GENERAL EMPLOYMENT 1
- PLACE OF WORSHIP
- INSTITUTIONAL

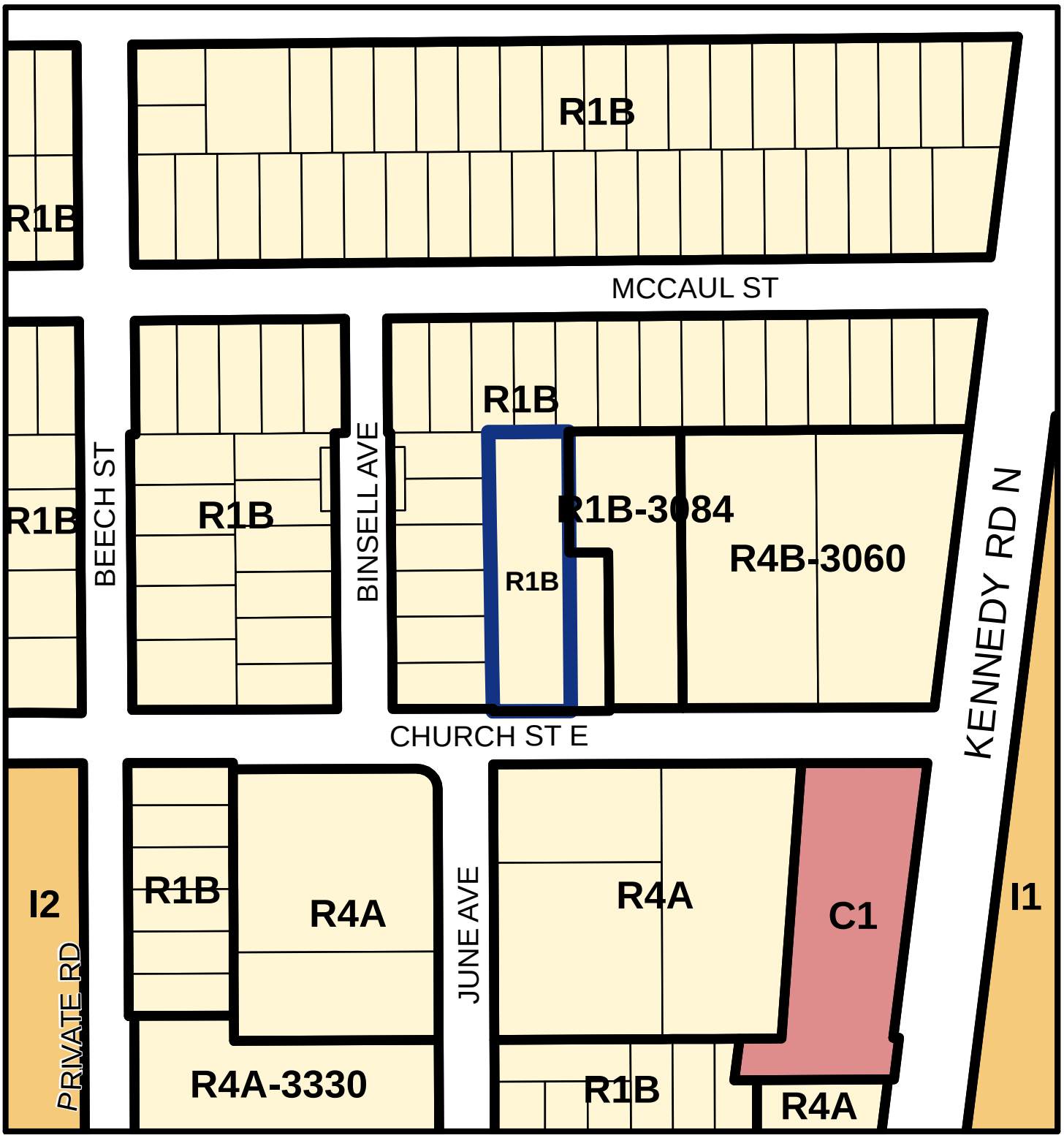
OPEN SPACE
- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY
- RAILWAY
- 1 SPECIAL SITE AREA
- SPECIAL POLICY AREA
- SECONDARY PLAN BOUNDARY

ROADS
- COLLECTOR ROAD
- MINOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- PROVINCIAL HIGHWAY

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/11

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.



BRAMPTON
Flower City
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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

APPENDIX 5
ZONING DESIGNATIONS
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.

Author: ckovac
Date: 2022/03/11

CITY FILE: OZS-2020-0026

AERIAL PHOTO DATE: SPRING 2021

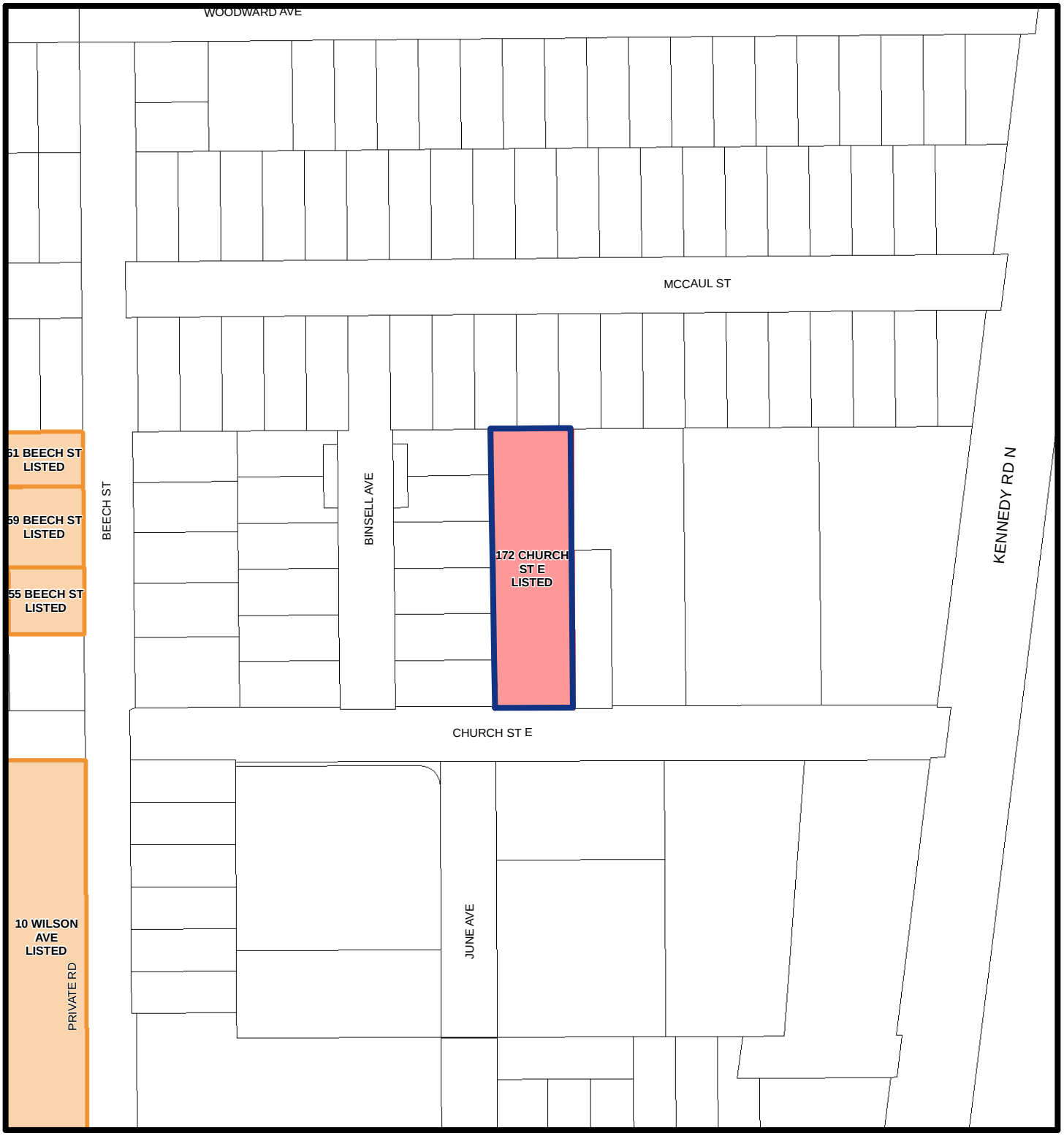
Legend

SUBJECT LAND
AGRICULTURAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL
OPEN SPACE
RESIDENTIAL
ROAD
UTILITY

BRAMPTON Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/11

APPENDIX 6
AERIAL & EXISTING LAND USE
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.



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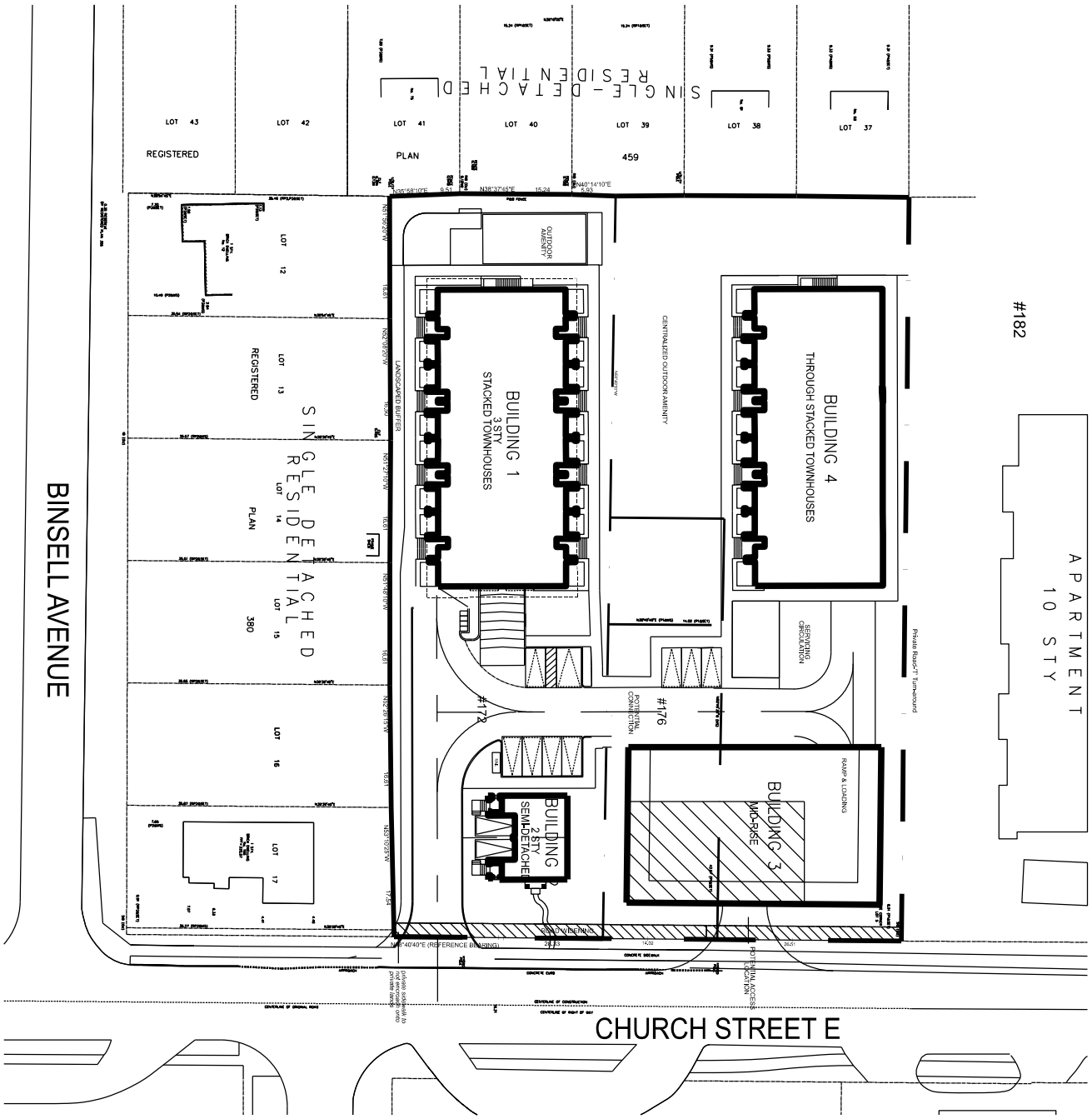
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac
Date: 2022/03/11

APPENDIX 7
HERITAGE RESOURCES
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information.

CITY FILE: OZS-2020-0026



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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 04 04 Drawn By: CJK

APPENDIX 8
TERTIARY PLAN
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.

CITY FILE: OZS-2020-0026

BRAMPTON FlowerCity
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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Date: 2022 04 04 Drawn By: CJK

APPENDIX 9
COLOUR ELEVATION
WESTON CONSULTING
SUNFIELD INVESTMENTS (CHURCH) INC.

CITY FILE: OZS-2020-0026

APPENDIX 10

DETAILED PLANNING ANALYSIS
CITY FILE NUMBERS: OZS-2020-0026

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Brampton Flowertown (Area 6) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.0 1990 in terms of the following:

- the orderly development of safe and healthy communities (section 2 h);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant (section 2 r).

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (2020)

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:

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

- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (section 1.1.1 b);

- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1.c);

- promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (section 1.1.1. d);

- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 e);

- within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas (section 1.1.2);

- *Settlement areas* shall be the focus of growth (section 1.1.3.1);

- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):

    - efficiently use land and resources;

    - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

    - minimize negative impacts to air quality and climate change, and promote energy efficiency;

    - prepare for the impacts of a changing climate;

    - support active transportation;

    - are transit-supportive, where transit is planned, exists or may be developed;

- Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be 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 (Section 1.1.3.3)

- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Section 1.1.3.4)

- 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 (Section 1.4.1 a and b):

    - 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;

    - 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.

- planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c, d, e):

    - permitting and facilitating:

        - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,

        - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

    - directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

    - promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.

- Planning for sewage and water services shall (section 1.6.6.1 a to d):

  - accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: municipal sewage services and municipal water services;

  - ensure that these systems are provided in a manner that: can be sustained by the water resources upon which such services rely; prepares for the impacts of a changing climate; is feasible and financially viable over their lifecycle; and, protects human health and safety, and the natural environment;

  - promote water conservation and water use efficiency;

  - integrate servicing and land use considerations at all stages of the planning process

- Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support the protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services (section 1.6.6.2);

- Planning for stormwater management shall:

  - minimize, or where possible, prevent increases in contaminant loads;
  - minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
  - mitigate risks to human health, safety, property and the environment;
  - maximize the extent and function of vegetative and pervious surfaces; and f. promote stormwater management best practices, including stormwater attenuation and re-use and, water conservation and efficiency, and low impact development

- Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs (section 1.6.7.1)

- 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 (section 1.6.7.4);

- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (section 2.6.1);

- Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (section 2.6.2);

- Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 2.6.3)

The subject land is located within a settlement area that is defined in provincial and municipal planning documents. The subject site is designated “Low Density Residential” in the Brampton Flowertown Secondary Plan which only permits single detached homes. The proposed development proposed an increased density of 88.4 units per hectare, which settlement areas shall be the focus of growth and intensification. In addition, it will utilize the existing infrastructure capacity that will service this development. This development will occur in an orderly manner as the lands to the north of this development are included in the Tertiary Plan and can be developed in conjunction with the current proposal. This development will have a compact built form which will allow for the efficient use of land, infrastructure and public service facilities. As well, it will utilize the existing transit infrastructure on Kennedy Road as well as support active transportation by connecting to the existing sidewalk network.

Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), c), d) e), 1.1.2, 1.1.3.1, 1.1.3.2 a), b), e), and 1.1.3.3 of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. The proposed development has been designed to ensure that there are no risks to public health and safety through the architectural and landscape design elements outlined in the Urban Design Brief. This satisfies 1.1.1 c) and 1.1.3.4 of the Provincial Policy Statement.

The applicant submitted a Sustainability Score and Summary with the application that meets the City’s minimum “Bronze” threshold. The various proposed materials and features will contribute towards reducing the impact of new development on a local level. This satisfies Section 1.1.3.2 c), d) of the Provincial Policy Statement.

The proposed housing types include stacked back to back townhouses and semi-detached dwellings. The proposed unit mix contributes to the provision of a range of housing types to offer diverse housing options to future residents. As well, the proposed

range of dwelling types can accommodate a range of household sizes, ages and incomes. This satisfies sections 1.1.1 b), 1.4.1 and 1.4.3 b) of the Provincial Policy Statement.

The subject property is located within close proximity to existing and planned public transit and the proposed built form and increased density will support future transit usage in the area. Furthermore, there are numerous services and facilities (schools, parks, retail services and places of worship) are available within 1 km of the site that will serve future residents. This satisfies sections 1.4.3 c), d), e), 1.6.7.1 and 1.6.7.4 of the Provincial Policy Statement.

There are existing municipal services (water, sanitary and storm services) and infrastructure available on Church Street to service the proposed development and intensification per finding of the Functional Servicing Report to accommodate growth. Current storm drainage primarily outlets to the existing storm sewer on Church Street East. There are existing stormwater services available on Church Street East. This satisfies sections 1.6.6.1 a) to d) and 1.6.6.2 of the Provincial Policy Statement.

The formal dwelling on 172 Church Street East was listed on the City's *Municipal Register of Cultural Heritage Resources: 'Listed' Heritage Properties.* This property was lost to fire in October 2019. The applicant completed the Heritage Impact Assessment and the conclusion from the assessment is that the subject property has no cultural heritage value or interest, even with the now demolished residential dwelling and does not meet any of the criteria prescribed in O. Reg 9/06. Heritage staff is satisfied with the findings and requested a plague to commemorate the historical use of the lands. This satisfies section 2.6.1, 2.6.2 and 2.6.3 of the Provincial Policy Statement.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. This application demonstrates conformity to the following sections of the Growth Plan:

- Forecasted growth to the horizon of this Plan will be allocated based on the following (section 2.2.1.2 a and c):

    - the vast majority of growth will be directed to *settlement areas* that: have a delineated built boundary, have existing or planned *municipal water and waste water systems*; and can support the achievement of *complete communities*;

- within settlement areas, growth will be focused in: delineated built-up areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities;

- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to e):
    - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities;*
    - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
    - Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
    - Expand convenient access to: a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*; *Public service facilities,* co-located and integrated in community hubs; an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;
    - provide for a more compact built form and a vibrant public realm, including public open spaces.
- By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area (section 2.2.2.1)
- All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will (section 2.2.2.3 a to f):
    - identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
    - identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;

- encourage intensification generally throughout the delineated built-up area;

- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

- be implemented through official plan policies and designations, updated zoning and other supporting documents.

- For major transit station areas priority transit corridors or subway lines, upper- and single tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station (section 2.2.4.2);

- Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit (section 2.2.4.3 b);

- Within all major transit station areas, development will be supported, where appropriate, by (section 2.2.4.9 a and c):

    - planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

    - providing alternative development standards, such as reduced parking standards;

- Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will (section 2.2.6.1 a) i):

    - 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: identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;

- 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 (2.2.6.2 a to d):

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

- planning to achieve the minimum intensification and density targets in this Plan;

- considering the range and mix of housing options and densities of the existing housing stock;

- planning to diversify their overall housing stock across the municipality.

- To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (section 2.2.6.3);

- All decisions on transit planning and investment will be made according to the following criteria (section 3.2.3.2 a to g):

    - aligning with, and supporting, the priorities identified in Schedule 5;

    - prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;

    - increasing the capacity of existing transit systems to support strategic growth areas;

    - expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;

    - facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;

    - increasing the modal share of transit; and

    - contributing towards the provincial greenhouse gas emissions reduction targets
- Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide (section 3.2.3.4 a and b):

    - safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and

    - continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including

dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

- Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following (section 3.2.6.2 a and b):

    - opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;

    - the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan.

This property is located within the delineated built boundary defined in provincial and municipal planning documents that has access to existing transit network as well as municipal services and infrastructure. The site is located within 500 metres walking distance of existing bus services and planned bus rapid transit services along Queen Street and an existing bus stop via Kennedy Road North. This satisfies Section 2.2.1.2 (a and c) and 3.2.6.2. (a) and (b) of the Growth Plan.

Furthermore, the proposed pedestrian walkways included in this development are vital connecting point for transit users of current and future planned transit services. The proposed development will add to the diverse mix of residential land uses by providing a range of stacked townhouse units and semi-detached unit in a compact built form in conjunction with common outdoor amenity spaces and landscape areas. These residential units will accommodate a diverse range of household sizes, ages, and incomes. Besides public transit, this property is located just outside of the City's Central Area with various community services such as the Fire Station, Library, hospital, recreation centres, Parks and open spaces, place of worships and schools are within 1km. This satisfies Sections 2.2.1.4 (a) to (e) and 2.2.6.1 a) i) of the Growth Plan.

The proposed high density development of 88.4 units per hectare is within the delineated built up area and will contribute toward the intensification target as set out in Section 2.2.2.1 (a) and Section 2.2.2.3 of the Growth Plan.

This property is located within the draft Major Transit Station Area (MTSA) QUE-2 Kennedy that is classified as the Primary MTSA as part of the Region of Peel's Municipal Comprehensive Review (MCR) process. The MCR is near completion and the updated Regional Official Plan and is expected to be adopted by Regional council in April, 2022. The proposed intensification at this location support the achievement of the minimum intensification targets for the Kennedy Station MTSA by bringing new residents within 500 metres walking distance of the planned Bus Rapid Transit corridor. This satisfied Sections 2.2.4.2, 2.2.4.3 (b), 2.2.4.9 (a) and (c) of the Growth Plan.

The proposed development consists of a mix of unit types and sizes, which help diversify the housing options in the area. The surrounding uses are predominantly single detached residential dwellings to the north and west and some mid to high-rise apartment buildings to the east and south of the subject site. There are a mix of one, two and three bedroom units proposed within the staked back-to-back townhouse units. In addition, the proposed development will be serviced by existing servicing and infrastructure. This satisfied Sections 2.2.6.2 a to d, 2.2.6.3 of the Growth Plan.

The proposed development is located in close proximity and connected to the Urban Growth Centre. There are existing public transit services along Kennedy Road North and planned transit services. The site design and configuration provide direct pedestrian connection from the proposed internal sidewalk to the existing sidewalk on Church Street. The proposed increased density will contribute towards transit ridership and support future higher order transit. This satisfied Sections 3.2.3.2 (a) to (g) and 3.2.3.4 (a) and (b) in the Growth Plan.

Based on the above, staff is satisfied that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

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

The subject lands are designated “Urban System” on Schedule D – Regional Structure in the Regional of Peel Official Plan, which consists of lands included within the 2031 Regional Urban Boundary. This application conforms to the following policies of the Region of Peel Official Plan:

- Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region’s objective with respect to cultural heritage resources (section 3.6.2.5)

Urban System Objectives (5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5 and 5.3.1.7):

- To achieve sustainable development within the Urban System.

- 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

- 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.

- To achieve an urban structure, form and densities which are pedestrianfriendly and transit-supportive.

- To recognize the integrity and physical characteristics of existing communities in Peel.

Urban System Policies:

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);

- Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services (section 5.3.2.4)

- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to c):

    - support the Urban System objectives and policies in this Plan;

    - support pedestrian-friendly and transit-supportive urban development;

    - Provide transit-supportive opportunities for redevelopment, intensification and mixed land use;

Growth Management Policies:

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

- Direct a significant portion of new growth to the built-up areas of the community through intensification (section 5.5.2.2);

Intensification Objectives (section 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.3, 5.5.3.1.4, 5.5.3.1.5, 5.5.3.1.6 and 5.5.3.1.8):

- To achieve compact and efficient urban forms.

- To optimize the use of existing infrastructure and services.

- To revitalize and/or enhance developed areas.

- To intensify development on underutilized lands.

- To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian friendly urban environments

- To optimize all intensification opportunities across the Region.

- To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Intensification Policies (section 5.5.3.2.2, 5.5.3.2.3, 5.5.3.2.4, 5.5.3.2.5. 5.5.3.2.7):

- Facilitate and promote intensification.

- Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.

- Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.

- To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows: City of Brampton: 26,500 units;

- Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system

<u>Housing</u>

- Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel Region in accordance with project requirements and available land resources (section 5.8.2.1 a and b):

    - Maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and lands which are designated and available for residential development; and

    - 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 zone to facilitate residential intensification and redevelopment and land in draft approved and registered plans

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

    - Residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and

    - Cost-effective development standards for new residential development, redevelopment, and intensification

- Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms or development and residential intensification (section 5.6.2.6)

Transportation System

- Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to the same for infrastructure under their jurisdiction (section 5.9.2.5)

Water and Wastewater Services

- Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities (section 6.4.2.1)

The proposed development is located within the Regional Urban Boundary. The proposal will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. Staff is satisfied that the site design will have a compact built form while providing access to transit and opportunities for active transportation through the proposed sidewalk network. Common and private amenity spaces are provided within the proposed development. In addition, there are existing public parks, recreation centre, libraries and various services available for future residents. The site design will be further refined at the detailed site plan design stage. As such, the proposed development to Sections 5.3.2.2, 5.3.2.4, 5.3.2.6, 5.5.2.1, 5.5.2.1, and 5.5.2.2 of the Region of Peel Official Plan.

The proposed townhouses will offer and accommodate a diverse range of households, age groups and incomes. The development will provide a density of approximately 88.4 residents per hectare, which will contribute towards the density target of 26,500 units within the built-up area to 2031. The proposed development conforms to Sections 5.5.3.2.2, 5.5.3.2.3, 5.5.3.2.4, 5.5.3.2.5 and 5.5.3.2.7of the Region of Peel Official Plan.

The proposed development consists of a mix of unit types and sizes, which help diversify the housing options in the area as the surrounding uses are predominantly single detached residential dwellings to the north and west and some mid to high-rise apartment buildings to the east and south of the subject site. The mix of stacked back to back townhouses and semi-detached units provide different unit types, sizes and affordability in the area in a compact built form. In addition, the proposed development will be serviced by existing servicing and infrastructure. The proposed development conforms to Sections 5.8.2.1 a and b, 5.8.2.2 and 5.6.2.6 of the Region of Peel Official Plan).

Given the subject site is located within 500 metres of a planned higher order transit station and the site is within walking distance of existing public transit, future residents will be provided with be adequately served by the existing transportation network. This conforms to Section 5.9.2.5 of the Region of Peel Official Plan. In addition, the subject property is located within the draft Primary Major Transit Station Area (MTSA) QUE-2 Kennedy as part of the Region of Peel's Municipal Comprehensive Review (MCR) process. The proposed intensification at this location support the achievement of the minimum intensification targets for the Kennedy Station MTSA by bringing new residents within 500 metres walking distance of the planned Bus Rapid Transit corridor.

The subject property is located within an area of the Urban System that has existing municipal services to accommodate the increased density. This conforms to Section 6.4.2.1 of the Region's Official Plan.

Based on the above, staff is satisfied that the proposed development conforms to 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 set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The property is designated "Residential" in the Official Plan and is listed on the City's Municipal Register of Cultural Heritage Resources. The Official Plan policies that are applicable to this application include but are not limited to:

- Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall (section 3.2.1.1 i to viii):

    - Accommodate a significant portion of population and employment growth;

    - Provide a diverse and compatible mix of land uses, including residential and employment uses;

    - Provide high quality public open spaces;

    - Support transit, walking and cycling for everyday activities;

    - Develop in a compact form that will efficiently use land and resources,

    - Optimize the use of existing and new infrastructure and services;

    - Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,

    - Achieve an appropriate transition of built form to adjacent areas.

- Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare (section 3.2.4.1).

- 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 (section 3.2.8)

- The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans (section 3.2.8.1)

- Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height (section 3.2.8.3)

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

    - The development is consistent with the general intent and vision of the applicable Secondary Plan;

    - The development contributes to the City's desired housing mix;

    - There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;

    - The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

    - There is sufficient existing or planned infrastructure to accommodate the development;

    - The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

    - The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

    - The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

    - The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage

    - The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

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

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

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

- Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following (section 4.2 i, iii, v b and c):

    - 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.

    - 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.

    - Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas; It is the objective of the Residential Policies to: Encourage the development of built forms that enhance the characteristics of the neighborhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes; and Accommodate residential growth by promoting and facilitating

intensification throughout the built-up area and ensuring compact, complete greenfield neighborhoods

- 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 (section 4.2.1.1)

- The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The following Residential Density Categories are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof not identified on Schedule "G" of this Plan as being subject to the New Housing Mix and Density Categories: (section 4.2.1.2)

Density Category	Density Range	Typical (But not restrictive housing types)
Apartment or High Density	76-198 units/ net ha 31-80 units/ net acre	Elevator apartments

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

- Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area (section 4.2.1.6)

- The City of Brampton will strive to create communities that have a high quality of development by (section 4.2.7 i, ii and iii):

    - Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;

- Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;

- Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;

- For ground-related residential developments, the following objectives shall be encouraged:

    - to vary densities by introducing a variety of lot widths and housing types to promote diversity;

    - to design housing that enhances the relationship between the house and the street;

    - to create a varied and intimate streetscape;

    - to use projecting elements such as porches, porticoes, bay windows and balconies;

    - to observe an appropriate and comfortable relationship to grade for raised entrances and porches;

    - to create architecturally well-scaled elevations with carefully considered window design placement;

    - to use a variety of roof forms within one streetscape;

    - to avoid the placement of large garages on narrow lots;

    - to recess attached garages from the main building façade and limit the maximum garage projection;

    - to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;

    - to proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,

- to use single car garages for townhouses, semi-detached and small detached units.

- The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized (section 4.5.4.22)

- 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 (section 4.5.4.24)

- New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration (section 4.6.15.1.1)

- Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects (section 4.10.1.8)

- A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications (section 4.10.1.10):

    - The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;

    - The current condition and use of the building or structure and its potential for future adaptive re-use;

    - The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;

- Demonstrations of the community's interest and investment (e.g. past grants);

- Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,

- Planning and other land use considerations.

- 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 (section 4.10.1.11)

- There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development (section 4.11.3.2.5)

- The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions) (section 4.11.3.2.7).

The Official Plan direct the greatest mass and highest density within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas (MTSA). The subject property is located within the proposed Primary Major Transit Station Area (Kennedy) and within 500 metres of the Urban Growth Centre. The increased density of 88.4 units per hectare proposed is appropriate in accommodating future growth and contribute towards achieving the density targets for this MTSA. The proposed development is an infill residential development that provide new housing options in the form of stacked back to back townhouses and semi-detached units. Future residents will have access to recreation, school, and place of worship, parks and various services that are within walking distance. There are existing public transit and planned higher order transit for the proposed development. This satisfies 3.2.1.1, 3.2.1.4, 3.2.8 and 3.2.8.1 of the Official Plan.

The proposed development contemplated a maximum of 3 storeys for the townhouse units, which conforms to section 3.2.8.3, however the proposed density of 88.4 units per hectare exceeded the maximum 50 units per hectare allowance. Section 3.2.8.5 of the City's Official Plan allow the consideration of an increased density subject to various criteria, which are discussed below.

This application proposes greater density than permitted by the Official Plan. As such, the Official Plan requires that criteria under Section 3.2.8.5 be satisfied. Staff have

evaluated the proposed development according to this criteria and note that the application demonstrates that it satisfies the criteria as noted below.

The development:

- is consistent with the general intent and vision of the Brampton Flowertown Secondary Plan as the proposed high density category is appropriate for the location of this site due to its close proximity to the Central Area and Urban Growth Centre as well it is within the proposed Kennedy MTSA;
- contributes to the City's desired housing mix by proposing townhouse and semi-detached unit typologies;
- contributes towards the targets set out in the Growth Plan;
- is located in an area envisioned as a Complete Community with convenient access to commercial, recreational and institutional uses;
- has existing infrastructure to service the development;
- has vehicular access onto Church Street East, which is a Collector Road
- is located within the proposed Kennedy Station MTSA and within walking distance to existing local transit on Kennedy Road and planned higher order transit as well as pedestrian, bicycle and vehicular access;
- is compatible with the adjacent residential uses as it proposes residential uses in the form of townhouses and semi-detached units which the proposed density is on the lower end of the high-density category.
- maintains transition in built form through height, scale, character, architectural design, siting and setbacks from the surround single detached dwellings and semi-detached dwellings with some residential apartment buildings;
- meets the City's minimum Bronze threshold for Sustainability Score.

Based on the foregoing, the proposed development satisfies Section 3.2.8.3, 3.2.8.5, 4.2 i. iii, b and c of the Official Plan. The Official Plan Amendment attached as Appendix 13 proposes a site-specific policy for an increased density at this site.

The proposed development proposed a floor space index of 0.79, which does not exceed the maximum FSI of 2.0 in accordance to section 3.2.8.6.

The Residential designations in the Official Plan allow various residential land uses including the proposed townhouses and semi-detached dwellings. The Official Plan encourages a range of housing accommodation in terms of dwelling type, through appropriate mix and density policies. The subject property is within Secondary Plan Area 6 and is subject to the Old Housing Mix and Density Categories. The proposed density of 88.4 are within the high-density category that allow a maximum density of 198 units per net hectare. The proposed development will include stacked back to back townhouses and semi-detached units with a density of 88.4 units per net hectare. The proposed unit typologies will accommodate a range of housing incomes and add to the existing housing mix offered in Brampton. This satisfies Sections 4.2.1.1, 4.2.1.2, 4.2.1.3 and 4.2.1.6 of the Official Plan.

The proposed development aligns directly with City's policies concerning site design. The proposal provides a mix of housing types that takes into consideration the character of the adjacent neighborhood. The proposed townhouse units provide for an appropriate transition in built form, height and massing to the low-density residential neighborhood to the north and west by maintain a maximum height of 3 storeys. In terms of setbacks, at least 1.2 metres have been provided for all yards. The proposed heights allow for an appropriate transition from the surrounding mid- and high-rise development to the low-rise single detached neighbourhood. Private outdoor amenity space has been provided in the rear yard, as well as through balconies, terraces and decks. In addition, a Tertiary Plan is prepared including the two properties immediately adjacent to the east along Church Street that considers future townhouse and mid-rise developments with consolidation of vehicle accesses. Urban Design staff have request some revisions to be made to the Brief. Staff will continue working with the applicant to ensure that a revised Urban Design Brief is submitted and approved prior to the adoption of the Official Plan and Zoning By-law Amendments. As such, this report recommends that the owner submits a revised Urban Design Brief to the satisfaction of the Commissioner, Planning and Development Services, prior to enacting Bills as per recommendations 3 and 4.

The proposed development is located in an area that is well served by existing and planned public transit. Furthermore, the proposed development is within the proposed primary Major Transit Station Area and will be served by the bus rapid transit along Queen Street. This satisfies Sections 4.5.4.22 and 4.5.4.24.

Staff have reviewed the technical studies including functional servicing report, noise impact study, traffic impact study, planning justification report, Stage 1 and 2 archaeological assessments, heritage impact assessment and have no further concerns. The recommendations of these studies will be implemented at the detailed design stage. This satisfies Section 4.6.15.1.1, 4.10.1.8, 4.10.1.10, 4.11.3.2.5, and 4.11.3.2.7 of the Official Plan.

Based on the above, staff is satisfied that the proposed development conforms to the general intent and vision of the City of Brampton Official Plan.

Flowertown Secondary Plan (Area 6)

The property is designated 'Low Density Residential' in the Brampton Flowertown Secondary Plan (Area 6).

The following Secondary Plan policies are applicable to this application:

- Lands designated Low Density on Schedule 6 shall be developed in accordance with the New Housing Mix and Density Category of Section 4.2.1.2 of the Official Plan (section 1.1.1)

The applicant has submitted a Secondary Plan Amendment attached as Appendix 13 to this report which proposes a “High Density” designation within the special site area 6 for the entire site that proposes an increase in density from 30 units per net hectare to 88.4 units per net hectare. The increased density as proposed for this development is appropriate given the site’s close proximity to the Central Area and Urban Growth Centre and it is located within the proposed primary Major Transit Station Area. The proposed built form also provide additional housing options in the form of stacked back to back townhouses and semi-detached dwellings and is well served by existing and planned public transit system as well as municipal services.

Based on the above, staff is satisfied that the proposed policy amendments are appropriate for the Flowertown Secondary Plan.

Zoning By-law Amendment

The subject property is zoned “Residential Single Detached B – R1B by By-law 270-2004, as amended. This zoning designation does not permit the proposed townhouse uses.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 14 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

This Zoning By-law amendment proposes to rezone the property to “Residential Townhouse A (R3A-3626)” Zone. The Zoning By-law Amendment includes site-specific zoning provisions, including but not limited to, lot area, lot width, yard depths and setbacks, building height and landscape open space for the stacked back to back townhouse units and semi-detached units. Other development standards are also included in the proposed by-law amendment as shown in Appendix 14 – Draft Zoning By-law Amendment.

Technical Requirements
The following technical requirements have been satisfied.

Planning Justification Report
The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Flowertown Secondary Plan (Area 6) are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Tertiary Plan

A Tertiary Plan is prepared which incorporates the neighboring properties (176 and 178 Church Street East). The Tertiary Plan has been circulated to the affected landowners for their input and staff input. The Tertiary Plan demonstrates further opportunities for transition in height, density and built form that intergrade with the surrounding land uses. Staff found the Tertiary Plan to be satisfactory.

Transportation Impact Study and Parking Study

A Traffic Impact Study was submitted by the applicant to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, vehicle manoeuvring and circulation. The assessment found that traffic generated by the proposal are minimal and that nearby intersections will operate at acceptable levels of services during both peak hours. The proposed residential parking supply will be a minimum of 1 space per unit and 0.2 visitor parking stalls per unit, which is supported by Traffic Staff. The parking utilization surveys conducted at 180 Howden Boulevard considered the parking spaces provided by the parking garages and by the driveways. The parking occupancy rates provided are based on the parking demands observed when considering the parking spaces provided by the parking garages and by the driveways. Traffic staff have reviewed the studies and have found it satisfactory.

Urban Design Brief

An Urban Design Brief was prepared in compliance with the City of Brampton's Development Design Guidelines. This document develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm. In addition the applicant will be providing a wraparound porch for the semi-detached units and designing the Church Street frontage to have a better relationship to Church Street.

Urban design staff have requested some revisions to be made to the Brief. Staff will continue working with the applicant to ensure that a revised Urban Design Brief is submitted and approved prior to the adoption of the Official Plan and Zoning By-law Amendments. As such, this report recommends that the owner submits a revised Urban Design Brief to the satisfaction of the Commissioner, Planning and Development Services, prior to the enactment of the implementing by-laws to amend the Secondary Plan and Zoning By-law, as per recommendations 3 and 4.

Functional Servicing Report

The applicant prepared a Functional Servicing Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing Report conclude that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management.

Stormwater Servicing

Current storm drainage primarily outlets to the existing storm sewer on Church Street East. There are existing stormwater services available on Church Street East.

Sanitary Servicing

There is an existing 200mm sanitary sewer located along Church Street East, in front of the subject property. The proposed development will be connected to the existing sanitary sewer and a new 200mm sanitary connection will be installed. The existing sanitary lateral will be disconnected from the main. Drainage of the adjacent lands will not be adversely impacted by the proposed development.

Water Servicing

There is an existing 150mmØ watermain located within the Church Street East right-of-way. The proposed development will be connected to the existing watermain with a 150mm water service for fire and domestic use. A private fire hydrant will be provided on site and the proposed water services have been shown on the Site Servicing Plan in Drawing SS-1. The existing water service at the site will be disconnected at the main.

Engineering staff have evaluated the functional servicing report and have found them to be satisfactory. Regional staff have evaluated the functional servicing report and the report satisfactory demonstrates the feasibility of the proposed servicing to proceed with the proposed land use change.

Phase 1 and 2 Environmental Site Assessment

The Phase 1 Environmental Site Assessment identified two areas of Potential Environmental Concern (APECs), and recommended that a Phase Two Environmental Site Assessment be conducted to address these environmental concerns.

The Phase 2 Environmental Site Assessment concluded that none of the tested parameters at the test locations exceeded the applicable site condition standards. As such, engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and

the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the development will satisfy MECP's noise guidelines, Region of Peel and City of Brampton noise guideline limits to determine the need for noise mitigation.

Acoustics staff has no objection to the application to proceed with Official Plan and Zoning By-Law Amendment; prior to Site Plan approval, the applicant must hire a qualify consultant to address stationary noise source coming from the underground parking facility. These mitigation measures would be implemented at the detailed design stage.

Archaeological Assessment Stage 1 and 2

Stage 1 and 2 Archaeological Assessment is completed to evaluate the site's archaeological potential and identify if the site contains archaeological resources of significant cultural heritage value or interest. The assessment concluded that no archeological sites requiring further assessment or mitigation were identified. Heritage staff have reviewed the assessments and have no further concerns.

Heritage Impact Assessment:

The Heritage Impact Assessment is provided given that the former existing dwelling on this property was listed on the City's *Municipal Register of Cultural Heritage Resources: 'Listed' Heritage Properties.* The assessment concluded that the subject property has no cultural heritage value or interest, even with the now demolished residential dwelling and does not meet any of the criteria prescribed in O. Reg 9/06. Heritage staff is satisfied with the findings of the Heritage Impact Assessment and requested a plaque to commemorate the historical use of the lands.

The Commemoration Interpretation Plan provides a background information on the former listed heritage resources on 172 Church St E which was lost to fire in October 2019. Following acceptance of Golder's HIA, the City requested that the Client propose a plaque to commemorate the historical use of the lands. Through this Plan, the consultant have provided information related to Plaque Content and images to be used on the plaque and Proposed Plaque location on landscape plan. Heritage staff is satisfied with the all the above components and requests the applicant to incorporate the same as a part of site plan application.

Tree Evaluation Report and Preservation Plan

The applicant prepared a Tree Inventory and Tree Preservation Plan which contains an inventory of 74 trees. The study found that 65 trees from the total 74 are proposed to be removed, which include private trees located on site, on the property boundary and municipal trees. The City will require full tree replacement ratio and cash in lieu shall be paid to the City as there is not enough physical space on site to accommodate trees beyond the proposed perimeter planting. In addition, the report identified that for the privately owned trees there are 5 proposed for removal and 12 proposed for injury,

consent letters from the neighboring landowners will be required at Site Plan Stage prior to site plan approval.

Open Space staff have evaluated the Tree Inventory and Tree Preservation Plans and have found it satisfactory.

Waste Collection Strategy

The proposed waste collection and pickup area is suitable. The region has provided clearance and detailed waste management requirement will be addressed at site plan stage.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 36 points that satisfies the City's minimum Bronze Threshold. Planning staff have evaluated the score and summary sheets, and have found it satisfactory.

APPENDIX 11

RESULTS OF PUBLIC MEETING – JANUARY 18, 2021

CITY FILE NUMBERS: OZS-2020-0026

Members Present: Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

Richard Forward, Commissioner Planning and Development Services
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Michelle Gervais, Policy Planner, Planning, Building and Economic Development
Himanshu Katyal, Development Planner, Planning, Building and Economic Development
Yinzhou Xiao, Development Planner, Planning, Building and Economic Development
Mark Michniak, Development Planner, Planning, Building and Economic Development
Stephen Dykstra, Development Planner, Planning, Building and Economic Development
Anthony-George D'Andrea, Legal Counsel, Legislative Services
Peter Fay, City Clerk

Members of the Public: N/A

Results of the Public Meeting:

A meeting of the Planning and Development Services Committee was held virtually on January 18, 2021 via City's Live Stream, commencing at 7:00pm with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures. There were no members of the public present at the Statutory Public Meeting. Correspondences from three members of the public were received.

The following issues were raised by the public through the correspondence received for this application:

Traffic, Emergency access and Parking:

Issue: Insufficient visitor parking spots and insufficient parking spaces

Response: The proposed 6 visitor parking spaces comply with the current Zoning Bylaw. The Parking Justification Study demonstrated that the total 34 parking spaces will be able to meet the parking demand.

Issue: Access to the rear of the property for emergency vehicles especially fire trucks

Response: Required OBC fire route regulations are met through the proposed development.

Issue: unsafe site access for pedestrians and vehicles from the one access proposed on the busy Church Street

Response: The proposed site design incoproates a pedestrian walkway around the proposed buildings with direct connection to the sidewalk on Church Street. Where the proposed walkway crosses the internal driveway, differential material treatment is proposed to ensure that the crossing has high visibility. These details will be secured through Site Plan approval process. Additionally, given the number of units proposed, it is not anticipated that the volume of vehicular traffic will be significant enough to result in pedestrian-vehicular conflicts internal to the site.

Setbacks, Unit Width and Design:

Issue: Insufficient interior sideyard setback and rear yard setback

Response: The proposal has been revised since the first submission with increased setbacks for the interior side yards and rear yards. For the north interior side yard a minimum of 4.5 metres is provided for the semi-detached dwellings and 5.8 metres is provided for the stacked back to back townhouse dwellings. For the south interior side yard a minimum of 6.0 metres is provided for the stacked back to back townhouse dwellings. A 1.5 metres sidewalk along with a minimum of 1.2 metre landscaped buffer area are provided to ensure there are proper screening and landscaping from the adjacent low density residential dwellings. A minimum rear yard depth of 12 metres are provided from the townhouses units to the adjacent single detached residential dwellings.

Issue: inadequate unit width for the townhouse units

Response: The proposal has been revised since the first submission. A minimum of 5 metres are provided for the dwelling unit width that is accepted by staffs.

Issue: There is no children's playground indicated in the proposed development

Response: Additional amenity spaces are provided. A centralized outdoor amenity and play area is included in the Tertiary Plan.

Density, height and compatibility to surrounding uses:

Issue: Density is too high for a historical area of the established blocks of single family dwellings, no height transition to the surrounding single family neighborhood and impact on the character of the neighborhood

Response: The proposed high density residential development of a total of 26 residential units on the subject property is appropriate given its close proximity to the central area, higher order

transit, services and amenities. In addition, the subject property is within a proposed Major Transit Station Area (MTSA) and intended for high growth. In terms of the height transition, a maximum of 3 storeys is proposed for the townhouse units and a maximum height of 10.8 metres is included in the proposed zoning by-law for both the townhouse units and semi-detached units. The height and built form provided appropriate transition from the low density residential neighborhood to the north and west as well as mid to high-rise residential apartment buildings to the south and east. A tertiary plan is prepared that include the two properties immediately north of the site (176 and 178 Church Street East) to demonstrate how these properties can be developed together.

Issue: The proposed density of this application will impact the character of the neighborhood

Response: The subject property is designated “Residential” in the Official Plan, and “Low Density Residential” in the Secondary Plan. The proposed development is proposing increased density than what is currently permitted, however, the Planning Justification Report satisfies the criteria required by the policies of the Official Plan to permit an increased density. The built form of stacked back to back townhouses and semi detached dwellings proposed in this development provide new residential built form and housing options for future residence.

Issue: Blocking views and sunlight for the surrounding adjacent lots

Response: A shadow study is submitted, which demonstrates minimal shadowing impact on the surrounding lands.

Heritage and historical Designation:

Issue: The site is previously occupied by a single family use dwelling and intended for historical designation.

Response: The dwelling that previously existed on the subject property was lost to a fire on October 2019. A Heritage Impact Assessment (HIA) was prepared for the site and it was concluded that the subject property has no cultural heritage value or interest and does not meet any of the criteria prescribed in O. Reg 9/06. Heritage staff is satisfied with the findings of the HIA and requested a plague to commemorate the historical use of the lands.

Sustainability:

Issue: low sustainability score

Response: The proposed development have achieved the minimum required bronze sustainability level. In terms of the sustainability assessment for stormwater management quantity and quality the functional servicing report supports the responses. Sustainable elements such as permeable pavers have been considered. Staff have found the assessment to be supportable.

Noise:
Issue: Negative impact on the acoustical environment of the residents of the existing low rise single family houses immediately adjacent to the proposed townhouses and the additional noise on the entire neighborhood

Response: A noise report is provided for the Official Plan Amendment and Rezoning Application. Noise review staff have no objection for the application at this stage, however, at the detail site plan stage and prior to site plan approval stationary noise source coming from the underground parking facility must be addressed.

Tree Preservation:

Issues: Removal and destruction of mature trees

Response: An updated Arborist Report and Tree Preservation Plan is provide to the City. The full replacement ratio in accordance to the City's Tableland Tree Assessment Guidelines is applied in this updated report. Cash in lieu of planting will be provided to the City as there is not enough physical space on site to accommodate trees beyond the proposed perimeter. Consent letters from the neighbouring landowners are required prior to site plan approval with respect to impact trees located on the shared boundary lines or adjacent private lands. The City has received 4 consent letters from 166, 176, 178 Church Street East and 10 Binsell Avenue. The remaining 2 consent letters from 6 Binsell Ave and 77 McCaul Street will be required prior to Site Plan Approval.

Insufficient Time for Public Consultation:

Issue: Public notice received on December 15, 2020 before the holiday season when businesses and residents are inaccessible as well during the COVID-19 pandemic, which does not give residents enough time to provide input.

Response: In accordance to the Planning Act, notices of this meeting were sent to property owners within 240 metres of the subject lands on December 11, 2020, which is greater catchment area than the 120m required by the Planning Act. The notice was also published on the Brampton Guardian Newspaper. Residents are provided with the opportunity to submit their written comments and present at the public meeting to voice their concerns. There are also opportunities for the public to provide input after the meeting during the application review period prior to the application advancing to the recommendation report.

APPENDIX 12- Results of Application Circulation

Consolidated Comment Report

Date: January 26, 2022

File: OZS-2020-0026

Applicant/Owner: Sandra Patano / Sunfield Investments (Church) Inc.

Location: 172 Church St E

Proposal: Official Plan and Zoning By-law Amendments to permit a residential townhouse development that includes 27 units in two blocks with a net density of 0.81 FSI or 91.8 units per net hectare. Block 1 is proposed to consist of 24 stacked back-to-back townhouse units and Block 2 is proposed to accommodate 2 traditional townhouse units. Please refer to enclosed Cover Letter for further details.

This report contains comments from the technical groups who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings/reports/etc. The applicant/owner must address all of the comments by creating a "Comment Response Table" identifying how all comments have been addressed. In order to resubmit, please upload all revised drawings/reports/etc., and as a final step, upload the "Comment Response Table". If you have any questions or concerns, please contact the planner assigned to your file: Yinzhou Xiao, (905) 874-2867 or Yinzhou.Xiao@brampton.ca.

Development Review: Yinzhou Xiao - yinzhou.xiao@brampton.ca

Final Comments:

1. Please add the OZS File number on the Concept Plan / Site Plan.

2. Prior to the preparation of a Recommendation Report, the following studies / report shall be approved: Parking Study, Arborist Report, Urban Design Brief, and Tertiary Plan.

3. Prior to Official Plan and Zoning Approval, clearances from the following external commenters/Agencies are needed: Region of Peel, Rogers, and Canada Post. A follow up email requesting comments has been sent to these external agencies.

4. Please remove the dimensions on the Tertiary Plan as the Plan serves as a preliminary concept. Please remove the setbacks on the plan. A suggested Tertiary Plan layout has been provided by Urban Design staff, which reflects desirable urban design principles include continuous street frontage and connected green space.

5. Prior to Official Plan and Zoning Approval, we require obtaining the consent letters from neighbours for removing / injuring any shared trees. Please refer to Open Space comments for details.

Accessibility Review: Shant Goswami - shant.goswami@brampton.ca

Cleared - previous comments have been addressed

Environmental Engineering Review: Donna Sanders - donna.sanders@brampton.ca

Final Comments - ESA:
ESA Clearance provided previously. RSC to be submitted to the City prior to registration of the Plan.

Final Comments - FSR:
Please see FSR clearance memo dated January 12 attached.

Heritage Review: Harsh Padhya - harsh.padhya@brampton.ca

Final Comments:
Heritage Staff have reviewed the Commemoration Interpretation Plan prepared by Golder Associates Ltd. and submitted by the applicant on November 22, 2021.

The Plan provides a background information on the former listed heritage resources on 172 Church St E which was lost to fire in October 2019. Following acceptance of Golder's HIA, the City requested that the Client propose a plaque to commemorate the historical use of the lands. Through this Plan, the consultant have provided information related to Plaque Content and images to be used on the plaque and Proposed Plaque location on landscape plan.

Heritage staff is satisfied with all the above components and requests the applicant to incorporate the same as a part of Site Plan application.

Open Space Development Review: Danica Quinn - danica.quinn@brampton.ca

Final Comments:
Open Space Development has reviewed the second re-zoning submission on the above noted project. Prior to the City's consideration to approve the injury or removal of any trees, we require written landowner consent to impact trees located on shared boundary lines or on adjacent private lands. Please obtain and submit the outstanding consent letters from the property owners of 6 Binsell Avenue and 77 McCaul Street.

In consideration of the future Site Plan application, we offer the following detailed comments on the landscape design, which will be addressed at the Site Plan stage:

As per the City's Tableland Tree Assessment Guidelines and the Arborist Report, prepared by 7 Oaks Tree Care & Urban Forestry Consultants Inc, dated September 9, 2020, the tree compensation value has been set at 168 trees at $500/tree. Submit the cash-in-lieu tree compensation payment to the City. Please make the cheque payable to The Corporation of the City of Brampton in the amount of $84,000.00.

On the envelope, please address it:

Brampton City Hall, 3rd Floor, Planning Division
Attention: Yin Xiao
2 Wellington Street West
Brampton, ON
L6Y 4R2

Please also note on the cheque the reason for payment, project address, and file number (Tree Compensation: 172 Church St. SPA-2021-0257). A Planning Clerk will receive the cheque, process it (copy and attach it to our file), and send it to Finance for deposit.

Park Planning Review: Christopher Heike - christopher.heike@brampton.ca

Final Comments:
Please note that Open Space Development (OSD) has advised that the Tree Evaluation Report (TER) Prior-to condition in our joint Comments & Conditions Memo cannot be removed yet as the TER is not approved as they are still awaiting the submission of consent letters from the 2 neighbouring property owners regarding the removal and injury of several private trees. An updated Comments & Conditions Memo that clears the TER Prior-to will be provided once we have been notified by Open Space Development that this Prior-to condition has been satisfied.

Plumbing Review: Peter Thomson - peter.thomson@brampton.ca

Final Comments:
Cleanouts are required on the storm line from the Outdoor Amenity Space to Catchbasin 1.

Traffic Services Review: Scott McIntyre - scott.mcintyre@brampton.ca

Final Comments:
Rezoning Comments
1. Parking study is to be revised and resubmitted for our review and approval.
2. Parking aisles are to measure 6.6m in width, not the 6.0m width currently proposed within the underground parking.

Draft Zoning Bylaw Comments
1. Parking aisles are to measure 6.6m width, not the 6.0m width currently proposed within the underground parking.

Comment Response Matrix

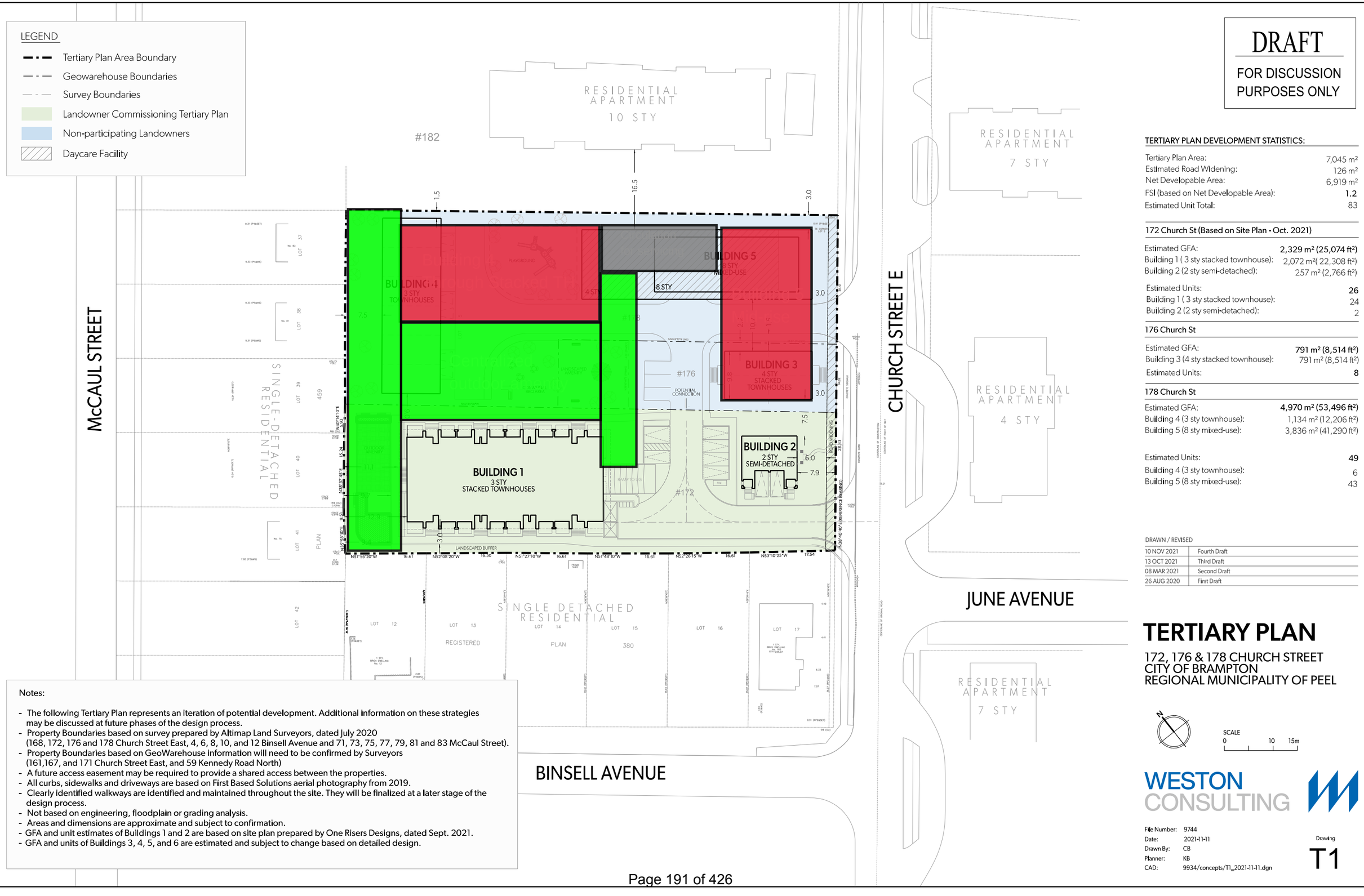
The response in the Comment Response Matrix to previous traffic comments re: 180 Howden Parking Analysis is not accepted. As a result, the Parking Study should be revised and resubmitted. Please contact the Traffic Planner listed above if you have any further questions.

Urban Design Review: Andy Huang - andy.huang@brampton.ca

Final Comments:
An updated Urban Design Brief is missing from the submission. The Urban Design Brief should be updated/revised to the satisfactions of City Staffs.

LEGEND

- Tertiary Plan Area Boundary
- Geowarehouse Boundaries
- Survey Boundaries
- Landowner Commissioning Tertiary Plan
- Non-participating Landowners
- Daycare Facility



DRAFT

FOR DISCUSSION PURPOSES ONLY

TERTIARY PLAN DEVELOPMENT STATISTICS:

Tertiary Plan Area:	7,045 m²
Estimated Road Widening:	126 m²
Net Developable Area:	6,919 m²
FSI (based on Net Developable Area):	1.2
Estimated Unit Total:	83

172 Church St (Based on Site Plan - Oct. 2021)

Estimated GFA:	2,329 m² (25,074 ft²)
Building 1 (3 sty stacked townhouse):	2,072 m²(22,308 ft²)
Building 2 (2 sty semi-detached):	257 m² (2,766 ft²)
Estimated Units:	26
Building 1 (3 sty stacked townhouse):	24
Building 2 (2 sty semi-detached):	2

176 Church St

Estimated GFA:	791 m² (8,514 ft²)
Building 3 (4 sty stacked townhouse):	791 m² (8,514 ft²)
Estimated Units:	8

178 Church St

Estimated GFA:	4,970 m² (53,496 ft²)
Building 4 (3 sty townhouse):	1,134 m² (12,206 ft²)
Building 5 (8 sty mixed-use):	3,836 m² (41,290 ft²)
Estimated Units:	49
Building 4 (3 sty townhouse):	6
Building 5 (8 sty mixed-use):	43

Notes:

- The following Tertiary Plan represents an iteration of potential development. Additional information on these strategies may be discussed at future phases of the design process.
- Property Boundaries based on survey prepared by Altimap Land Surveyors, dated July 2020 (168, 172, 176 and 178 Church Street East, 4, 6, 8, 10, and 12 Binsell Avenue and 71, 73, 75, 77, 79, 81 and 83 McCaul Street).
- Property Boundaries based on GeoWarehouse information will need to be confirmed by Surveyors (161,167, and 171 Church Street East, and 59 Kennedy Road North)
- A future access easement may be required to provide a shared access between the properties.
- All curbs, sidewalks and driveways are based on First Based Solutions aerial photography from 2019.
- Clearly identified walkways are identified and maintained throughout the site. They will be finalized at a later stage of the design process.
- Not based on engineering, floodplain or grading analysis.
- Areas and dimensions are approximate and subject to confirmation.
- GFA and unit estimates of Buildings 1 and 2 are based on site plan prepared by One Risers Designs, dated Sept. 2021.
- GFA and units of Buildings 3, 4, 5, and 6 are estimated and subject to change based on detailed design.

DRAWN / REVISED

10 NOV 2021	Fourth Draft
13 OCT 2021	Third Draft
08 MAR 2021	Second Draft
26 AUG 2020	First Draft

TERTIARY PLAN

172, 176 & 178 CHURCH STREET
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

N

SCALE
0 10 15m

WESTON CONSULTING

File Number: 9744
Date: 2021-11-11
Drawn By: CB
Planner: KB
CAD: 9934/concepts/T1_2021-11-11.dgn

Drawing
T1

Date: December 10, 2020

To: Yinzhou Xiao

From: Nathan Plato

Subject: Phase One & Two Environmental Site Assessment, 172 Church Street East

File: OZS-2020-0026

Submission:

- Phase One Environmental Site Assessment 172 Church Street East, prepared by Soil Engineers Ltd.
- Phase Two Environmental Site Assessment 172 Church Street East, prepared by Soil Engineers Ltd.

Report Findings:

Staff have reviewed the above-noted reports in support of a development proposal consisting of residential uses on the subject property. The findings of the reports are as follows:

Phase One Environmental Site Assessment 172 Church Street East, prepared by Soil Engineers Ltd.

The report identified two Areas of Potential Environmental Concern (APECs), and recommended that a Phase Two Environmental Site Assessment be conducted to address these environmental concerns. The report also noted that an RSC should be filed in accordance with Ontario Regulation (O.Reg.) 153/04, as amended.

Phase Two Environmental Site Assessment 172 Church Street East, prepared by Soil Engineers Ltd.

The report summarized the findings and analytical results of a field investigation which consisted of five boreholes (including 3 monitoring wells), headspace vapour screening and soil sample field screening observations, and soil and groundwater sample chemical analysis. The review of the analytical test results of soil and groundwater samples indicated that none of the tested parameters at the test locations exceeded the applicable site condition standards (Full Depth Generic Site Condition Standards for Use in a Potable Groundwater Condition, for Residential/Parkland/Institutional Property Use for medium and fine textured soil, as seen in Table 2 of the “Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act”).

Comments:

Given the preceding, staff provide the following comments:

1. That a Record of Site Condition be filed for the property, and a copy be provided to the City.

Nathan Plato
Environmental Engineering | Environment and Development Engineering |
T: 416.419.6932 | **E**: nathan.plato@brampton.ca

Date: **January 12, 2022,**

To: **Yinzhou Xiao, Development Planner**

From: **Donna Sanders, Engineering Technologist**

Subject: **Functional Servicing Report**
WESTON CONSULTING – Sunfield Investments (Church) Inc.
172 Church Street East

File: OZS-2020-0026

Submission:

- Functional Servicing Report for Valleyridge Capital Inc. prepared by Candevcon Limited dated November 2021, and received January 11, 2022

Comments:

We have reviewed the Functional Servicing Report as noted above, in support of the Application to Amend the Zoning By-Law, and confirm that we are satisfied that the site can achieve the grading, storm servicing, and stormwater management proposed therein.

Yours truly,

Muhamet Nenada C.E.T. | Engineering Technologist |
Development Engineering | Environment and Development Engineering |
T: 905.874.2564 | E: muhamet.nenada@brampton.ca

cc. Maggie Liu
Olti Mertiri
Donna Sanders

Adam Santos

From: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Sent: Tuesday, March 29, 2022 3:50 PM
To: David Lee
Subject: W19092 - 172 Church Street

David,
Thank you for clarifying. The initial report is therefore acceptable. An updated parking study is not required.

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: David Lee <david@candevcon.com>
Sent: 2022/03/29 3:17 PM
To: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Subject: [EXTERNAL]W19092 - 172 Church Street

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

Hello Scott,

Further to our conversation this afternoon, the following is your comment on our parking study and our response.

Parking Study - (Candevcon, October 23, 2020)

The parking analysis of 180 Howden is misleading. The survey participants are unable to verify what residential parking garages are occupied with vehicles, their data is therefore ambiguous, as the study does not identify this fact.

Candevcon Limited Response:

The parking utilization surveys conducted at 180 Howden Boulevard considered the parking spaces provided by the parking garages and by the driveways. The parking occupancy rates provided are based on the parking demands observed when considering the parking spaces provided by the parking garages and by the driveways.

Please confirm if this is acceptable. Thanks!

If you require any further information, please do not hesitate to contact me.

Regards,
David Lee, B.ASc., P. Eng.
Manager, Transportation and Noise

CANDEVCON LIMITED
CONSULTING ENGINEERS & PLANNERS
GTA WEST OFFICE (CORPORATE)
9358 Goreway Drive
Brampton, Ontario, L6P 0M7
(905)794-0600 OFFICE
(905)794-0611 FAX
E-mail: david@candevcon.com

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COMMENTS & CONDITIONS MEMO

Date: March 21, 2022

File: OZS-2020-0026

To: X. Li, Development Services Division

From: C. Heike, Park Planning & Development

Subject: **REQUIREMENTS FOR TOWNHOUSE DEVELOPMENT**
Application to Amend the Official Plan and Zoning By-Law
(To permit a residential townhouse development that includes 27 units in two blocks with a net density of 0.81 FSI or 91.8 units per net hectare. Block 1 is proposed to consist of 24 stacked back-to-back townhouse units and Block 2 is proposed to accommodate 3 traditional townhouse units.)

UPDATED Conditions from the Park Planning & Development Section

Consultant: **CANDEVCON / WESTON CONSULTING**

Applicant: **SUNFIELD INVESTMENTS (CHURCH) INC.**

Location: 172 Church Street East
Circulation Date: December 14, 2021
Ward: 1

In response to the circulation of the 1st Revision (R1) material for the above noted Official Plan and Zoning By-Law Amendment application dated December 14, 2021, the following represents an UPDATED summation of conditions from the **Park Planning and Development Section** in the Parks Maintenance & Forestry Division – Community Services Department.

Please note that this memo replaces our Comments & Conditions Memo dated December 17, 2020.

A. PRIOR TO BY-LAW (and/or) OPA APPROVAL

1. NIL

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Tableland Vegetation:

1. A Tree Evaluation Report, shall be submitted and approved in accordance with the City's *Tableland Tree Assessment Guidelines*, to the satisfaction of the City.

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

Plan Requirements for all Public Lands:

2. 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 landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

Tableland Tree Compensation:

3. The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards outlined in the City's *Tableland Tree Assessment Guidelines*. Compensation plantings shall be provided by the Owner at no cost to the City.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

1. 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.

D. GENERAL COMMENTS

1. NIL

If you have any questions or require further clarification with respect to these comments, please contact the undersigned.

Christopher Heike B.Sc., M.Pl., MCIP, RPP
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-2422 Fax: (905) 874-3819
christopher.heike@brampton.ca

cc. (via email only):
S. Bodrug, R. da Cunha, W. Kuemmling, D. Quinn, S. Kassaris

(Note: A digital copy has also been uploaded to Accela.)

Region of Peel
working with you

Public Works

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

peelregion.ca

March 23, 2022

Yinzhou Xiao
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Yinzhou.Xiao@brampton.ca

RE: Region of Peel Comments
Official Plan Amendment and Rezoning Application
172 Church Street East
Sunfield Investment (Church) Inc.
OZS-2020-0026
Regional File: OZ-20-026B

Dear Ms. Xiao,

Region of Peel staff have reviewed the second formal submission for the above noted official plan amendment and rezoning application to permit 24 stacked townhouse units and 2 semi-detached dwellings and are pleased to offer regional clearance.
Please be advised the revised FSR (dated August 2020) prepared by Candevcon satisfactorily demonstrates the feasibility of the proposed servicing to proceed with the proposed change in land use, but will require revision to the satisfaction of the Region of Peel prior to Site Plan approval.

We look forward to working with the City and Applicant in the future site plan application to address any outstanding matters of regional interest. Previous comments and notes can be provided upon request. If you have any questions or concerns, please contact me (abiral.homagain@peelregion.ca 905.791.7800 x8730) at your earliest convenience.

Yours truly,

Abiral Homagain
Planner, Planning and Development Services
Region of Peel

Dufferin-Peel Catholic District School Board

Dufferin-Peel Catholic District School Board

40 Matheson Boulevard West, Mississauga, ON L5R 1C5 | (905) 890-1221 |www.dpcdsb.org

November 6, 2020

Yin Xiao
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Xiao:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
Sunfield Investments (Church) Inc. – Weston Consulting
172 Church Street East
North of Queen St E, west of Kennedy Rd N
City of Brampton – Ward 1

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 27 townhouse units which are anticipated to yield:

- 3 Junior Kindergarten to Grade 8 Students; and
- 2 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Anne	566	435	8
Secondary School	Cardinal Leger	1270	1239	6

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

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.

   (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

Xiao, Yinzhou

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2020/10/27 12:21 PM
To: Xiao, Yinzhou
Cc: GTAW New Area
Subject: [EXTERNAL]FW: OZS-2020-0026 Notice of Application and Request for Comments DUE NOV 9/2020
Attachments: Notice of Application and Request for Comments (October 26, 2020).pdf; R0_Concept Plan.pdf; R0_Cover Letter.pdf; R0_Registered Owner's Authorization.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Yin

Rogers Communications Canada Inc. 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.

Thank you

From: Trdoslavic, Shawntelle [mailto:Shawntelle.Trdoslavic@brampton.ca]
Sent: Tuesday, October 27, 2020 11:27 AM
To: suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Koops, Krystina <krystina.koops@dpcdsb.org>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; planification@csviamonde.ca; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@alectrautilities.com>; Municipal Planning <municipalplanning@enbridge.com>; circulations@mmm.ca; GTAW New Area <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca
Cc: Xiao, Yinzhou <Yinzhou.Xiao@brampton.ca>
Subject: OZS-2020-0026 Notice of Application and Request for Comments DUE NOV 9/2020

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, Yin Xiao at Yinzhou.Xiao@brampton.ca

Please note comments are due to Yin by **November 9, 2020**

Thank you and have a great day!
Shawntelle Trdoslavic
Development Services Clerk
Planning, Building and Economic Development
City of Brampton| 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
shawntelle.trdoslavic@brampton.ca

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peel District School Board

5650 Hurontario Street
Mississauga, ON, Canada L5R 1C6
t 905.890.1010 1.800.668.1146
f 905.890.6747
www.peelschools.org

November 18th, 2020

Yin Xiao
Planner I
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Xiao:

RE: **Application for Official Plan and Zoning By-law Amendments**
To permit 27 residential townhouses
OZS-2020-0026
Sunfield Investments (Church) Inc. – Weston Consulting
172 Church Street East
North side of Church Street East, west of Kennedy Road North
City of Brampton (Ward 1)

The Peel District School Board has reviewed the above-noted application (27 townhouse units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

5	K-5
2	6-8
3	9-12

The students are presently within the following attendance areas:

	Enrolment	Capacity	# of Portables
Agnes Taylor P.S.	614	617	4
Sir John A. MacDonald Sr. P.S.	436	646	0
Central Peel S.S.	1,186	1,224	4

Trustees
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker
Nokha Dakroub
Will Davies
David Green
Sue Lawton
Brad MacDonald
John Marchant
Kathy McDonald
Balbir Sohi

Director of Education and Secretary
Colleen Russell-Rawlins

Associate Director, Instructional & Equity Support Services
Poleen Grewal

Associate Director, Operational Support Services
Jaspal Gill

Associate Director, School Support Services
Jack 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-2020-0026 comment.doc

Archived: 2022/03/31 3:01:20 PM
From: Trdoslavic, Shawntelle
Sent: Tue, 27 Oct 2020 19:08:15
To: Xiao, Yinzhou
Subject: FW: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0026 Notice of Application and Request for Comments DUE NOV 9/2020
Importance: Normal
Sensitivity: None

FYI – comments from French school board

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

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From: planification <planification@csviamonde.ca>
Sent: 2020/10/27 2:58 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0026 Notice of Application and Request for Comments DUE NOV 9/2020

Good Afternoon,

The Conseil scolaire Viamonde has no comment regarding development application file no. PRE-2019-0023 for 172 Church Street East, Brampton.

Best 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

De : Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Envoyé : 27 octobre 2020 11:27
À : suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Koops, Krystina <krystina.koops@dpcdsb.org>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; planification <planification@csviamonde.ca>; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@alectrautilities.com>; Municipal Planning <municipalplanning@enbridge.com>; circulations@mmm.ca; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca

Cc : Xiao, Yinzhou <Yinzhou.Xiao@brampton.ca>
Objet : [EXTERNE] - OZS-2020-0026 Notice of Application and Request for Comments DUE NOV 9/2020

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, Yin Xiao at Yinzhou.Xiao@brampton.ca

Please note comments are due to Yin by **November 9, 2020**

Thank you and have a great day!

Shawntelle Trdoslavic
Development Services Clerk
Planning, Building and Economic Development
City of Brampton| 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
shawntelle.trdoslavic@brampton.ca

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OTTAWA ON K1A 0B1
CANADAPOST.CA

POSTES CANADA
2701 PROM RIVERSIDE BUREAU N0820
OTTAWA ON K1A 0B1
POSTESCANADA.CA

January 11, 2022

Yinzhou Xiao
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 Zoning By-law and Site Plan Application
WESTON CONSULTING
SUNFIELD INVESTMENT (CHURCH) INCORPORATED
172 Church Street East
File Number: **OZS-2020-0026**

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified that this **residential** development will be serviced by **Community Mailbox**.

In order to establish mail service:

⇒ 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 City of Brampton.

⇒ 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 PostShould there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

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

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2022

To Adopt Amendment Number OP 2006 -

To the Official Plan of the
City of Brampton Planning Area

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

1. Amendment Number OP 2006 – ____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of the Official Plan.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL this day of 2022.

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

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

_____
Patrick Brown, Mayor

_____
Peter Fay, City Clerk

(OZS-2020-0026)

AMENDMENT NUMBER OP 2006 – ____

To the Official Plan of the

City of Brampton Planning Area

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

1.0 Purpose:

The purpose of this amendment is to permit the development of a 3-storey stacked back-to-back townhouse block and a semi-detached block. The amendment re-designates the subject lands from Low Density Residential to High Density Residential and Special Site Area 6 in the Brampton Flowertown Secondary Plan (Area 6).

2.0 Location:

The lands subject to this amendment are located on the north side of Church Street East, west of Kennedy Road and east of Binsell Avenue. The subject lands have a frontage of approximately 28.33 metres on Church Street East. The lands are municipally known as 172 Church Street East in the City of Brampton and are located in Part of Lot 4, Block F, Registered Plan BR26 in the City of Brampton.

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 adding to the list of amendments pertaining to Secondary Plan Area Number 6: Brampton Flowertown Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP 2006-XX.

3.2 The portions of document known as the Brampton Flowertown Secondary Plan Chapter 6 (Part II Secondary Plan, as amended, of the City's Official Plan) is hereby further amended as follows:

(1) by amending Schedule 6 of the Brampton Flowertown Secondary Plan to re-designate the lands from "Low Density Residential" to "High Density Residential" and "Special Site Area 6" as shown on Schedule "A" of this amendment.

(2) by amending **Section 8 Special Site Areas** by adding subsection 8.6 Special Site Area 6:

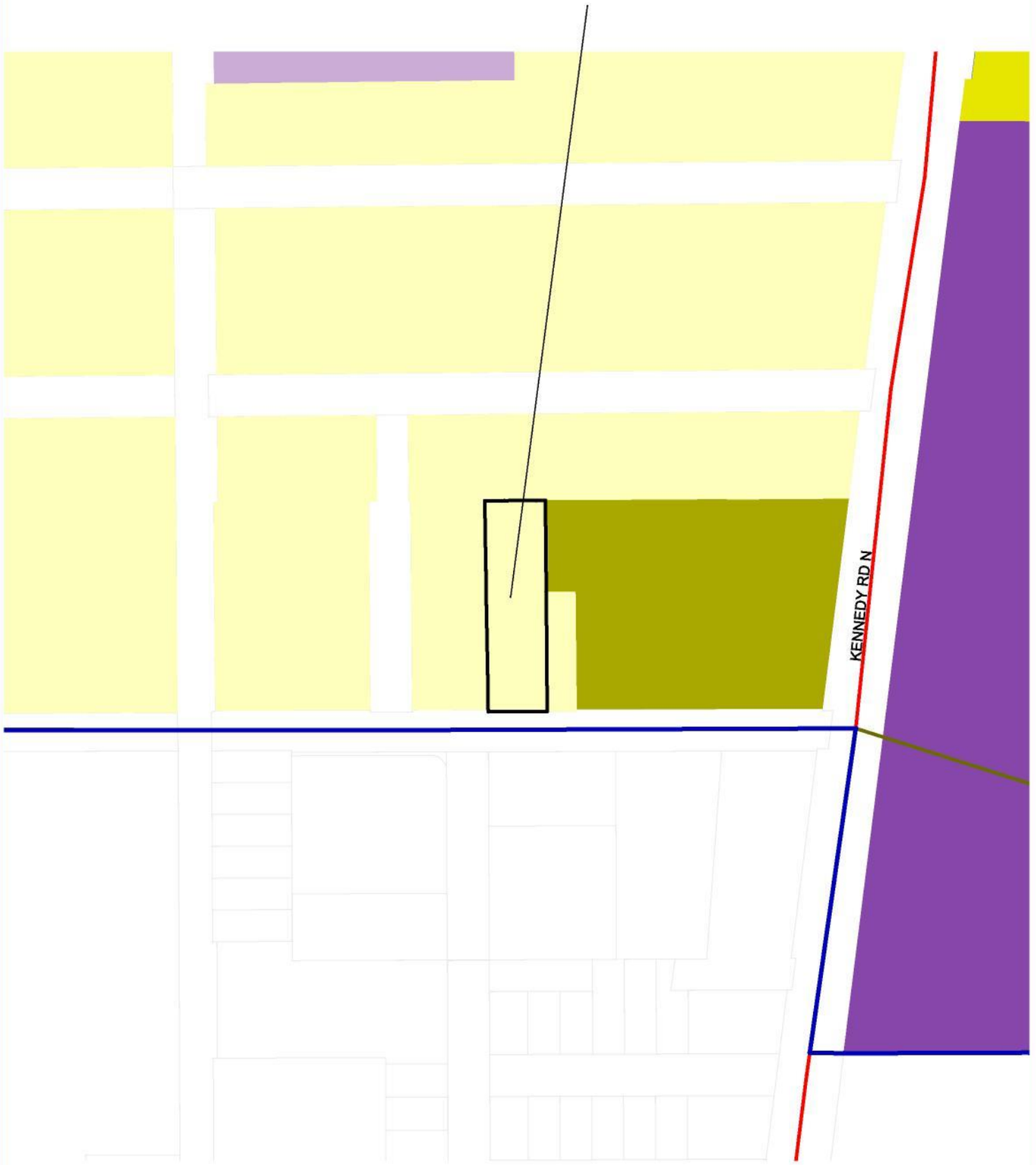
"8.6 Special Site Area 6

The lands designated High Density Residential within **Special Site Area 6** as shown on Schedule "A" of this amendment shall only be developed for semi-detached dwellings and stacked back-to-back townhouse dwellings with a maximum density of 89 units per net hectare.

Approved as to Content:

_____
Allan Parsons, MCIP, RPP
Director, Development Services
Planning, Building and Economic Development

LANDS TO BE REDESIGNATED FROM "LOW DENSITY RESIDENTIAL" TO "HIGH DENSITY RESIDENTIAL" AND "SPECIAL SITE AREA 6"



EXTRACT FROM SCHEDULE SP6(A) OF THE DOCUMENT KNOWN AS THE BRAMPTON FLOWERTOWN SECONDARY PLAN

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

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

UTILITY
- UTILITY

INSTITUTIONAL
- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- SECONDARY SCHOOL
- GENERAL EMPLOYMENT 1
- PLACE OF WORSHIP
- INSTITUTIONAL

OPEN SPACE
- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY
- RAILWAY
- SPECIAL SITE AREA
- SPECIAL POLICY AREA
- SECONDARY PLAN BOUNDARY

ROADS
- COLLECTOR ROAD
- MINOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- PROVINCIAL HIGHWAY

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PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

SCHEDULE A TO OFFICIAL PLAN AMENDMENT OP2006# _____

File: OZS-2020-0026_OPA_A
Date: 2022/03/29
Author: ckovac

BY-LAW _____

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2022

To amend By-law 270-2004, as amended

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

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 Single Detached B (R1B)	Residential Townhouse A - Section 3626 (R3A-3626)

2) By adding thereto the following sections:

3626. The lands zoned R3A - 3626 on Schedule A to this by-law:

3626.1 Shall only be used for the following purposes:

a) A stacked back-to-back townhouse dwelling
b) A semi-detached dwelling
c) purposes accessory to the other permitted purposes

3626.2 Shall be subject to the following requirements and restrictions:

(a) Minimum Lot Area	No requirement
(b) Minimum Lot Width	28 metres
(c) Minimum Front Yard Depth	6.0 m to a lot line abutting a public street
(d) Minimum East Interior Side Yard Width	i) 4.5 metres for a Semi-detached Dwelling ii) 5.8 metres for a Stacked Back-to-back Townhouse Dwelling
(e) Minimum West Interior Side Yard Width	i) 6.0 metres for a Stacked back-to-back Townhouse Dwelling ii) 3.0m to a garbage enclosure
(f) Minimum Rear Yard Depth	12.0 metres
(g) Minimum setback from the front wall of a semi-	3.0 metres

detached dwelling to the curb of a private road	
(h) Minimum setback from a garage door to a private road for a semi-detached dwelling	7.0 metres
(i) Maximum Building Height	10.8 metres
(j) Minimum Landscaped Open Space	Those portions of all yards not occupied by permitted structures, accessory structures, permitted encroachments, permitted parking areas, permitted sidewalks and permitted driveway shall consist of landscaped open space;
(k) Minimum Drive Aisle Widths	6.0 metres shall be provided where parking stalls located in an underground parking structure, including underground parking ramp.
(l) Minimum Landscaped Open Space	1.2 metres along a side lot line 9.0 metres along a rear lot line
(m) Minimum Parking Requirements	1.0 parking stalls per unit 0.2 visitor parking stalls per unit
(n) Maximum Number of Dwelling Units	26
(o) Minimum dwelling unit width	5.0 metres
(p) Garage Control	The maximum garage door width per dwelling unit shall be 2.5 metres
(q) Minimum width of a Private Road	6.6 metres
(r) Hydro Transformer	Setbacks to a hydro transformer shall not apply

3626.3 In this Section, the following shall apply:

a) a stacked back-to-back Townhouse Dwelling shall mean a building not exceeding four storeys in height, containing more than three attached dwelling units that are divided horizontally and vertically, each with an entrance that is independent or through a common vestibule, with a minimum four units per block that are attached sharing a common rear wall.

(b) Section 6.27 shall not apply.

(c) A ground terrace may encroach a maximum of 3.1 metres into a required interior side

(d) A porch or a balcony may encroach a maximum of 1.8 metres into a required interior side yard

(e) All waste and recycling containers and bulk items must be stored inside an enclosed structure.

(f) All lands zoned R3A-3626 shall be treated as one lot for zoning purposes

(g) 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 the ones set out in section 3626.

ENACTED and PASSED this [enter date] day of [enter month], 2022.

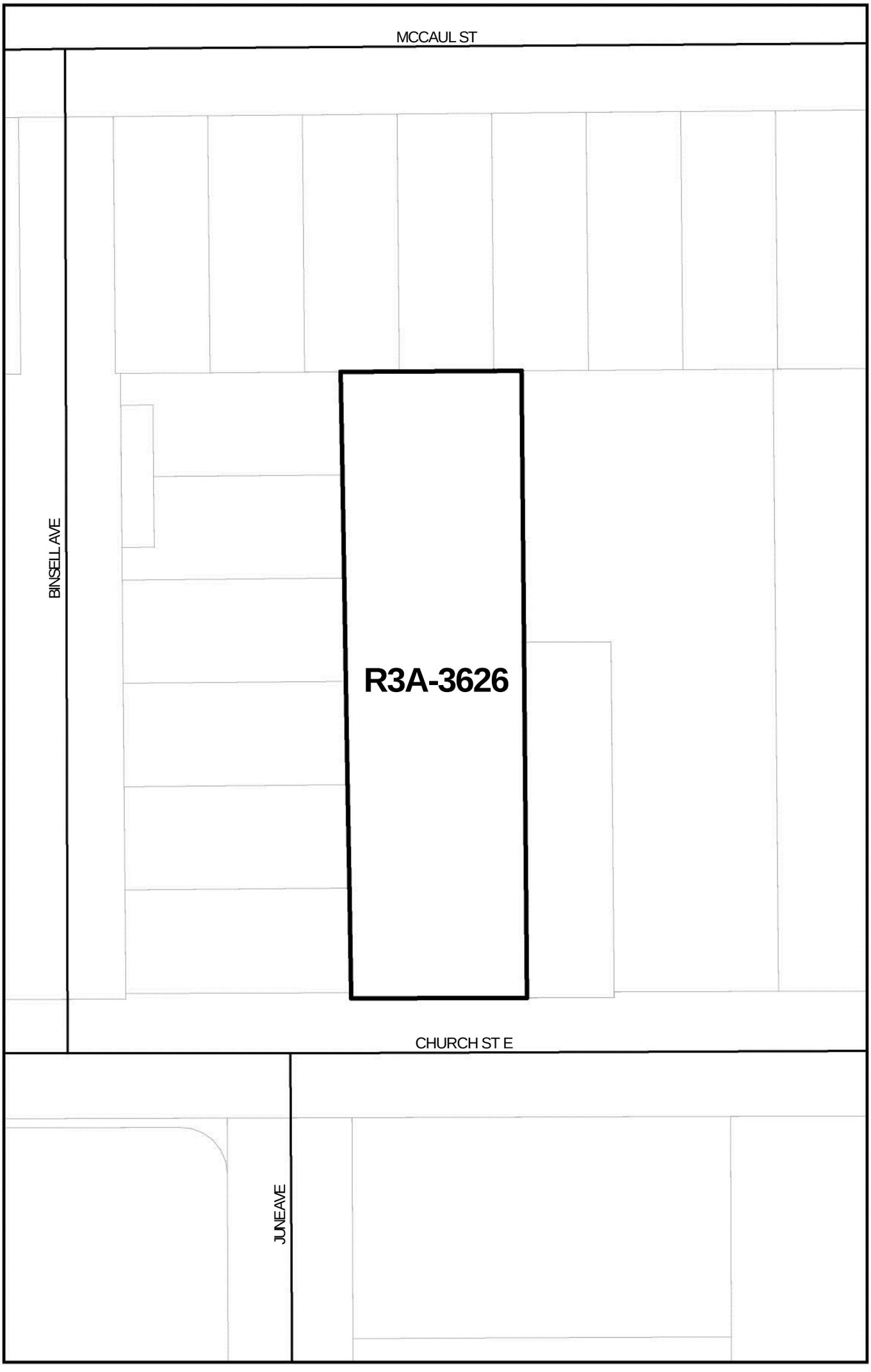
Approved as to form.

Patrick Brown, Mayor

Approved as to content.

Peter Fay, City Clerk

(City file: OZS-2020-0026)

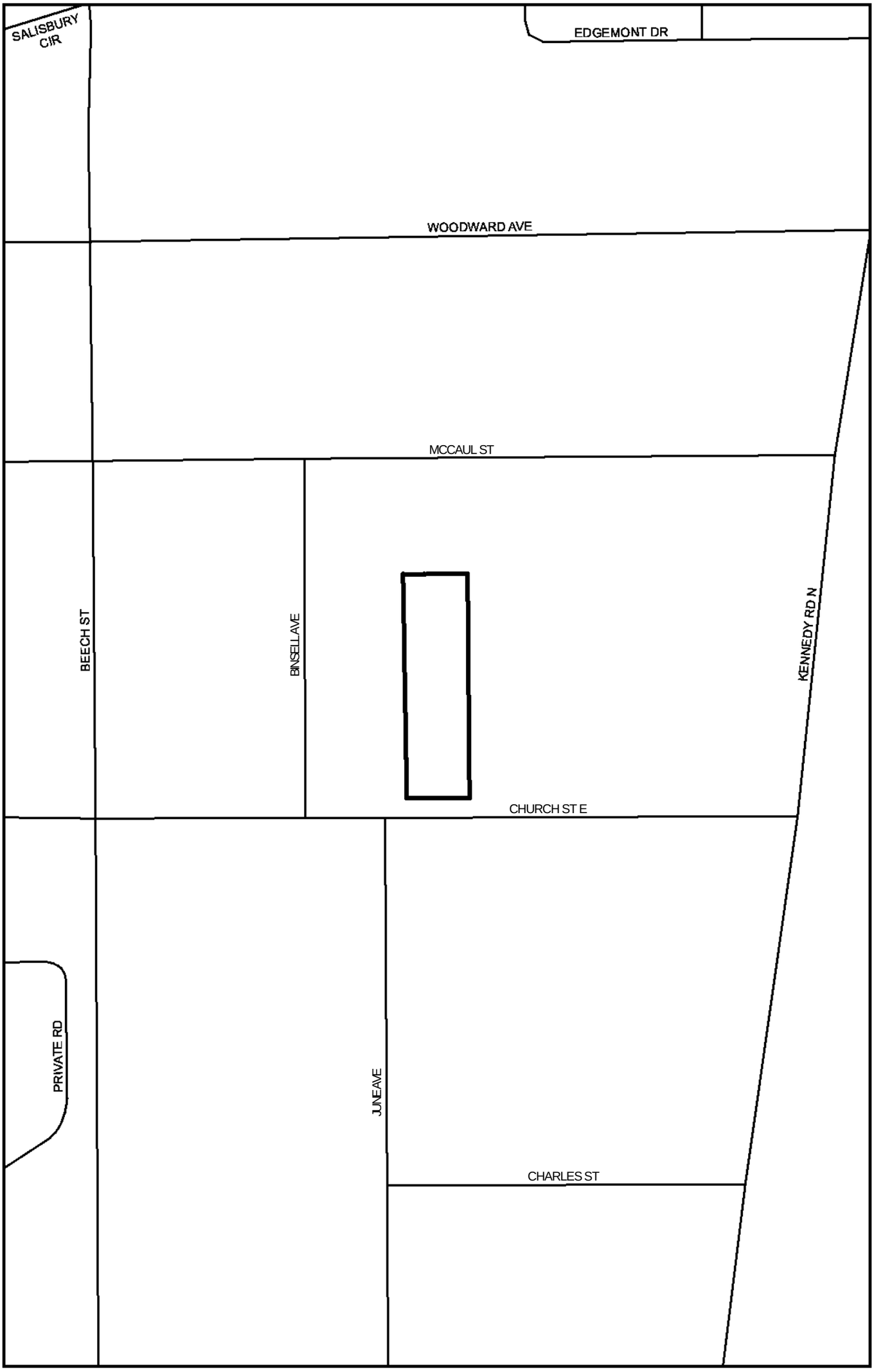


BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2020-0026_ZBLA
Date: 2022/03/29 Drawn by: ckovac

PART LOT 5, CONCESSION 1 W.H.S.

BY-LAW_____ SCHEDULE A



SUBJECT LANDS

BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

File: OZS-2020-0026_ZKM
Date: 2022/03/29 Drawn by: ckovac

KEY MAP

BY-LAW_____

Report
Staff Report
The Corporation of the City of Brampton
2022-04-25

Date: 2022-03-23

Subject: **Recommendation Report**

Secondary Title: **Implementation of Approved 2022 Budget Fee Increase for Development and Site Plan Applications**

Contacts: Bob Bjerke, Director, City Planning & Design, Planning, Building and Economic Development bob.bjerke@brampton.ca, 905-874-2327 and

Allan Parsons, Director, Development Services, Planning, Building and Economic Development, allan.parsons@brampton.ca, 905-874-2063

Report Number: Planning, Bld & Ec Dev-2022-391

Recommendations:

1. **THAT** the report titled: Recommendation Report - Implementation of Approved 2022 Budget Fee Increase for Development and Site Plan Applications to the Planning and Development Committee meeting of April 25, 2022, be received;

2. **THAT** Schedule A to the Tariff of Fees By-law with respect to Planning and Other Municipal Applications By-law 85-96, as amended, be amended to reflect the Council approved budget increase amount of 23% as set out in Appendix A of this report; and,

3. **THAT** staff be directed to report back to Council with a Phase Two Comprehensive Fee Policy and By-law report.

Overview:

- **Through staffs initial assessment and analysis of development application fees it is found that the current fees that are required of the development industry recovers less than half of the City's direct and indirect operating costs. The remaining costs are funded by the tax base.**

- **This information was collected through an initiative to review Development Application Fees that began in 2020, being a multi-phased comprehensive review and analysis. This work was initiated as the application fees had not been reviewed since 2014, and were not reflective of changes in the volume, type and complexity of applications received, or pressures created through the reduced processing timelines introduced through Bill 108 in 2019.**
- **The Phase One Interim Fee Report and associated fee increase, approved by Council in July 2020, was the first step towards the City adopting a new approach to the establishment of fees associated with Development and Site Plan applications.**
- **The Phase One report indicated that the Phase Two report would incorporate a comprehensive activity-based costing analysis and staff capacity utilization assessment which would form that basis of a new fee structure in line with the leading practices and principles for cost recovery outlined in the Phase One report.**
- **Staff have identified the need to re-evaluate components of both the activity-based costing (ABC) analysis and staff capacity utilization assessment in advance of recommending a final fee structure for the following reasons:**
    - **The unanticipated duration of the COVID-19 pandemic**
    - **The recent awarding of Provincial funds to conduct several application review optimization projects**
    - **The need to re-evaluate the overhead costing component of the activity based costing analysis in other divisions associated with application review (eg. Legal, Finance) to capture process efficiencies arising from the pandemic response**
- **In advance of the release of the Phase Two report, Council approved a 23% increase to all Development and Site Plan application fees as part of the 2022 Budget. It was noted as a 'User Fee Increase' in the Budget Information.**
- **This increase aligns with the fee setting Principles endorsed by Council in 2022, and will work to reduce the financial impact on the tax base.**
- **The purpose of this report is to recommend the following changes to the City's Fee By-law (85-96, as amended):**
    - **Increase all Development and Site Plan application fees by 23%, with the exception of Committee of Adjustment applications; and introduce an 85% reduction in the fee associated with the Lifting of Holding Provisions, to better align the fee with staff time required for the processing of those application types.**

Background:

Beginning in 2020, a multi-phased comprehensive review and analysis has been conducted with respect to the fees associated with Development and Site Plan

Applications. This work was initiated as the application fees had not been reviewed since 2014, and were not reflective of changes in the volume, type and complexity of applications received, or pressures created through the reduced processing timelines introduced through Bill 108.

The Phase One report, approved by Council in July 2020, introduced a modest fee increase of 25%, rationalized through municipal benchmarking and leading practices and principles for cost recovery.

The Phase One report indicated that the Phase Two report would incorporate a comprehensive activity-based costing analysis and staff capacity utilization assessment which would form that basis of a new fee structure in line with the leading practices and principles for cost recovery outlined in the Phase One report.

Staff have identified the need to re-evaluate components of both the activity-based costing (ABC) analysis and staff capacity utilization assessment in advance of recommending a final fee structure for the following reasons:

- The unanticipated duration of the COVID-19 pandemic
- Recent awarding of Provincial funds to conduct several development and site plan application review optimization projects
- The need to re-evaluate the overhead costing component of the ABC analysis in other divisions associated with development application review (eg. Legal, Finance) due to process changes necessitated by the City's pandemic response.

Findings from the initial assessment and analysis have demonstrated that the current fee structure is recovering less than half of the direct and indirect operating costs. Aligned with the Practices and Principles outlined in the Phase One Report, and in an effort to continue reducing the burden on the tax base and recover the cost of services from those who receive direct benefits from the service, the following changes to the City's Fee By-law (85-96, as amended) are proposed:

- Increase all Development and Site Plan application fees by 23%, with the exception of Committee of Adjustment applications; and,
- Reduce the Fee for Zoning By-law Amendments specific to the lifting of Holding ("H") provisions.

Current Situation:

Section 69 of the Planning Act grants municipalities the authority to establish fees to recover the anticipated costs of processing development and site plan applications. The City Brampton's application fees are contained within Schedule A of By-Law Number 85-96 (To Establish a Tariff of Fees By-law with Respect to Planning and Other Municipal Applications") passed on May 27, 1996 and most recently amended in 2020 through By-Law Number 144-2020.

The fee changes recommended within this report are based on the Council approved 2022 budget and are consistent with the Principles and Practices approved through the Phase One fee report.

Practices and Principles for Development and Site Plan Application Fees

Outside of fee increases indexed to the annual rate of inflation, the City's current fee by-law does not contain a mechanism through which to implement a recurring fee review process or a transparent fee rationalization framework.

An outcome of the Phase One Fee Report was the adoption of Practices and Principles which guided the interim fee increase, and support the proposed changes recommended within this report. The following Practices and Principles will be incorporated into the future proposed Fee By-law and policy being brought forth in the Phase Two report:

1) Fairness and Equity:
    - Recovering the cost of services from those who receive direct benefits from the service
    - Fees for services will reduce the burden on the tax base

2) Service Efficiencies:
    - Fees recover the efficient provision of service

3) Transparency:
    - The cost of services and allocation methodology for fees will be transparent and include rationale for funding from property taxes where applicable

4) Predictability:
    - Knowledge and certainty of fees allows applicants to make more informed decisions

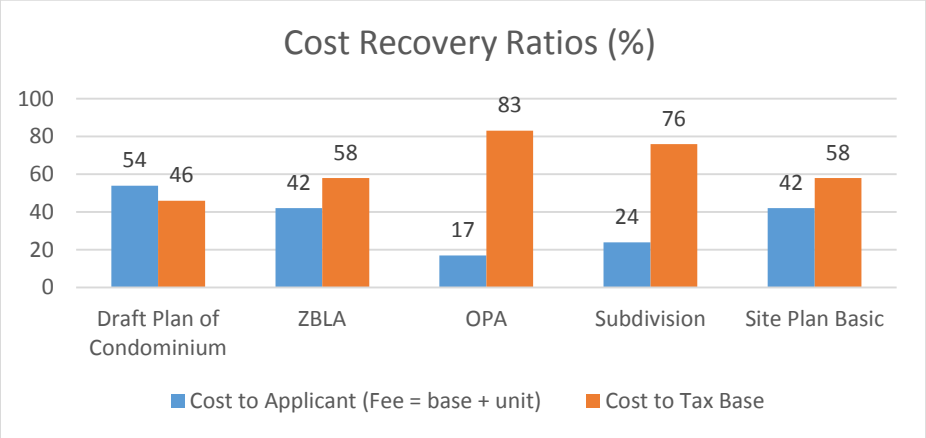
Fairness and Equity

The extent to which fees recover the full cost of service is at the discretion of the City. There is no single rationale used by municipalities for setting application fees and the extent of taxpayer subsidy.

A full cost of service, or Activity Based Costing (ABC) analysis, should be calculated in order to determine the basis for setting fees. BMA Management Consulting Inc. conducted an ABC analysis of the City's costs for reviewing Development and Site Plan applications in late 2020/early 2021. This work included direct and indirect operating costs, including overhead costs.

The findings of this analysis determined that in many instances, more than half of the cost associated with the review of a development application is subsidized by the tax base:

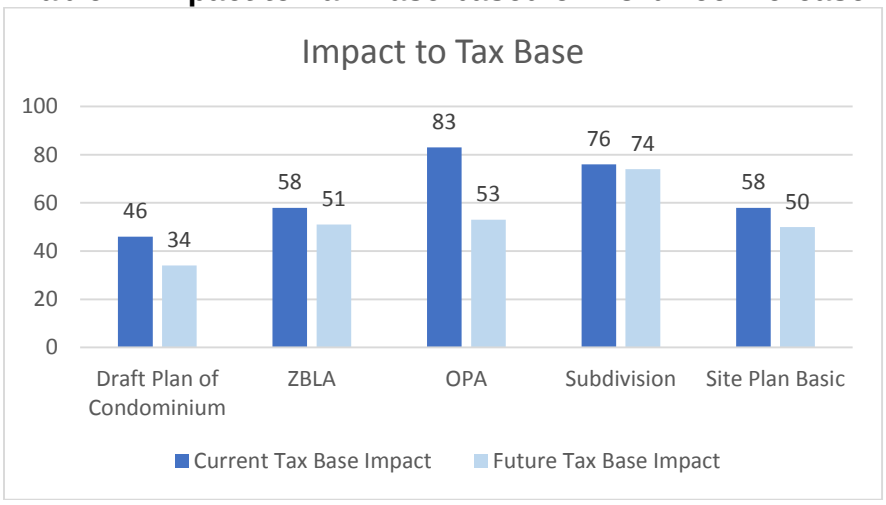
Table 1: Current State Cost Recovery Ratios



*Fees calculated at Base + Unit Fee for 25 units. No units calculated for OPA

The proposed development application fee increase of 23% will work to redirect costs to direct recipients of the service, and will decrease the financial impact to the tax base, improving the cost recovery ratios as much as 36%:

Table 2: Impact to Tax Base based on 23% Fee Increase



<u>Service Efficiencies and 2022 Process Improvements</u>

A move to any additional cost recovery from fees above the 23% currently proposed is not recommended by staff at this time. Further work to refine the Activity Based Costing analysis is underway to reflect the current state of operations related to overhead costing, due to process changes made in response to the COVID-19 pandemic and will inform the final Phase 3 report.

The City also recently received funding through the Province's Audit and Accountability Fund to review and improve development application processes. These reviews will be undertaken throughout 2022 and will guide improvements to the efficiency and effectiveness of the City's application reviews.
These projects include:

- Development Application End to End Review
- Committee of Adjustment Modernization
- Urban Design Process and Guidance Review

Staff are also working to implement new policy changes prescribed by the Province through Bill 13 that will also contribute to more efficient service delivery.
Staff will be advancing a report to seek Council approval to delegate authority to staff to lift Holding provisions and significantly reduce the approval process timeframe. This anticipated change is reflected in the proposed reduction of the fee associated with this application type.

Transparency and Predictability

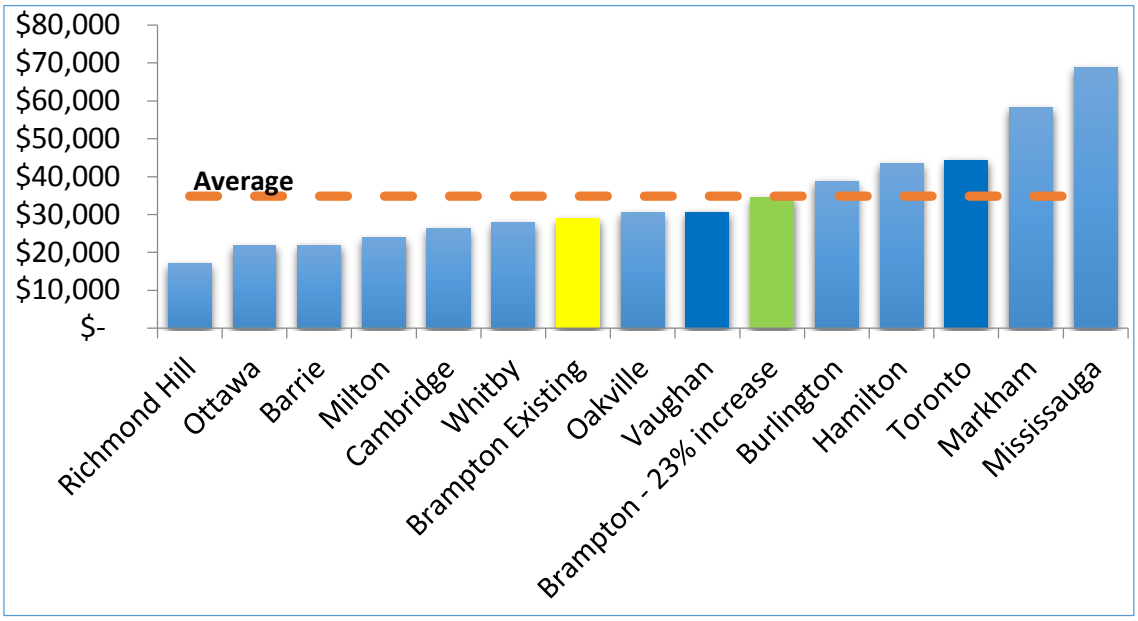
Upon completion of the process optimization work noted above, staff will be in position to advance a new Development and Site Plan Application Fee Policy and Fee By-law that will ensure that fees recover the efficient provision of service while reducing pressure on property taxes.

Municipal Benchmarking
The City of Brampton's current fees are significantly lower than other comparable municipalities and represent a higher subsidization from the overall tax base to provide these services. Appendix B, prepared by BMA Consulting Inc. reviews the base fee plus any applicable per unit or per square foot cost also applied by the municipality. The review includes comparisons of Official Plan Amendment, Zoning By-law Amendment, Site Plan, Plan of Subdivision, Plan of Condominium, Minor Variance and Part Lot.

The 23% increase, as approved through the 2022 Budget, will keep Brampton within the middle range of costs as compared to other municipalities, and brings the City's fee structure closer to that of larger, GTHA municipalities who experience similar volume and complexity of applications.

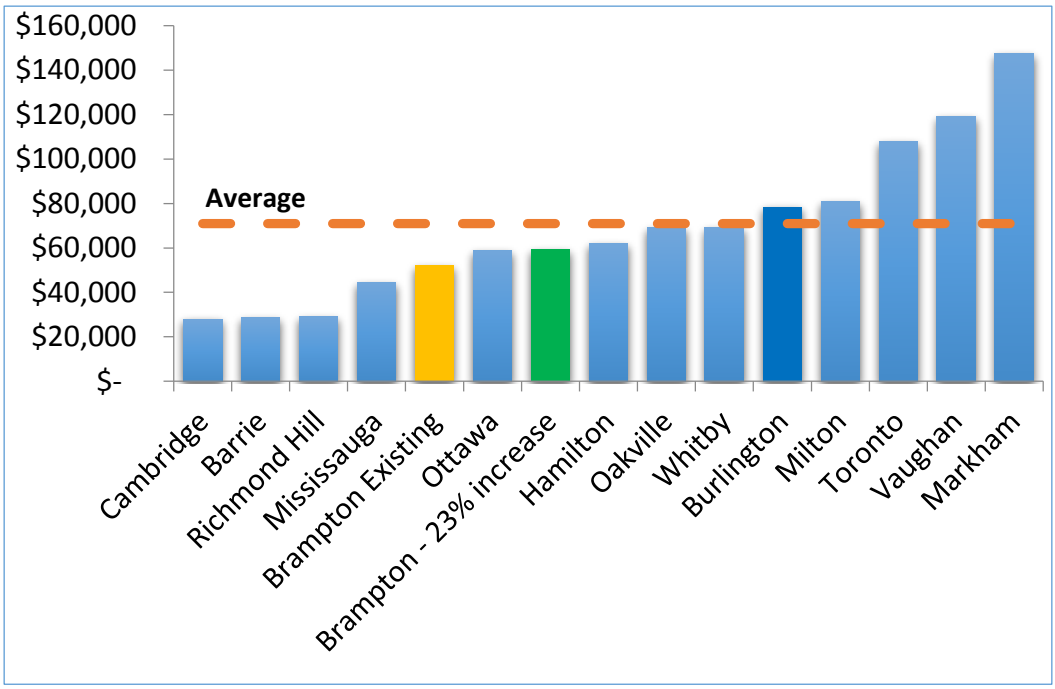
The following tables provide examples of fee comparisons for a Zoning By-law Amendment and a Plan of Subdivision reflecting the City's current and proposed fees:

Table 3: Fee Comparison for Zoning By-law Amendment



*Fees calculated as Base Fee plus unit count of 25

Table Four: Fee Comparison for Subdivision Application



*Fees calculated as Base Fee Plus unit count of 25

The proposed increase of 23% will be applicable to all development and site plan applications prescribed in Schedule A of the City's Fee By-law (By-law 85-96) with exception of Committee of Adjustment Applications. Additionally, the fee associated with

Zoning By-law Amendments for the lifting of Holding (H) provisions will be reduced by 85%. The proposed By-law amendment can be found in Appendix A. A comparative chart reflecting the City's current fees compared to the proposed new fees can be found in Appendix C.

The proposed fee increase will bring fees to a more comparable range with the City's municipal counterparts. The increase will be utilized to help ensure staffing levels continue to meeting current levels and improve departmental cost recovery.

Corporate Implications:

Financial Implications:

The 2022 operating budget for Planning, Building and Economic Development Department includes an annual revenue increase of $1,544,000 based on a forecasted increase in fees of 23%. Due to the in-year effective date, changes to fees have less than annualized impact on the current budget period and will result in a prorated increase of approximately $901,000, causing a $643,000 revenue deficit in 2022. For 2023, no adjustment to the operating budget submission will be required as the full annualized revenue is anticipated, pending Council approval.

The 85% reduction in the fee associated with the Lifting of Holding Provisions will result in an annual revenue loss of approximately $41,000. This will be incorporated in the 2023-2025 operating budget submission, pending Council approval.

Term of Council Priorities:

This report directly aligns with the Strategic Directions – Brampton is a City of Opportunities and Brampton is a Well-Run City. As part of the service review of the Planning, Building and Economic Development Department, a priority project within the Term of Council Priorities, this report proposes the second phase of a fee increase that reflect changes in the amount, type and complexity of applications received and recent resource pressures created through the reduced processing timelines of Bill 108. The proposed fees will work to ensure that the department's long-term finances and service delivery are maintained.

Living the Mosaic – Brampton 2040 Vision

This report aligns with the direction in the Brampton 2040 Vision because it will ensure that Brampton will effectively be a mosaic of vibrant centres with quality jobs, a rich range of activities and integrated living.

Conclusion:

Significant work is underway to modernize processes and ensure the Planning, Building and Economic Development Department provides excellent service and that the fees

are level of comparator municipalities. The fee changes outlined in this report will work to ensure that the City's finances are protected from impacts of provincial legislation and to ensure that the Planning, Building and Economic Development Department is able to continue to provide the high-quality services our clients and residents expect and deserve.

Conclusion:

Authored by:

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Planning, Building & Economic Development

Approved by:

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

Attachments:

Appendices:

Appendix A: Draft Amendment to the City Fee By-law (By-Law Number 85-96 "To Establish a Tariff of Fees By-law with Respect to Planning and Other Municipal Applications")

Appendix B: Municipal Fee Benchmarking

Appendix C: Current VS Proposed Fee Comparison Chart

SCHEDULE A TO BY-LAW 85-96
(amended by By-laws 367-2002, 264-2004, 221-2005, 310-2006, 176-2007, 231-2007, 178-2008, 245-2012, 182-2014, 282-2014, 136-2020, 144-2020)

TYPE OF APPLICATION	**PRESCRIBED FEE**
Pre-Consultation Application (Development and Site Plan)	**$604** per application
Community Block Plan or Community Block Plan Amendment	**$10,651** plus **$958** per gross hectare
Official Plan Amendment	**$10,651**
Zoning By-law Amendment	**$16,040** plus the applicable fees as set out below in 1.0
Temporary Use Zoning By-law Amendment	**$1,545**
Plan of Subdivision	**$11,194** plus the applicable fees as set out below in 1.0 and 2.0
Plan of Condominium	**$7,927** plus the applicable fees as set out below in 1.0 and 2.0
Development Permit System	**$3,314** plus the applicable fees as set out below in 4.0, 4.1, 4.2, 4.3, 4.4, 4.5
Removal of (H) Holding Symbol	**$2,406**
Site Plan (Basic or Full) Site Plan Approval for single detached dwellings and building additions thereto in Older, Mature neighbourhoods as required in the City's Site Plan Control By-law 96-86, as amended.	**$6,622** plus the applicable fees as set out below in 3.0 **$1,101**
Removal of Part Lot Control	**$2,225** per application, per registered plan of subdivision, for the creation of lots or blocks, plus **$177** for each lot or block being created; **$2,225** per application, per registered plan of subdivision, for the creation of maintenance easements; **$1,229** per application, per registered plan of subdivision, for other minor

	applications, such as those involving a single lot under single ownership; and, **$177** per application for existing land leases involving a single dwelling unit, and requiring an application for exemption from part lot control for the individual leasing the land to purchase the land. **(By-law 310-2006)**
Committee of Adjustment (See Note 3 Below)	**$656** for Residential and Institutional minor variance applications (residential means for one lot only containing a single detached dwelling unit, a semidetached dwelling unit or a townhouse dwelling unit and does not include multiple lots and their units) **$2,662** for all other minor variance applications **$240 + $4.78** per notice as determined by the Secretary Treasurer for applications re-circulated pursuant to a request by the applicant to defer an application. **$4,119** for consent applications **$1,939**for consent certificate
1.0 For Zoning By-law Amendments, Plans of Subdivision and Plans of Condominium	<u>Residential:</u> Apartments**:** For the first 25 units - **$549** per unit 26 to 100 units - **$439** per unit 101 to 200 units - **$333** per unit 201 units and above - **$276** per unit For all other residential: **$1,128** per dwelling unit (all part lots fronting onto a street in a proposed subdivision are subject to full dwelling unit fees) <u>Non-Residential</u> **$11,312** per net hectare <u>Maximum Fee</u>: **$597,598***

	* Notwithstanding land use type and in addition to the base fee(s), sign deposit fee **Note:** all lands associated with a specific application shall be contiguous. **Note**: Fees noted in 1.0 are only to be applied once to a development project through a Zoning By-law Amendment, Plan of Subdivision, or Plan of Condominium application (Site Plans excluded).
2.0 Draft Plan Approval (Condominiums and Subdivisions)	Revision of Draft Plan after Draft Approval (when requested by applicant/owner) - **$4,477** Revisions to Conditions of Draft Plan Approval (when requested by applicant/owner) - **$4,477** Extension of Draft Plan Approval - **$4,477** Registration of Each Phase of a Plan (cost per phase beyond first phase) – **$4,477**
3.0 For Site Plan Applications	<u>Residential</u> Apartments: For the first 25 units - **$549** per unit 26 to 100 units - **$439** per unit 101 to 200 units - **$333** per unit

	201 units and above - **$276** per unit For all other residential: **$1,128** per dwelling unit <u>Non-Residential:</u> **$2.66** per square metre of gross site area for new development; **$6.65** per square metre of gross floor area addition, alteration or conversion <u>Maximum Fee</u>: **$141,769.7*** * Notwithstanding land use type and in addition to the base fee
Proposal Signs	A deposit of **$1,093** shall be made for the removal of the proposal signs. This deposit will be refunded upon the applicant providing confirmation that the sign is removed after an application has been approved or refused by City Council or when the applicant has withdrawn the application. Note: Applicants are responsible for contacting City staff to initiate the return of deposits. After a period of two years from the date the deposit is no longer required, as determined by City staff, if the applicant has not satisfied City staff that the sign is removed, the deposit will be assumed by the City and will no longer be reimbursed.
Temp Sales Trailers	**$502**
Subdivision Release and Assumption	**$502**
Ontario Municipal Board Mailing Labels	If mailing labels are required to be provided for the applicant by the City for the purposes of Ontario Municipal

	Board Appeals, a fee of **$2.23** shall be charged per label
4.0 Development Permit System For each development type as set out below the applicable fee is indicated:	Applications to amend the DPS involving an amendment to the Zoning By-law and/or the Official Plan will be subject to the prescribed base fee for that application type.
a) Construct, erect or place one or more buildings or structures on a lot	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA
b) Increase the size of an existing building or structure:	
i) Less Than 300m^2	Base DPS Fee
ii) Greater Than or Equal to 300m^2	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA
c) Establish additional parking spaces	Base DPS Fee
d) Establish driveways or modify driveways for motor vehicle access	Base DPS Fee
e) Alter the grade of the land and/or place or dump fill on the land	Base DPS Fee
f) Remove one or more trees that have a caliper of 0.15 metres at a height of 1.37 metres from the base of the tree	Base DPS Fee
g) Change the building materials used on any wall facing a street	No Fee
h) Modify the architectural style of an existing building	No Fee
i) Install a deck, porch or patio between a main wall and the street	No Fee

j) Change the use of the land to a restaurant, religious institution or other institutional use, day nursery, private recreational use such as a banquet hall, private club and children's or senior's activity centre	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
k) Change the use of the land from office to retail	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
l) Change the use of all or part of a non-residential building to residential	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
m) Change the use of all or part of a residential use to a non-residential	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
4.1 Additional Fee for Residential Units and Commercial GFA	<u>Residential</u> Apartments: First 25 units **$549** per unit 26-100 units **$439** per unit 101-200 units **$333** per unit 201 units and above **$276** per unit For All other Residential: **$1,128** per dwelling unit Maximum Fee: **$141,770** <u>Non-Residential</u> **$2.66** per square metres of site area if it is new development; **$6.65** per square metres of gross floor area if it is an addition, alteration or conversion.
4.2 Change Of Use Fee	**$1,063**

4.3	Development Permit Amendment Fee (includes amendments to Pre-existing Site Plan Agreements)	**$1,063**
4.4	Variance Only	**$1,063** for residential properties*, Base DPS Fee for all other properties * Residential means one lot only containing a single detached, semi-detached or townhouse dwelling unit
4.5	Transition Provisions Permit	No Fee

NOTES:

1. DEVELOPMENT APPLICATIONS

A. Any application submitted prior to July 12, 2005 and any application re-submitted after July 12, 2005, shall be subject to the following actions:

i) Council may refuse to accept or further consider the application until it has received the prescribed information and material required under subsections 22(4), 34(10.1), 41(4), 41(7), and 51(17) of the *Planning Act*;

ii) No further processing of the application will take place until the applicant has paid the fees prescribed by this by-law to the satisfaction of the Commissioner of Planning and Development Services.

B. Decisions of Council for the approval of rezoning applications will be considered null and void and a new development application will be required, unless a zoning by-law is passed:

i) Within 18 months of the Council decision, for applications not subject to a concurrent draft plan of subdivision application; and,

ii) Within 36 months of the Council decision for applications with a concurrent draft plan of subdivision application

C. Any resubmission by a person other than the original applicant shall be deemed a new application.

D. In the case when draft approval lapses, new fees will be required as if a new application has been submitted.

2. SITE PLAN CONTROL

A minor revision to an approved site plan shall be subject to only a processing fee of **$802.50**

3. REFUNDS

Committee of Adjustment Applications:

$608.75 refund if withdrawn prior to internal circulation **(By-law 231-2007)**
$457.50 refund if withdrawn prior to circulation of public notice of a hearing **(By-law 231-2007)**
No refund if withdrawn once the circulation of the public notice of a hearing has occurred **(By-law 231-2007)**

Development Applications:

A. In no circumstances will an applicant be refunded any fees which result in a lower yield of dwelling units or a smaller site for commercial, industrial or institutional uses.

B. Except as otherwise provided, the Commissioner of Planning and Development Services may, upon written request, authorize a refund of no greater than 50 percent of an application fee if the application is withdrawn prior to the Public Meeting required by the *Planning Act* for the particular application.

4. ANNUAL INDEXING

The fees in Schedule A shall be adjusted annually, effective January 1, in accordance with the rate of increase of the Consumer Price Index-Toronto from the previous year published by Statistics Canada. In the event that a fee is not adjusted by the Consumer Price Index in any year, the cumulative adjustment for the past years may be made in future years.

Brampton Planning Fees – Municipal Comparison

Municipality	Minor Variance	Consent	Part Lot	Condo	Condo	Subdivision	Subdivision	Removal of H Holding Provision	Site Plan	Site Plan	Site Plan	OPA	OPA	Zoning	Zoning	Zoning
									Minor			Minor	Major	Minor	Major	Major
* all Fees include Upper Tier			20 lots	25 units	50 units	25 units	50 units		1 unit	10 unit	25 unit			1 unit	10 unit	25 unit
Barrie	$ 2,039	$ 2,567	$ 1,281	$ 10,096	$ 10,096	$ 28,632	$ 35,536	$ 2,259	$ 9,315	$ 14,366	$ 14,366	$ 24,497	$ 24,497	$ 21,876	$ 21,876	$ 21,876
Burlington	$ 2,866	$ 6,497	$ 5,976	$ 7,728	$ 7,728	$ 78,429	$ 96,804	$ 3,370	$ 5,767	$ 10,192	$ 13,792	$ 31,019	$ 31,019	$ 11,788	$ 28,748	$ 38,798
Cambridge	$ 1,200	$ 2,150	$ 11,525	$ 14,350	$ 16,850	$ 28,025	$ 31,775	$ 1,650	$ 7,535	$ 14,265	$ 14,265	$ 15,750	$ 23,750	$ 9,650	$ 20,150	$ 26,150
Hamilton	$ 3,320	$ 2,860	$ 7,140	$ 19,985	$ 21,860	$ 61,915	$ 68,665	$ 3,890	$ 13,485	$ 33,930	$ 42,630	$ 33,470	$ 70,060	$ 24,255	$ 35,265	$ 43,440
Markham	$ 6,315	$ 17,746	$ 9,275	$ 55,110	$ 55,110	$ 147,351	$ 230,901	$ 9,275	$ 7,061	$ 53,909	$ 97,519	$ 37,503	$ 90,481	$ 30,543	$ 58,304	$ 58,304
Milton	$ 2,006	$ 5,270	$ 4,210	$ 61,374	$ 67,149	$ 80,805	$ 86,580	$ 3,356	$ 9,024	$ 10,689	$ 12,534	$ 29,062	$ 29,062	$ 15,688	$ 18,739	$ 23,824
Mississauga	$ 1,200	$ 3,240	$ 3,054	$ 18,509	$ 19,436	$ 44,236	$ 59,236	$ 2,127	$ 14,438	$ 20,108	$ 29,558	$ 35,042	$ 35,042	$ 38,613	$ 49,908	$ 68,733
Oakville	$ 3,770	$ 9,901	$ 9,568	$ 46,845	$ 46,845	$ 69,159	$ 82,484	$ 5,524	$ 21,397	$ 27,972	$ 37,182	$ 35,023	$ 35,023	$ 27,454	$ 28,552	$ 30,382
Ottawa	$ 3,359	$ 2,757	$ 7,792	$ 49,216	$ 49,216	$ 58,749	$ 97,315	$ 8,156	$ 16,231	$ 48,298	$ 48,298	$ 26,106	$ 26,106	$ 11,511	$ 21,723	$ 21,723
Richmond Hill	$ 4,246	$ 6,720	$ 2,491	$ 50,701	$ 95,401	$ 29,008	$ 43,708	$ 2,236	$ 4,858	$ 17,778	$ 26,598	$ 39,903	$ 65,825	$ 11,420	$ 16,966	$ 16,966
Toronto	$ 3,783	$ 6,672	$ 21,609	$ 24,724	$ 25,414	$ 107,793	$ 159,014	$ 22,701	$ 22,638	$ 22,638	$ 22,638	$ 59,325	$ 59,325	$ 44,371	$ 44,371	$ 44,371
Vaughan	$ 3,063	$ 4,763	$ 4,836	$ 36,643	$ 36,643	$ 119,189	$ 135,364	$ 5,530	$ 15,108	$ 28,728	$ 41,928	$ 34,103	$ 54,137	$ 13,389	$ 19,878	$ 30,693
Whitby	$ 928	N/A	$ 30,638	$ 25,831	$ 36,916	$ 69,188	$ 88,913	$ 7,182	$ 10,635	$ 14,711	$ 21,503	$ 30,639	$ 42,737	$ 14,639	$ 27,759	$ 27,759
Min	$ 928	$ 2,150	$ 1,281	$ 7,728	$ 7,728	$ 28,025	$ 31,775	$ 1,650	$ 4,858	$ 10,192	$ 12,534	$ 15,750	$ 23,750	$ 9,650	$ 16,966	$ 16,966
Average	$ 2,930	$ 5,929	$ 9,184	$ 32,393	$ 37,589	$ 70,960	$ 93,561	$ 5,943	$ 12,115	$ 24,430	$ 32,524	$ 33,188	$ 45,159	$ 21,169	$ 30,172	$ 34,848
Median	$ 3,063	$ 5,017	$ 7,140	$ 25,831	$ 36,643	$ 69,159	$ 86,580	$ 3,890	$ 10,635	$ 20,108	$ 26,598	$ 33,470	$ 35,042	$ 15,688	$ 27,759	$ 30,382
Max	$ 6,315	$ 17,746	$ 30,638	$ 61,374	$ 95,401	$ 147,351	$ 230,901	$ 22,701	$ 22,638	$ 53,909	$ 97,519	$ 59,325	$ 90,481	$ 44,371	$ 58,304	$ 68,733
Brampton Current Fees (inc. Reg)	$ 2,662	$ 7,458	$ 4,689	$ 21,295	$ 30,220	$ 52,026	$ 74,951	$ 13,041	$ 5,830	$ 12,994	$ 19,634	$ 17,659	$ 17,659	$ 18,187	$ 22,201	$ 28,891
Brampton - 23% Increase (inc. Reg)	$ 3,274	$ 8,854	$ 5,767	$ 27,101	$ 36,320	$ 59,392	$ 87,590	$ 16,040	$ 7,171	$ 15,270	$ 23,437	$ 19,651	$ 19,651	$ 21,289	$ 26,226	$ 34,455
% difference average	12%	49%		-16%	-3%	-16%	-6%	170%	-41%	-37%	-28%	-41%	-56%	1%	-13%	-1%
% difference to median	7%	77%		5%	-1%	-14%	1%	312%	-33%	-24%	-12%	-41%	-44%	36%	-6%	13%
Brampton - Calc - Excluding Region	$ 2,662	$ 6,058	$ 4,689	$ 17,595	$ 26,520	$ 32,026	$ 54,951	$ 13,041	$ 5,830	$ 9,894	$ 16,534	$ 8,659	$ 8,659	$ 13,487	$ 17,501	$ 24,191

TYPE OF APPLICATION	PRESCRIBED FEE (Jan 2022)	PROPOSED FEE (Effective June 2022)
Pre-Consultation Application (Development and Site Plan)	**$491** per application	**$604** per application
Community Block Plan or Community Block Plan Amendment	**$8,659** plus **$779** per gross hectare	**$10,651** plus **$958** per gross hectare
Official Plan Amendment	**$8,659**	**$10,651**
Zoning By-law Amendment	**$13,041** plus the applicable fees as set out below in 1.0	**$16,040** plus the applicable fees as set out below in 1.0
Temporary Use Zoning By-law Amendment *Effective immediately	**$1,256**	**$1,545**
Plan of Subdivision	**$9,101** plus the applicable fees as set out below in 1.0 and 2.0	**$11,194** plus the applicable fees as set out below in 1.0 and 2.0
Plan of Condominium	**$6,445** plus the applicable fees as set out below in 1.0 and 2.0	**$7,927** plus the applicable fees as set out below in 1.0 and 2.0
Development Permit System	**$2,694** plus the applicable fees as set out below in 4.0, 4.1, 4.2, 4.3, 4.4, 4.5	**$3,314** plus the applicable fees as set out below in 4.0, 4.1, 4.2, 4.3, 4.4, 4.5
Removal of (H) Holding Symbol	**$13,041**	**$2,406**

Site Plan (Basic or Full) Site Plan Approval for single detached dwellings and building additions thereto in Older, Mature neighbourhoods as required in the City's Site Plan Control By-law 96-86, as amended.	**$5,384** plus the applicable fees as set out below in 3.0 **$895**	**$6,622** plus the applicable fees as set out below in 3.0 **$1,101**
Removal of Part Lot Control	**$1,809** per application, per registered plan of subdivision, for the creation of lots or blocks, plus **$144** for each lot or block being created; **$1,809** per application, per registered plan of subdivision, for the creation of maintenance easements; **$999** per application, per registered plan of subdivision, for other minor applications, such as those involving a single lot under single ownership; and, **$144** per application for existing land leases involving a single dwelling unit, and requiring an application for exemption from part lot control for the individual leasing the land to purchase the land. **(By-law 310-2006)**	**$2,225** per application, per registered plan of subdivision, for the creation of lots or blocks, plus **$177** for each lot or block being created; **$2,225** per application, per registered plan of subdivision, for the creation of maintenance easements; **$1,229** per application, per registered plan of subdivision, for other minor applications, such as those involving a single lot under single ownership; and, **$177** per application for existing land leases involving a single dwelling unit, and requiring an application for exemption from part lot control for the individual leasing the land to purchase the land. **(By-law 310-2006)**

Committee of Adjustment (See Note 3 Below)	**$656** for Residential and Institutional minor variance applications (residential means for one lot only containing a single detached dwelling unit, a semidetached dwelling unit or a townhouse dwelling unit and does not include multiple lots and their units) **$2,662** for all other minor variance applications **$240 + $4.78** per notice as determined by the Secretary Treasurer for applications re-circulated pursuant to a request by the applicant to defer an application. **$4,119** for consent applications **$1,939**for consent certificate	**$656** for Residential and Institutional minor variance applications (residential means for one lot only containing a single detached dwelling unit, a semidetached dwelling unit or a townhouse dwelling unit and does not include multiple lots and their units) **$2,662** for all other minor variance applications **$240 + $4.78** per notice as determined by the Secretary Treasurer for applications re-circulated pursuant to a request by the applicant to defer an application. **$4,119** for consent applications **$1,939**for consent certificate

1.0 For Zoning By-law Amendments, Plans of Subdivision and Plans of Condominium (NOTE: Not applicable to Temporary Use Zoning By-law Amendments)	<u>Residential:</u> Apartments**:** For the first 25 units - **$446** per unit 26 to 100 units - **$357** per unit 101 to 200 units - **$271** per unit 201 units and above - **$224** per unit For all other residential: **$917** per dwelling unit (all part lots fronting onto a street in a proposed subdivision are subject to full dwelling unit fees) <u>Non-Residential</u> **$9,197** per net hectare <u>Maximum Fee</u>: **$485,852*** * Notwithstanding land use type and in addition to the base fee(s), sign deposit fee **Note:** all lands associated with a specific application shall be contiguous. **Note**: Fees noted in 1.0 are only to be applied once to a development project through a Zoning By-law Amendment, Plan of Subdivision, or Plan of Condominium application (Site Plans excluded).	<u>Residential:</u> Apartments**:** For the first 25 units - **$549** per unit 26 to 100 units - **$439** per unit 101 to 200 units - **$333** per unit 201 units and above - **$276** per unit For all other residential: **$1,128** per dwelling unit (all part lots fronting onto a street in a proposed subdivision are subject to full dwelling unit fees) <u>Non-Residential</u> **$11,312** per net hectare <u>Maximum Fee</u>: **$597,598*** * Notwithstanding land use type and in addition to the base fee(s), sign deposit fee **Note:** all lands associated with a specific application shall be contiguous. **Note**: Fees noted in 1.0 are only to be applied once to a development project through a Zoning By-law Amendment, Plan of Subdivision, or Plan of Condominium application (Site Plans excluded).

2.0 Draft Plan Approval (Condominiums and Subdivisions)	Revision of Draft Plan after Draft Approval (when requested by applicant/owner) - **$3,640** Revisions to Conditions of Draft Plan Approval (when requested by applicant/owner) - **$3,640** Extension of Draft Plan Approval - **$3,640** Registration of Each Phase of a Plan (cost per phase beyond first phase) – **$3,640**	Revision of Draft Plan after Draft Approval (when requested by applicant/owner) - **$4,477** Revisions to Conditions of Draft Plan Approval (when requested by applicant/owner) - **$4,477** Extension of Draft Plan Approval - **$4,477** Registration of Each Phase of a Plan (cost per phase beyond first phase) – **$4,477**
3.0 For Site Plan Applications	<u>Residential</u> Apartments: For the first 25 units - **$446** per unit 26 to 100 units - **$357** per unit 101 to 200 units - **$271** per unit 201 units and above - **$224** per unit For all other residential: **$917** per dwelling unit <u>Non-Residential:</u> **$2.16** per square metre of gross site area for new development; **$5.41** per square metre of gross floor area addition, alteration or conversion	<u>Residential</u> Apartments: For the first 25 units - **$549** per unit 26 to 100 units - **$439** per unit 101 to 200 units - **$333** per unit 201 units and above - **$276** per unit For all other residential: **$1,128** per dwelling unit <u>Non-Residential:</u> **$2.66** per square metre of gross site area for new development; **$6.65** per square metre of gross floor area addition, alteration or conversion

	Maximum Fee: **$115,259.90*** * Notwithstanding land use type and in addition to the base fee	Maximum Fee: **$141,769.7*** * Notwithstanding land use type and in addition to the base fee
Proposal Signs	A deposit of **$889** shall be made for the removal of the proposal signs. This deposit will be refunded upon the applicant providing confirmation that the sign is removed after an application has been approved or refused by City Council or when the applicant has withdrawn the application. Note: Applicants are responsible for contacting City staff to initiate the return of deposits. After a period of two years from the date the deposit is no longer required, as determined by City staff, if the applicant has not satisfied City staff that the sign is removed, the deposit will be assumed by the City and will no longer be reimbursed.	A deposit of **$1,093** shall be made for the removal of the proposal signs. This deposit will be refunded upon the applicant providing confirmation that the sign is removed after an application has been approved or refused by City Council or when the applicant has withdrawn the application. Note: Applicants are responsible for contacting City staff to initiate the return of deposits. After a period of two years from the date the deposit is no longer required, as determined by City staff, if the applicant has not satisfied City staff that the sign is removed, the deposit will be assumed by the City and will no longer be reimbursed.
Temp Sales Trailers	**$408**	**$502**
Subdivision Release and Assumption	**$408**	**$502**

Ontario Municipal Board Mailing Labels	If mailing labels are required to be provided for the applicant by the City for the purposes of Ontario Municipal Board Appeals, a fee of **$1.81** shall be charged per label	If mailing labels are required to be provided for the applicant by the City for the purposes of Ontario Municipal Board Appeals, a fee of **$2.23** shall be charged per label
4.0 Development Permit System For each development type as set out below the applicable fee is indicated:	Applications to amend the DPS involving an amendment to the Zoning By-law and/or the Official Plan will be subject to the prescribed base fee for that application type.	Applications to amend the DPS involving an amendment to the Zoning By-law and/or the Official Plan will be subject to the prescribed base fee for that application type.
a) Construct, erect or place one or more buildings or structures on a lot	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA
b) Increase the size of an existing building or structure:		
i) Less Than 300m^2	Base DPS Fee	Base DPS Fee
ii) Greater Than or Equal to 300m^2	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA	Base DPS Fee, plus Fee for Residential Units and/or Commercial GFA

c) Establish additional parking spaces	Base DPS Fee	Base DPS Fee
d) Establish driveways or modify driveways for motor vehicle access	Base DPS Fee	Base DPS Fee
e) Alter the grade of the land and/or place or dump fill on the land	Base DPS Fee	Base DPS Fee
f) Remove one or more trees that have a caliper of 0.15 metres at a height of 1.37 metres from the base of the tree	Base DPS Fee	Base DPS Fee
g) Change the building materials used on any wall facing a street	No Fee	No Fee
h) Modify the architectural style of an existing building	No Fee	No Fee
i) Install a deck, porch or patio between a main wall and the street	No Fee	No Fee

j) Change the use of the land to a restaurant, religious institution or other institutional use, day nursery, private recreational use such as a banquet hall, private club and children's or senior's activity centre	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
k) Change the use of the land from office to retail	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
l) Change the use of all or part of a non-residential building to residential	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
m) Change the use of all or part of a residential use to a non-residential	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)	No Base DPS Fee, Change of Use Fee Only (see Section 4.2)
4.1 Additional Fee for Residential Units and Commercial GFA	<u>Residential</u> Apartments: First 25 units **$446** per unit 26-100 units **$357** per unit 101-200 units **$271** per unit 201 units and above **$224** per unit For All other Residential: **$917** per dwelling unit Maximum Fee: **$115,259.90**	<u>Residential</u> Apartments: First 25 units **$549** per unit 26-100 units **$439** per unit 101-200 units **$333** per unit 201 units and above **$276** per unit For All other Residential: **$1,128** per dwelling unit Maximum Fee: **$141,770**

		Non-Residential **$2.16** per square metres of site area if it is new development; **$5.41** per square metres of gross floor area if it is an addition, alteration or conversion.	Non-Residential **$2.66** per square metres of site area if it is new development; **$6.65** per square metres of gross floor area if it is an addition, alteration or conversion.
4.2	Change Of Use Fee	**$864**	**$1,063**
4.3	Development Permit Amendment Fee (includes amendments to Pre-existing Site Plan Agreements)	**$864**	**$1,063**
4.4	Variance Only	**$864** for residential properties*, Base DPS Fee for all other properties * Residential means one lot only containing a single detached, semi-detached or townhouse dwelling unit	**$1,063** for residential properties*, Base DPS Fee for all other properties * Residential means one lot only containing a single detached, semi-detached or townhouse dwelling unit
4.5	Transition Provisions Permit	No Fee	No Fee

Date: 2022-03-22

Subject: **Updating the Sustainable New Communities Program (RM 43/2020)**

Contact: Stavroula Kassaris, Environmental Planner, Public Works and Engineering, stavroula.kassaris@brampton.ca

Report Number: Public Works & Engineering-2022-336

Recommendations:

1. That the report titled **Updating the Sustainable New Communities Program** to the Planning and Development Committee meeting of April 25, 2022, be received;

2. That Council approve the new Sustainability Score Thresholds, as outlined in Appendix 3 of this report, for new Block Plan, Draft Plan of Subdivision, and Site Plan applications submitted as of July 1, 2022;

3. That new Block Plan, Draft Plan of Subdivision, and Site Plan applications submitted as of July 1, 2022 achieve a minimum Sustainability Score that falls within the new Bronze Sustainability Score Threshold;

4. That new Draft Plan of Subdivision and Site Plan applications submitted as of January 1, 2023 demonstrate a minimum “Good” level building performance, as outlined in Appendix 4 of this report;

5. That Council endorse, in principle, the future increase in Sustainability Score Thresholds shown in Appendix 5 and the incremental enhancements to the minimum building performance targets as outlined in Appendix 4 of this report;

6. That staff report back to Planning and Development Services Committee prior to the end of 2023 regarding increasing the minimum building performance requirement, and requiring new Block Plan, Draft Plan of Subdivision, and Site Plan applications within designated urban/town centres and intensification corridors to achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.

7. That staff report back to Planning and Development Services Committee on a proposed incentives strategy that would support the Sustainable New Communities Program.

Overview:

- **In 2015, the City of Brampton launched the Sustainable New Communities Program ("Program") to encourage and evaluate the sustainability performance of development proposals.**
- **The Program was developed in partnership with the Cities of Richmond Hill and Vaughan, and is currently applicable to Block Plan, Draft Plan of Subdivision, and Site Plan applications.**
- **Development applications are required to achieve a minimum Sustainability Score that falls within the Bronze Sustainability Score Threshold.**
- **Sustainability, particularly as it relates to best practice regarding the design and construction of buildings and neighbourhoods, is an area of rapid change.**
- **The Cities of Brampton, Vaughan, Richmond Hill, and Markham collaboratively embarked on updating the Program.**
- **In 2019, Brampton City Council voted unanimously to declare a climate emergency while aiming to reduce GHGs generated in the city by 80 per cent by 2050.**
- **In 2021, Council endorsed an updated suite of Sustainability Metrics, and directed staff to develop updated Sustainable Score Thresholds and enhanced performance requirements for urban/town centres.**
- **Extensive consultation has occurred with internal and external stakeholders to finalize the Metrics, and to establish new Thresholds and additional performance requirements that will modernize the Program.**
- **The purpose of the report is to seek Council approval of the updated Metrics and Thresholds, and requiring minimum building performance as part of the updated Program.**

Background:

To facilitate the development of more sustainable new communities, the City of Brampton worked in partnership with the Cities of Richmond Hill and Vaughan to create the Sustainable New Communities Program ("Program"). Originally developed between 2013 and 2015, the Program encourages and evaluates the sustainability performance of new

development, particularly Block Plan, Draft Plan of Subdivision, and Site Plan applications[1], and is comprised of:

> *Sustainability Metrics (Metrics):*
> A set of performance measures organized around the categories of Built Environment, Mobility, Natural Environment and Open Space, and Green Infrastructure and Building. Each Metric is assigned a level of either "Good", "Great", "Excellent", or "Exceptional" and an associated point value. The combination of Metrics achieved in the development proposal results in a Sustainability Score.
>
> *Sustainability Assessment Tool (SAT):*
> A digital/online tool that development proponents use to calculate their Sustainability Score.
>
> *Sustainability Score Thresholds (Thresholds):*
> Performance levels achieved by the Sustainability Scores of a development proposal, and categorized as Bronze, Silver, or Gold.

In 2018, all applications were required to achieve a minimum Bronze score. In 2019, Brampton City Council voted unanimously to declare a climate emergency while aiming to reduce greenhouse gas (GHG) emissions generated in the city by 80 per cent by 2050. It subsequently approved Brampton's Community Energy and Emissions Reduction Plan (CCERP), which targets a 50 per cent reduction in community-wide energy end use and community-wide emissions from 2016 levels by 2041. In 2020, Council directed staff to report back on increasing the minimum Sustainability Score Thresholds requirement of the Sustainable New Communities Program (PDC082-2020/C268-2020).

The municipalities of Brampton, Markham, Richmond Hill, and Vaughan commenced a process to update the Sustainable New Communities Program. This comprehensive update to the Program is driven by:

- amendments to the *Planning Act*;
- other changes to Provincial legislation and plans;
- updates to the Ontario Building Code;
- revisions to City plans, policies, and guidelines; and
- meeting the City's climate action goals and targets.

[1] A Sustainability Score and Summary is required for Block Plans, Draft Plans of Subdivision of 10 or more residential units, "Full" Site Plans, and Zoning By-law amendments to facilitate any of the above. For Zoning By-law amendments, the Sustainability Score is based on preliminary information available at this planning stage. The Score is then refined when more details become available as part of the Draft Plan of Subdivision or Site Plan application for the property.

The Sustainable New Communities Program Update Project is being led by a Technical Advisory Team (TAT) comprised of staff from all four partner municipalities, and includes the following phases:

Phase 1: Review and update the Sustainability Metrics.

Phase 2: Develop updated Sustainability Score Thresholds; explore enhanced performance requirements of urban/town centres; update the Sustainability Assessment Tool.

Phase 3: Refresh program outreach materials; development training videos.

Phase 4: Investigate potential incentives to increase uptake of specific metrics and encourage achievement beyond the minimum required Sustainability Score.

In May 2021, Council endorsed, in principle, an updated suite of Sustainability Metrics. Council also directed staff to develop new Sustainability Score Thresholds, and report back to Planning and Development Committee with final updated Metrics and Thresholds, as well as enhanced performance requirements for urban/town centres (Resolution PDC058-2021/C137-2021).

Final refinements to the Sustainability Metrics were undertaken in consultation with Building Industry and Land Development Association (BILD), and are attached as Appendix 1. With an updated suite of Metrics, the partner municipalities moved to the next phase of modernizing the Program. Sustainability Solution Group (SSG) was retained in 2021 to help develop:

a) revised Sustainability Score Thresholds that reflect the updated Sustainability Metrics, as well as the environmental sustainability and climate change goals of the partner municipalities;
b) an approach for elevated sustainability performance requirements for urban/town centres and intensification corridors; and
c) methods to better integrate and report on strategic climate action through the Program.

Current Situation:

Working closely with the partner municipalities, and in consultation with stakeholders, including BILD Peel and York Chapters, the Region of Peel, The Atmospheric Fund, and Clean Air Partnership, SSG prepared a final report outlining their recommendations, which is attached as Appendix 2. Provided below is an overview of the recommendations put forward:

Updating the Sustainability Score Thresholds

Four methodologies to establish new Thresholds - "Universal", "Percentage Improvement", "Benchmarking", and "External Standard" - were developed by reviewing the original Threshold approaches of Brampton, Richmond Hill, and Vaughan, and assessing the Sustainability Scores of past development applications from the four partner municipalities using the updated Sustainability Metrics.

In consultation with the Technical Advisory Team and external stakeholders, including BILD, the Universal methodology was deemed to be the best approach for creating new Thresholds for the updated Sustainable New Communities Program.

The Universal methodology sets the minimum score/baseline for the Bronze Threshold by using the points associated with the "Good" level Metrics that all applicants can achieve, regardless of the context of their development site. This is achieved by removing any points associated with Metrics that have qualifier questions (e.g. does your site have a cultural heritage resource?).

The range of points within each Sustainability Score Threshold - Bronze, Silver, and Gold - are then calculated using increments derived from the Diffusion of Innovation Theory, which is a standard model for determining the rate at which new technologies and advancements are adopted by society.

To ensure improved performance over time, the Universal methodology offers two sets of Thresholds - Pathway 1, which eliminates OBC-interior related Metrics from the baseline, and Pathway 2, which includes them. The resulting Thresholds for both Pathway 1 and Pathway 2 are shown below.

Sustainability Score Thresholds - Pathway 1 (launch in 2022)

	Bronze	Silver	Gold
Site Plan	41 - 61	62 - 75	76 - 241
Draft Plan	27 - 40	41 - 49	50 - 194
Block Plan	14 - 20	21 - 25	26 - 76

Sustainability Score Thresholds - Pathway 2 (potential launch in 2026)

	Bronze	Silver	Gold
Site Plan	55 - 81	82 - 101	102 - 241

Draft Plan	44 - 65	66 - 80	81 - 194
Block Plan	14 - 20	21 - 25	26 - 76

It is recommended that the Universal methodology be adopted to set new Thresholds for the updated Sustainable New Communities Program, commencing with Pathway 1 in 2022. Following the monitoring and review of development applications under the updated Program and consultation with stakeholders, the City should consider transitioning to Pathway 2 in 2026.

The approach of implementing Universal - Pathway 1 for the new Thresholds in 2022, coupled with the option to transitioning to Universal - Pathway 2 in 2026, achieves the following:

- creates consistent Thresholds across the partner municipalities, which would establish a predictable and level playing field for the development industry across multiple cities in the Greater Toronto Area (GTA);
- provides a mechanism to increase sustainability performance over time;
- enables the development industry to adjust to the updated Program, while preparing to adopt Pathway 2; and
- allows each municipality to perform an ongoing review and analysis of the updated Sustainable New Communities Program, and to adapt the Program over time as necessary.

City staff will report back to Council in advance of transitioning to Pathway 2 to seek Council approval.

Improving Building Performance to Support Climate Action

Several approaches to further integrate climate action into the Sustainable New Communities Program were also identified and evaluated. A review of development applications approved over the last five years revealed a general uptake by the development industry of Metrics related to multi-modal transportation, mix of uses and housing typologies, natural heritage conservation, and urban forest enhancements, but minimal uptake of Metrics related to improving building energy performance.

Buildings represent a significant portion of the energy use and GHG emissions for all of the partner municipalities. Improving the energy efficiency and reducing GHG emissions from buildings is an important action in each of the partner municipalities' Community Energy and Emissions Reduction Plans, and the Sustainable New Communities Program presents an opportunity to facilitate better building performance that supports our climate action goals and targets.

The recommended approach will require development proposals (Draft Plans of Subdivision and Site Plans) to demonstrate that all buildings will achieve a specific level of performance above the Ontario Building Code (OBC), as outlined in the Sustainability Metric *IB-12: Energy Efficiency, GHG Reduction, and Resilience*, starting with the "Good" level (refer to Appendix 4). To provide a pathway for improved performance over time, an incremental approach is proposed, whereby the minimum requirement increases at pre-identified intervals as outlined in Appendix 4. City staff will report back to Council in advance of proceeding to the next performance level/tier.

The aforementioned building energy performance requirements and implementation timeframe align with those of the City of Toronto's Green Standard Version 3, which has been in effect since 2018, as well as the Town of Whitby's Green Standard, which was launched in 2020. As such, it provides a familiar, consistent, and predictable set of standards for the development community. It also creates a coalition of municipalities that emphasize the importance of increasing building energy performance to achieve long-term environmental, social, economic sustainability.

City staff recommend that the minimum building performance requirement launch in January 2023 to allow for internal staff and the development industry to prepare for its implementation.

Elevated Performance Requirements for Urban/Town Centres and Intensification Corridors

Under the current Sustainable New Communities Program, development proposals within urban/town centres and along intensification corridors typically achieve a higher sustainability performance than greenfield developments due to the very nature of their location and the type of development that occurs in these contexts. As such, SSG encourages the partner municipalities to consider elevating the minimum requirement for development in these areas to the Silver Sustainability Score Threshold.

The updated Metrics and Thresholds are more difficult to achieve than those of the current Program. Therefore, City staff recommend that the updated Sustainable New Communities Program be launched with a consistent minimum Bronze Sustainability Score Threshold requirement for all applications regardless of location. This will allow staff to review and monitor performance under the updated Metrics and Thresholds, and enable the development community to become familiar with the modernized Program before any recommendation is made to transition to higher performance requirements.

<u>Stakeholder Consultation</u>

The recommended updates to the Sustainable New Communities Program reflect ongoing consultation with both internal and external stakeholders. Industry stakeholders, including BILD York and Peel Chapters, provided valuable input on the updated Program through four workshops and eight focused meetings over a two year period. Extensive consultation was also undertaken with internal staff across multiple departments of the partner municipalities. A summary of the stakeholder engagement surrounding the Phase 2 work is provided in Appendix D: Engagement Summary of SSG's report. City staff will continue ongoing dialogue with the development industry as part of the launch and implementation of the updated Sustainability Metrics Program.

Next Steps:

Refresh Program Outreach Materials
City staff have commenced development of new outreach and education materials for both internal and external stakeholders to build awareness of and ensure successful implementation of the updated Sustainable New Communities Program.

Incentives
Phase 4 of the updated Sustainable New Communities Program will focus on exploring suitable incentives to support the Program. Incentives will be a critical component of facilitating increased sustainability performance in new development, and this has been a consistent message delivered from the development industry during the consultation process for the Sustainability Metrics Update Project. Further engagement with internal and external stakeholders will be undertaken to inform a made-in-Brampton toolkit of incentives that City staff will presented to Council in 2023.

Monitoring and Reporting
City staff will conduct ongoing monitoring of the performance of development applications under the updated Sustainable New Communities Program. This review and analysis will be used to inform future refinements to the Program, including when and how performance requirements will be ramped up to ensure the City of Brampton achieves its community-wide sustainability and climate goals and targets.

Staff will include an overview of the Sustainability Metrics and Sustainability Score a development proposal achieves as part of staff reports to Planning and Development Committee pertaining to development applications. Furthermore, a summary of the overall Thresholds achieved by development applications each year will be included in the City's biennial status report of the Brampton Grow Green Environmental Master Plan.

Corporate Implications:

Financial Implications:

There are no immediate direct financial implications resulting from the approval of the recommendations of this report.

Other Implications:

There are no other implications resulting from the approval of the recommendations of this report.

Term of Council Priorities:

The update of the Sustainable New Communities Program directly fulfills the “Brampton is a Green City” Term of Council Direction, in particular Council Priority “Sustainable Growth” that includes the Key Initiative to “continue the development and implementation of the Development Guidelines and the Sustainability Assessment Tool”. It also contributes to the Term of Council priorities of “Brampton is Healthy and Safe City” and “Brampton is a Well Run City”.

Conclusion:

The Sustainable New Communities Program is a critical tool to encourage and accelerate the delivery of complete communities that address the global climate emergency, and also result in long-term economic, environmental, and social benefits for Brampton. Through research, critical analysis, and a robust stakeholder consultation, a series of updates, including revised Metrics, Thresholds, and a mandatory building performance requirement, have been developed to ensure the Program supports Brampton’s ambitions climate action goals and targets, reflects current best practice in the sustainable community planning, design, and construction, and drives appreciable improvement in the sustainability, resilience, and health of our communities over time. The next key phase of work will involve developing incentives to further increase the uptake of leading edge and innovate sustainability measures and make the Sustainable New Communities Program a model initiative in Ontario.

Authored by:	Reviewed by:
Stavroula Kassaris, Environmental Planner, Environment & Development Engineering	Michael Won, Director, Environment & Development Engineering
Reviewed by:	Approved by:
Allan Parson, Director, Development Services	Jason Schmidt-Shoukri, Commissioner, Public Works & Engineering

Attachments:

Appendix 1 – Sustainable New Communities Program Guidebook containing the updated suite of Sustainability Metrics

Appendix 2 – “Updating the Sustainability Score Thresholds for the Sustainable New Communities Program” report by Sustainability Solutions Group (SSG)

Appendix 3 – Updated Sustainability Score Thresholds for new Block Plan, Draft Plan of Subdivision, and Site Plan applications submitted as of July 1, 2022

Appendix 4 – Building performance requirements for new Block Plan, Draft Plan of Subdivision, and Site Plan applications submitted as of January 1, 2023

Appendix 5 – Proposed Sustainability Score Thresholds for new Block Plan, Draft Plan of Subdivision, and Site Plan applications submitted in 2026

Appendix 1

SUSTAINABLE NEW COMMUNITIES PROGRAM

Guidebook

BRAMPTON MARKHAM Richmond Hill VAUGHAN

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Over the last decades, cities and towns across the Greater Toronto and Hamilton Area (GTHA) have experienced significant and rapid growth. Municipalities play a pivotal role in responsibly managing growth and facilitating the development of communities that are environmentally, social, and economically sustainable.

To foster more sustainable new communities the Cities of Brampton, Vaughan, Richmond Hill, and Markham collaboratively offer a set of tools to evaluate and score the sustainability performance of development proposals, and encourage builders/developers to achieve a minimum level of performance. This includes:

a) *Sustainability Metrics (Metrics):*
   A set of measures to encourage and 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 over 120 Sustainability Metrics available to choose from are assigned a point value, and the combination of Metrics achieved in a development proposal results in a Sustainability Score. Development proponents are able to select a 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.

b) *Sustainability Assessment Tool (SAT):*
   A digital tool that development proponents use to calculate the Sustainability Score by identifying the Metrics achieved in their development proposal.

c) *Sustainability Score Thresholds (Thresholds):*
   Performance levels achieved by the Sustainability Scores of a development proposal, and categorized as Bronze, Silver, or Gold.

The Sustainable New Communities Program is an important instrument to help implement both Provincial and Municipal land use planning, sustainability, and climate change goals and objectives. It facilitates creating healthy, complete, and sustainable communities that support quality of life for residents of all ages and abilities, energy efficiency and lower GHG emissions, more efficient use of land and infrastructure, local economic development, and cultural and natural heritage conservation. The Program also offers flexibility that enables development proponents to choose the sustainability approaches that best suits their project.

This Sustainable New Communities Program Guidebook is a living document that will be updated from time to time. Please refer to the Program webpage of the respective municipality for the latest version.

SUBMISSION REQUIREMENTS

As part of a complete planning application submission, development proposals are required to achieve a minimum Bronze Sustainability Score. In addition, starting January 1, 2023, development proposals must achieve the "Good" level of building energy and GHG emissions performance of Metric IB-12.

WHAT TYPE OF APPLICATIONS REQUIRED A SUSTAINABILITY SCORE?

- All Block Plans
- Plans of Subdivision of 10 more residential units
- "Full" Site Plans
- Zoning By-law amendments to facilitate any of the above

WHAT TYPE OF APPLICATIONS ARE EXEMPT?

- Plans of Subdivision of 9 residential units or less
- "Limited" and "Basic" Site Plans
- Plans of Subdivision for the purpose of subdividing large blocks of land for the sole purpose of creating lots for future employment, industrial, commercial, or institutional development, and which will require a subsequent Site Plan approval.

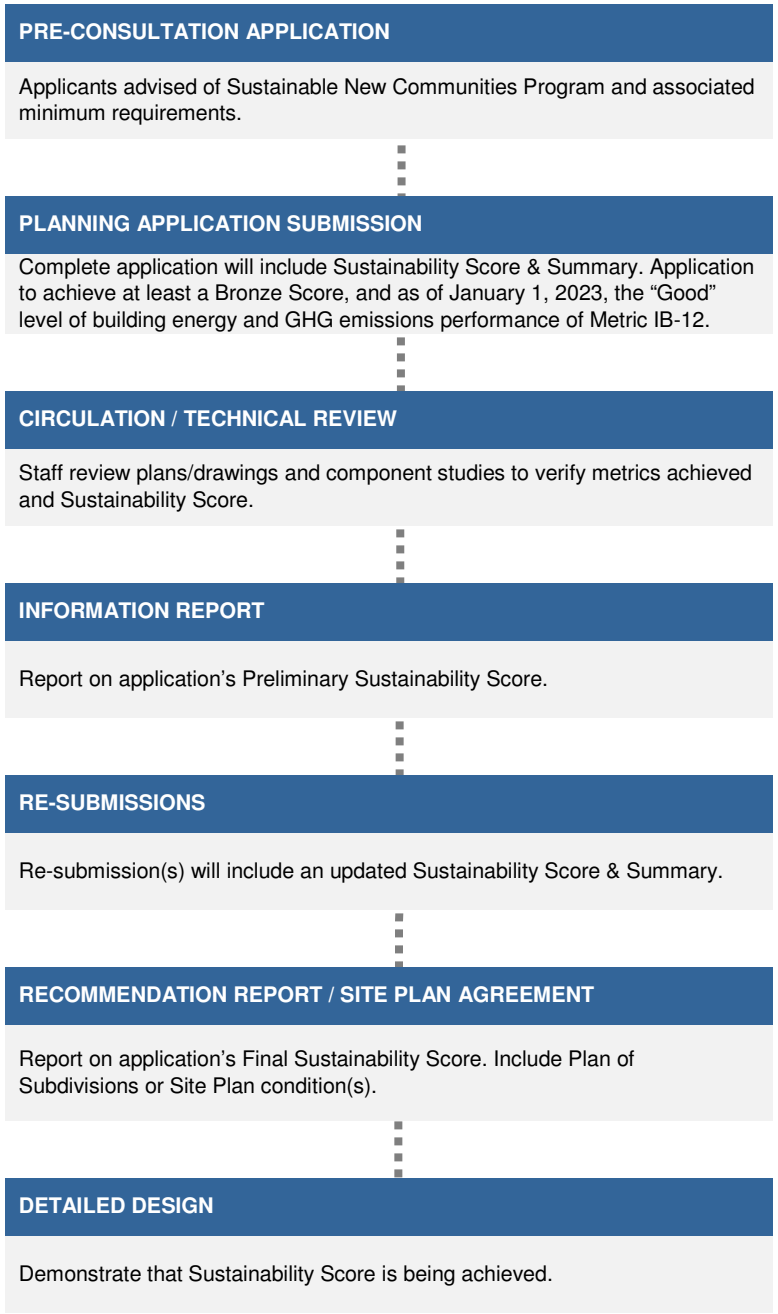
DOES IT APPLY TO ZONING BY-LAW AMENDMENTS?

Yes. The Sustainability Score will be based on the preliminary information available at the Zoning By-law amendment stage. The score will then be refined when more details become available as part of the associated Plan of Subdivision and/or Site Plan applications.

IS THERE A MINIMUM REQUIRED SCORE?

Yes. Applications must achieve a Score that falls at least within the Bronze Threshold. In addition, starting January 1, 2023, development proposals must achieve the "Good" level of building energy and GHG emissions performance of Metric IB-12.

	Bronze	Silver	Gold
Site Plan	**41** - 61	62 - 75	76 - 241
Draft Plan	**27** - 40	41 - 49	50 - 194
Block Plan	**14** - 20	21 - 25	26 - 76



The Sustainability Metrics are organized into four main categories: Built Environment, Mobility, Natural Environment and Open Space, Infrastructure and Buildings. A new category, Innovation, has also been added.

Built Environment (BE)

The indicators for Built Environment speak to how we inform places and connections within the development. The intensity and diversity of land uses influences decisions on where we live, work, and how we move around the community. A mix of housing types, amenities, and employment and live-work opportunities located within walking distance provides the opportunity for residents to meet their day-to-day needs without reliance on the private automobile. Further provision for life-cycle housing and accessible buildings allows residents to establish and remain in their communities throughout the various periods of their lives.

Mobility (MB)

The indicators of Mobility identify how a variety of transportation options must be available to residents to carry out their daily lives within and beyond the community. A sustainable community is one that encourages physical activity, facilitates active transportation, and supports public transit in place of automobile dependence. The most vulnerable population groups (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 modes of transportation. Emphasis on mobility and active transportation not only reduces energy use and GHG emissions, but contributes directly to improving public health and the quality of life of residents as well.

Natural Environment and Open Space (NE)

The natural heritage, urban forest, and the open space system are essential components of a healthy, sustainable community. The preservation and enhancement of the natural heritage system ensures the health of the environment and supports recreational and cultural opportunities, as well as climate change mitigation and adaptation in a community. Secondly, ensuring residents have convenient access to a connected and diverse range of natural heritage features, parks, and open space offers opportunities for improved public health and connections within the community.

Infrastructure and Buildings (IB)

The Infrastructure and Buildings indicators identify the means to maximize energy and water conservation, improve energy efficiency, and minimize GHG emissions and the consumption of non-renewable resources. New buildings and communities should be designed with a focus on reducing water, waste, and energy use. Since human activity is the principal cause of elevated levels of greenhouse gases and demands on energy, water, and waste systems, the measures focus on means of reducing this impact on both the built and natural environments.

Innovation (IN)

The Innovation indicator is intended to encourage true innovation resulting in significant sustainability benefit. This new theme allows flexibility to propose innovative sustainability measures that are not specifically captured but which provide a measurable sustainability benefit. This flexibility is intended to allow users to think progressively and outside of the box when proposing sustainability measures for their development proposals.

Indicators

The following are the performance indicators organized by category. Each performance indicator has associated Metrics that are allocated a point value. The Metrics reflect characteristics of a sustainable community and are designed to outline the required measures or standards for each category to ensure that the overall objectives of the Sustainability Metrics are achieved.

BUILT ENVIRONMENT	MOBILITY	NATURAL ENVIRONMENT AND PARKS
• BE-1: Proximity to Amenities • BE-2: Mixed-Use Development • BE-3: Housing Diversity • BE-4: Community and Neighbourhood Scale • BE-5: Cultural Heritage Conservation • BE-6: Urban Tree Canopy and Shaded Walkways/Sidewalks • BE-7: Salt Management • BE-8:Carshare and Carpool Parking • BE-9: Surface Parking Footprint • BE-10: Electric Vehicle Charging Stations	• MB-1: Block Length • MB-2: School Proximity to Transit and Cycling Network • MB-3: Intersection Density • MB-4: Walkable Streets • MB-5: Pedestrian Amenities • MB-6: Bicycle Parking • MB-7: Trails and Cycling Infrastructure • MB-8: Active Transportation Network • MB-9: Distance to Public Transit • MB-10: Traffic Calming	• NE-1: Tree Conservation • NE-2: Soil Quantity & Quality for New Trees • NE-3: Healthy Soils • NE-4: Natural Heritage Connections • NE-5: Natural Heritage System Enhancements • NE-6: Supporting Pollinators • NE-7: Dedicated Fruit/Vegetable Garden Space • NE-8: Park Access • NE-9: Stormwater Quantity • NE-10: Stormwater Quality • NE-11: Potable Water Use • NE-12: Multi-purpose Stormwater Management

INFRASTRUCTURE AND BUILDINGS	INNOVATION
• IB-1: Buildings Designed/Certified Under Green Rating System • IB-2: Accessibility for Multi-Unit Dwellings • IB-3: Building Accessibility (Barrier Free Entry/Egress) • IB-4: Embodied Carbon of Building Materials: Supplementary Cementitious Materials • IB-5: Embodied Carbon of Building Materials: Life Cycle Assessment • IB-6: Embodied Carbon of Building Materials: Material Efficient Framing • IB-7: Heat Island Reduction: Non-Roof • IB-8: Heat Island Reduction: Roof • IB-9: Solar Gain Control • IB-10: Solar Readiness • IB-11: Energy Strategy • IB-12: Building Energy Efficiency, GHG Reduction, and Resilience • IB-13: Rainwater and Greywater Use • IB-14: Back-Up Power • IB-15: Extreme Wind Protection for Ground Oriented Development • IB-16: Sub-Metering of Thermal Energy and Water • IB-17: Light Pollution Reduction • IB-18: Bird-Friendly Design • IB-19: Solid Waste	• IN-1: Innovation

BUILT ENVIRONMENT

BE-1: PROXIMITY TO AMENITIES			
Intent:	To encourage development within and near existing amenities, create more walkable communities, and reduce auto dependency.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**

	Points	**Requirement**	**Documentation**
Good:	1 point	3 or more amenities are within 800 meters (equivalent to a 10 minute walk) of 75% of dwelling units.	In the Community Design Guidelines (Block Plan), Planning Justification Report (Draft Plan), or Site Plan Drawing(s)/Urban Design Brief (Site Plan): Provide a map of the subject site with the proposed development overlaid and: • Highlight the area that accounts for 75% of the Dwelling Units (DU), and • Identify the approximate geographic center of the development. • Identify the amenities within 800m and/or 400m radius from the geographic center. Note: • Amenities include: library, public park and outdoor recreational facility, public community/recreation centre, general retail, bank, place of worship, convenience store, restaurant, food retail (grocery store, supermarket), licensed adult/senior care, licensed child care, theatre, salon/barber shop, hardware store, laundromat, medical office, dental office, post office, pharmacy, school, fitness center, and museum. • Other amenities not specifically listed above may also be considered, where permitted by the municipality, provided that they meet the intent of the metric. • One building can be considered to host multiple amenities (e.g. pharmacy included in a grocery store). • If amenities are included in the proposed development but have yet to be defined, use the zoning by-law coupled with best judgment (based on size, location and planning allocations) to assume the expected end-use of the planned amenity.
Great:	+2 additional points (total 3 points)	3 or more amenities are within 400 meters (equivalent to a 5 minute walk) of 75% of dwelling units.	

References:	• Thinking Green (2018): 20, 21, 22 (Draft Plan of Subdivision) • LEED ND (v4) SLL: Housing and Jobs Proximity • LEED ND (v4) NPD: Mixed-Use Neighborhoods; NPD: Access to Civic and Public Space; NPD: Access to Recreation Facilities; NPD: Neighborhood Schools • Community Wellbeing Framework (2018): Economic Domain, Complete Community 2A • Whitby Green Standard v1 (2020): HH.V.3 (Site Plan)

BE-2: MIXED-USE DEVELOPMENT			
Intent:	To support locating housing, services, recreation, schools, shopping, jobs, work space, and other amenities on the same lot or block to facilitate wise use of land, make it easier for people to walk or cycle to these destinations, and reduce auto dependency.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	A mix of uses is provided on the same lot or block.	On the Block Plan, Draft Plan, or Site Plan identify: • The mix of uses within the proposed development.
References:	• LEED ND (v4) NPD: Mixed-Use Neighborhoods; NPD: Compact Development • Community Wellbeing Framework (2018): Economic Domain, Local Economy 4A		

BE-3: HOUSING DIVERSITY			
Intent:	To encourage a range of housing options and facilitate aging in place.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement**	**Documentation**
Good:	**Ownership Type**		In the Planning Justification Report identify: • The percent (%) of the Ownership Type, Housing Type, and/or Accommodation Type included in the proposed development. • The total percent (%) by category should each add up to 100%. On the Block Plan, Draft Plan or Site Plan identify: • Ownership Types, • Housing Types, and/or • Accommodation Types. Note: • Good level metric under Ownership is not applicable for Block Plans. • For the definition of affordable housing, refer to the applicable Regional Official Plan, Municipal Official Plan, or Provincial Policy. • Where there is a conflict between Provincial Policy and a municipal Official Plan, Provincial policy takes precedence.
	2 points	At least 10% of affordable/low income or purpose-built rental housing is provided.	
Good:	**Housing Type**		
	1 point	Two of the housing typologies listed below are provided: • Single detached, • Semi detached, • Townhouse, • Mid-rise, • High-rise, and/or • Additional dwelling unit within a single detached, semi detached or townhouse dwelling (e.g. second unit, secondary suite).	
Great:	+1 additional point (total 2 points)	Three of the housing typologies listed below are provided: • Single detached, • Semi detached, • Townhouse, • Mid-rise, • High-rise, and/or	

		• Additional dwelling unit within a single detached, semi detached or townhouse dwelling (e.g. second unit, secondary suite).
Excellent:	+ 1 additional point (total 3 points)	Four or more of the housing typologies listed below are provided: • Single detached, • Semi detached, • Townhouse, • Mid-rise, • High-rise, and/or • Additional dwelling unit within a single detached, semi detached or townhouse dwelling (e.g. second unit, secondary suite).
	Accommodation Type	
Good:	1 point	Two accommodation types listed below are provided: • Live-work, • Purpose-built rental, • Studio, • 1 bedroom, and/or • 2 or more bedrooms.
Great:	+1 additional point (total 2 points)	More the two accommodation types below are provided: • Live-work, • Purpose-built rental, • Studio, • 1 bedroom, and/or • 2 or more bedrooms.
References:	• Thinking Green(2018): 29 (Draft Plan of Subdivision); 33 (Site Plan) • LEED ND (v4) NPD: Housing Types and Affordability • Community Wellbeing Framework (2018): Economic Domain, Affordability 1A • Whitby Green Standard v1 (2020): ELE1.1, ELE.V.1, ELE.V.2 (Draft Plan of Subdivision); ELE1.1, ELE 1.2, ELE.V.1, ELE.V.2 (Site Plan)	

BE-4: COMMUNITY AND NEIGHBOURHOOD SCALE			
Intent:	To focus retail, personal, and community services within community core areas (neighbourhood centre and mixed-use node) so that people can meet their daily needs within their communities.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☐ Site Plan
	Points	**Requirement**	**Documentation**
Excellent:	3 points	The proposed community form is based on the hierarchy listed below: • Community: contains a mixed use node central to the cluster of neighbourhoods that should include higher residential densities, retail, and employment opportunities, and served by public transit.	In the Community Design Guidelines (Block Plan) or Planning Justification Report (Draft Plan) include a figure of the proposed development and its surrounding area that identifies the: • Community mixed use node and the cluster of surrounding neighbourhoods. • Uses and densities within the mixed use node. • Neighbourhood Centre and 400 meter radius. • Uses and densities within the Neighbourhood Centre.
	3 points	The proposed community form is structured to contain: • Neighbourhood(s): defined by 400 meter radius (5 minute walk) from the neighbourhood centre to the neighbourhood perimeter with a distinct edge or boundary defined by other neighbourhoods or larger open spaces. **AND** • Neighbourhood Centre(s): a distinct centre with a compatible mix of uses that should include a neighbourhood park, high or medium residential densities, and retail or community facilities (e.g. school, library).	
References:	• Region of Peel, Health Background Study Development of a Health Background Study Framework, May 2011. • Whitby Green Standard v1 (2020): TT.V.3 (Draft Plan of Subdivision).		

BE-5: CULTURAL HERITAGE CONSERVATION			
Intent:	To conserve cultural heritage resources, including built heritage resources (listed or designated), cultural heritage landscapes (listed or designated), and archaeological resources.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement**	**Documentation**
Excellent:	3 points	The cultural heritage resource is conserved, and no elements that contribute to its cultural heritage value are demolished, removed, or relocated (excluding temporary removal for restoration purposes).	In the Cultural Heritage Impact Assessment, Heritage Conservation Plan and/or other documents acceptable to the municipality, provide: • An outline of the cultural heritage attributes that contribute to the cultural heritage value and confirm that no portions of the resource that contribute to its cultural heritage value are to be demolished, removed, or relocated. Note: For the purposes of this metric, "conserved" means: • The identification, protection, management and use of cultural heritage resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. • This may be achieved by the implementation of recommendations set out in a Cultural Heritage Impact Assessment, Heritage Conservation Plan, Archaeological Assessment, and/or other documentation accepted by the municipality. • Mitigated measures and/or alternative development approaches can be included in these plans and assessments. Conservation and conserve have corresponding meanings. • The Standards and Guidelines is the guiding document for the conservation of cultural heritage resources in Canada.
Great:	2 points	A portion of the cultural heritage resource is retained, and the integrity of the cultural heritage resource is conserved.	In the Cultural Heritage Impact Assessment, Heritage Conservation Plan, and/or other document accepted by the municipality, provide: • An outline of the attributes that contribute to the cultural heritage value, identification of the portion(s) of the cultural heritage resource to be conserved, and rationale demonstrating that the integrity of the cultural heritage resource is being conserved. Note: • This metric is not applicable for Block Plans. For the purposes of this metric, "integrity" means: • A measure of its wholeness and intactness of the cultural heritage values and attributes. • Examining the conditions of integrity requires assessing the extent to which the property/cultural heritage resource includes all elements necessary to express its cultural heritage value; is of adequate size to ensure the complete representation of the features and processes that convey the cultural heritage resource's significance; and the extent to which it suffers from adverse affects of development and/or neglect.

			• Integrity should be assessed within the Cultural Heritage Impact Assessment, or other documentation accepted by the municipality
Good:	1 point	Where a cultural heritage resource is being relocated, it is being moved to a visually prominent location within the proposed development.	In the Cultural Heritage Impact Assessment, Heritage Conservation Plan and/or other documents acceptable to the, identify: • The proposed location of the cultural heritage resource that ensures its visual prominence.
Good:	1 point	Where reusable materials from a cultural heritage resource is being removed, a portion is being salvaged and reused within the proposed development.	In the Cultural Heritage Impact Assessment, Heritage Conservation Plan and/or other documents acceptable to the municipality identify: • The materials that will be salvaged and how they will be reused on site. Note: • This metric is not applicable for Block Plans • The reuse of the salvaged materials should also be demonstrated in appropriate supporting documents (e.g. site plan drawings, landscape plan).
References:	• Community Wellbeing Framework (2018): Cultural Domain, Cultural Vitality 1B, Sense of Belonging 2B • Whitby Green Standard v1 (2020): CC1.2 (Draft Plan of Subdivision), CC1.3 (Site Plan) • LEED ND v4 GIB: Historic Resource Preservation and Adaptive Reuse • Thinking Green (2018): 31 (Draft Plan of Subdivision); 36 (Site Plan)		

BE-6: URBAN TREE CANOPY AND SHADED WALKWAYS/SIDEWALKS			
Intent:	To provide street trees that create a more pleasant pedestrian environment and mitigate the urban heat island effect. Street trees provide ecosystem services and health benefits.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	Trees will shade at least 50% of the walkway/sidewalk lengths within 10 years.	On a Landscape Plan identify: • The total length of existing and or planned sidewalk in the proposed development, and the total length of existing and or planned sidewalk with trees abutting the sidewalk, measured as a percentage of sidewalk length. Note: • New trees will be selected in accordance with the applicable municipal guidelines and standards (e.g. species, size, diameter breast height, etc.).
Great:	+1 additional point s (total 2 points)	Trees will shade at least 75% of the walkway/sidewalk lengths within 10 years.	
Great:	2 points	Trees will shade at least 50% of parking areas within 10 years.	On a Landscape Plan identify: • The total parking area, and the parking area that will be shaded by the tree canopy and quantified as a percentage.
Good:	1 point	Street trees are provided on both sides of street at intervals averaging no more than 9 metres, where supported by the municipality.	On a Landscape Plan identify: • The distance of intervals between street trees.

Excellent:	+ 2 additional points (total 3 points)	Street trees are provided on both side of streets within the project at distance intervals averaging 8 metres or less, where supported by the municipality.	
References:	• LEED ND (v4) NPD: Tree-Lined and Shaded Streetscapes • Toronto Green Standard v3 Tier I: Ecology (EC1.3) (CF, LR, MHR); Tier II: Ecology (EC1.5) (LR, MHR)		

BE-7: SALT MANAGEMENT			
Intent:	To reduce the use of salt and its negative impacts on water bodies, soils, vegetation, wildlife, buildings, and vehicles.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	Two of the following measures are provided: • 2 to 4% grade throughout all outdoor parking lots to ensure proper drainage and limit refreezing. • Use of salt-tolerant species of vegetation in areas that will receive meltwater. • Use of trees as windbreaks around the site perimeter. • Heated or covered walkways near building entrances. **AND** • Well-planned, designated snow storage area(s) is being provided to ensure meltwater drains as intended in the site design.	On a Landscape Plan identify: • The measures being used to promote salt reduction. Note: Landscape Ontario Horticultural Trades Association lists the following as salt tolerant plants: • Sea Thrift - Armeria maritima, • Karl Foerster Reed Grass – Calmagrostis acutifolia 'Karl Foerster', • Helen Allwood Pinks – Dianthus pulminarius x allwoodii, • Blue Lyme Grass – Elymus arenarius, • Fountain Grass – Pennisetum alopecuroides.
References:	• Parking Lot Design Guidelines to Promote Salt Reduction. Lake Simcoe Region Conservation Authority, 2017.		

BE-8: CARSHARE AND CARPOOL PARKING			
Intent:	To encourage carpooling and reduce dependence on single-occupant vehicle trips. Carpooling contributes to GHG emission reduction, less air pollution, less congestion, and improved social connections.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	3% of parking spaces on site are dedicated to carpooling and/or carshare/zip car (does not apply to compact cars). Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.	On the Site Plan identify: • The total number of parking spaces included per building on the site. • The total number parking spaces that are dedicated to carshare/zip car or carpooling.

Great:	+1 additional point (total 2 points)	5% of parking spaces on site are dedicated to carpooling and/or carshare/zip car (does not apply to compact cars). Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.	• The percent (%) of parking spaces dedicated to carshare/zip car or carpooling. • The dedicated parking spaces and highlight proximity/preferred location relative to building entry.
References:	• Toronto Green Standard v3 Tier I: Air Quality (AQ1.2) (CF, MHR) • LEED ND (v4) LT: Reduced Parking Footprint • LEED BD+C (v4) LT: Reduced Parking Footprint • Whitby Green Standard v1 (2020): TT1.8 (Site Plan) • Thinking Green (2018): 29 (Site Plan)		

BE-9: SURFACE PARKING FOOTPRINT			
Intent:	To promote efficient use of land and support on-street retail and pedestrian-oriented built environments. Surface parking can block access and visibility to homes and businesses. Minimizing or carefully locating surface parking can result in more pedestrian-friendly and valuable streetscapes.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	All surface parking on site is located at the side or rear of buildings.	On the Site Plan identify: • The building frontage and the surface parking location(s). Note: • Should aim for no more than 20% of the total development area dedicated to off-street surface parking facilities, and surface parking lot should not be larger than 2 acres.
Great:	2 points	Less than 15% of the total developable area is provided to parking at grade and is located at the rear or side of buildings.	On the Site Plan identify: • The building frontage and the surface parking location(s). • The total area dedicated to surface parking/parking facilities and the total area of the proposed development. • The percent (%) of site area allocated to surface/facility parking.
Excellent:	3 points	All new on-site parking is provided below grade or in structured parking, and no surface parking is provided.	On the Site Plan identify: • The location of all parking. Note: • For this metric, surface parking facilities include ground-level garages unless they are under habitable building space. • Underground or multi-story parking facilities within the habitable building space and on-street parking spaces are exempt from this limitation. • Excludes spaces dedicated to short-term parking and pickup/drop-off.
References:	• LEED ND (v4) LT: Reduced Parking Footprint • LEED BD+C (v4) LT: Reduced Parking Footprint • Whitby Green Standard v1 (2020): TT1.9 (Site Plan) • Thinking Green (2018): 31 (Site Plan)		

<table>
<tr><th colspan="4">BE-10: ELECTRIC VEHICLE CHARGING STATIONS</th></tr>
<tr><td>Intent:</td><td colspan="3">To facilitate the uptake and use of electric vehicles.</td></tr>
<tr><td>Applicable to:</td><td>☐ Block Plan</td><td>☒ Draft Plan of Subdivision</td><td>☒ Site Plan</td></tr>
<tr><td></td><td>Points</td><td>Requirement</td><td>Documentation</td></tr>
<tr><td>Good:</td><td>3 points</td><td>Electric vehicle supply equipment (EVSE) is provided to serve 10% of parking spaces.</td><td rowspan="3">On the Site Plan and Landscape Plan identify:
The number of total parking spaces included per building on the site.
The number of total parking spaces that will be provided with EVSE.
The percentage of parking spaces that will be provided with EVSE.
For Site Plans and Draft Plan Applications:
A Letter of Commitment signed by a qualified professional (e.g. professional engineer, landscape architect, architect) and the owner/developer/builder confirming the number of EV charging stations and/or the percent of parking spaces with EVSE.
Note:
Electric vehicle supply equipment (EVSE) is defined by the Ontario Electrical Safety Code as the complete assembly consisting of cables, connectors, devices, apparatus, and fittings, installed for power transfer and information exchange between the branch circuit and the electric vehicle. For the requirements of this metric, applicants are encouraged to consult with the local municipality to determine the appropriate level or equivalent for EVSE.
Rough-in provisions are defined as empty raceways starting in a junction box in the electrical room and terminating in a junction box central to each parking floor. Raceways will be empty to accommodate future wiring.
Establishing electric vehicle charging stations are achieved by agreement at the development stage and implementation at the building stage. It is important for developers and builders to agree to install electrical vehicle charging stations prior to commitment.</td></tr>
<tr><td>Great:</td><td>+2 additional points (total 5 points)</td><td>Electric vehicle supply equipment (EVSE) is provided to serve 20% of parking spaces.</td></tr>
<tr><td>Excellent:</td><td>2 points</td><td>At least 50% of the parking spaces are designed and constructed to permit future EVSE installation (e.g. rough-in).</td></tr>
<tr><td>References:</td><td colspan="3">Toronto Green Standard v3 Tier I: Air Quality (AQ1.3) (CF, MHR)
Whitby Green Standard v1 (2020): TT1.10 (Draft Plan of Subdivision); TT1.15 (Site Plan)
LEED BD+C v4 LT: Electric Vehicles
Thinking Green (2018): 27 (Draft Plan of Subdivision); 30 (Site Plan)</td></tr>
</table>

MOBILITY

M-1: BLOCK LENGTH			
Intent:	To develop shorter blocks that increase permeability, offering pedestrians and cyclists multiple routes to reach their destination(s), and to allow blocks with the flexibility to accommodate both residential and commercial lot sizes. Walkable blocks improve connectivity and reduce dependence on vehicles.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☐ Site Plan

	Points	**Requirement**	**Documentation**
Good:	1 point	75% of block lengths do not exceed 250 meters.	On the Block Plan or Draft Plan identify: • The length of all blocks in meters. • The percentage (%) of block lengths that are less than 250 meters. Note: • Blocks are determined by roads/streets, and not pathways or trails.
Great:	+1 additional point (total 2 points)	All block lengths do not exceed 250 meters.	
Excellent:	+1 additional point (total 3 points)	All blocks do not exceed 80 meters x 150 meters in size.	On the Block Plan or Draft Plan identify: • The size of each block in meters. Note: • Blocks are determined by roads/streets, and not pathways or trails.
References:	• Thinking Green (2018): 19 (Draft Plan of Subdivision) • Region of Peel, Health Background Study (2011), Core Element 4: Street Connectivity • Whitby Green Standard v1 (2020): TT1.7 (Draft Plan of Subdivision)		

M-2: SCHOOL PROXIMITY TO TRANSIT AND CYCLING NETWORK			
Intent:	To encourage students to walk, cycle, and/or take transit to school to reduce vehicle use, and decrease traffic congestion at school sites. Walking, cycling, and transit use result in GHG emissions savings and less air pollution. Walking and cycle also provide health benefits.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☐ Site Plan

	Points	**Requirement**	**Documentation**
Good:	1 point	All public schools are located within a 400 m walking distance to transit routes and/or dedicated cycle network.	On the Block Plan, Draft Plan, or within the Planning Justification Report, provide a map that identifies: • Radial circles to illustrate 400 m and 200 m from each school, • Locations of the proposed development, • Existing or planned public school(s), • Existing or planned transit stops, and • Existing or planned dedicated cycle network(s).
Great:	+1 additional point (total 2 points)	All public schools are located within a 200 meter walking distance to transit routes and/or dedicated cycle networks.	
References:	• Region of Peel, Healthy Background Study Framework (2011) • Whitby Green Standard v1 (2020): TT.V.3 (Draft Plan of Subdivision)		

M-3: INTERSECTION DENSITY			
Intent:	To encourage shorter blocks and increase permeability and connectivity offering pedestrians and cyclists multiple routes to reach their destination(s). Walkable blocks improve connectivity and reduce dependence on vehicles.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☐ Site Plan

	Points	**Requirement**	**Documentation**
Good:	1 point	40-50 multi-use trails, paths, and/or streets intersections are provided per square kilometer (sq. km.).	In the Urban Design Brief or Planning Justification Report provide a map that identifies: • The eligible intersections. • Each square kilometers. • The number of eligible intersections within the proposed development per sq.km. Note: • Eligible intersections include: Multi-use trails, cycling paths, walking paths, publicly accessible streets, laneways, and transit right-of-ways • Non-Eligible intersections generally include intersections where you must enter and leave an area through the same intersection, for example, cul-de-sacs and gated street entrances • Square kilometre is defined as the total area of land available for development, similar to the net developable area, and its calculation excludes water bodies, parks larger than 0.2 hectares, natural heritage system lands, public facility campuses, airports, existing and proposed 400-series highways, and rail yards.
Great:	+1 additional point (total 2 points)	51-60 multi-use trials, paths, and/or streets intersections are provided per square kilometer (sq. km.).	
Excellent:	+2 additional points (total 4 points)	61 multi-use trails, paths, and/or streets intersections are provided per square kilometer (sq. km.).	
References:	• LEED ND (v4) NPD: Connected and Open Community • Whitby Green Standard v1 (2020): TT.V.1 (Draft Plan of Subdivision)		

M-4: WALKABLE STREETS			
Intent:	To encourage walking through the provision of safe and comfortable street environments. Walkable streets reduce the dependence on vehicles, improve safety, enhance connectivity, and are an important component for healthy and complete communities.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**

	Points	**Requirement**	**Documentation**
Good:	2 points	Where not a mandatory requirement, and where supported by the municipality, continuous sidewalks or multi-use trails are provided on both sides of public and private roads/streets.	On the Block Plan, Draft Plan or Site Plan identify: • Continuous sidewalk or multi-use trail on both sides of public and private roads/streets. • How sidewalks comply with Municipal Standards.
References:	• LEED (v4) ND NPD: Walkable Streets • Whitby Green Standard v1 (2020): TT1.5 (Draft Plan of Subdivision); TT1.6 (Site Plan) • Thinking Green (2018): 23 (Draft Plan of Subdivision, Site Plan)		

M-5: PEDESTRIAN AMENITIES			
Intent:	To promote amenities that contribute to a positive pedestrian experience and ensure destinations in communities are connected through convenient, safe, and accessible pedestrian connections. Walkable connections can contribute to the wellbeing of residents of all ages and abilities, help to reduce dependence on vehicles.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	☒ **Site Plan**

	Points	**Requirement**	**Documentation**
Good:	1 point	Pedestrian connections are provided between building entry and other destinations on the site and to destinations on adjacent properties. **AND** 1 type of pedestrian amenity is consistently provided along on-site connections.	On the Landscape Plan identify: • The pedestrian connections that link a building entry to destinations on site and to destinations on adjacent properties. • The pedestrian amenities provided along the pedestrian connections. Note: • Amenities include: benches, pedestrian oriented lighting, waste receptacles, public art, map stands, interpretive/commemorative signage, and weather shelters. • Destinations include: walkways, transit stops, parking areas (vehicle and bicycle), existing trails or pathways, schools, community centres, and commercial areas. • Pedestrian connections are only required to be built to the site boundary and not beyond (to establish future connection possibilities). • Privately owned public spaces (POPs) would incorporate multiple pedestrian amenities and can be a proposal considered under the Innovation metric.
Great:	+1 additional point (total 2 points)	More than 1 type of pedestrian amenity is consistently provided along on-site connections and between the site and adjacent destinations.	
References:	• Toronto Green Standard v3 Tier I: Air Quality (AQ3.1) (CF, MHR)		

M-6: BICYCLE PARKING			
Intent:	To facilitate cycling and reduce dependence on vehicle use.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**

	Points	Requirement	Documentation
Good:	1 point	Bicycle parking spaces are provided at a rate 20% higher than municipal standards/guidelines.	On the Site Plan drawing identify the: • Building types included in the proposed development (e.g. mixed-use, residential, commercial, retail, and institutional). • Location of bicycle parking. • Total number of bicycle parking spaces required by the municipal standard/guideline. • Total number of bicycle parking spaces provided per building. • Percent of total bicycle parking provided relative to the municipal standard/guideline. • Distance of bicycle parking to building entrances and exists.
Great:	+1 point additional point (total 2 points)	Bicycle parking spaces are provided at a rate 50% higher than municipal standards/guidelines.	
Excellent:	2 points	Bicycle parking is located in close proximity to building entrances. Short-term bicycle parking is located within 25 meters of a building entrance if outdoors. Long-term bicycle parking is located within 50 meters of a building exit or entrance. **AND** All bicycle parking is weather protected.	
Excellent	1 point	1 shower and change room are provided (for men and women) per 30 bicycle parking spaces associated with non-residential development.	Provide a Letter of Commitment signed by the architect and the owner/developer/builder confirming the number of showers and changes rooms that will be provided in the development.
References:	• Community Wellbeing Framework (2018): Environment Domain, Mobility 3B • Whitby Green Standard v1 (2020): TT1.2, TT1.12, TT1.13 (Site Plan) • Thinking Green Item (2018): 25 (Site Plan) • Toronto Green Standard v3 Tier I: Air Quality (AQ2.2, AQ2.3, AQ2.4) (CF, MHR); Tier II: Air Quality (AQ2.5) (MHR)		

M-7: TRAILS AND CYCLING INFRASTRUCTURE			
Intent:	To implement pedestrian and cycling infrastructure that further promotes active forms of transportation. Walking and cycling results in GHG emissions savings and less air pollution, as well as health benefits.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**

	Points	Requirement	Documentation

Good:	1 point	The objectives/actions of the municipal Active Transportation Master Plan and/or Trails/Pathways Master Plan are being implemented.	In the Traffic Impact Study, Transportation Demand Management Plan, or Transportation Study identify: • Existing or planned multi-use trails and/or bicycled lanes located in the proposed development. • If applicable, the multi-use trails and/or bicycle lanes that comply with the municipal active transportation/trails master plan. • If applicable, additional features that will advance the objectives and/or actions of the active transportation/trails master plan (e.g. trailheads, trail signs, information signage, and/or seating areas).
References:	• Community Wellbeing Framework (2018): Environment Domain, Mobility 3B • Whitby Green Standard v1 (2020): TT1.2 (Draft Plan of Subdivision, Site Plan) • Thinking Green (2018): 25 (Draft Plan of Subdivision); 26 (Site Plan)		

M-8: ACTIVE TRANSPORTATION NETWORK			
Intent:	To promote active transportation through the provision of public multi-purpose trails/paths and cycling infrastructure. Cycling results in less vehicle dependence, and associated reduction in GHG emissions and air pollution. It also provides health benefits.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	100% of residents/jobs are within 400 meters of: • An existing public multi-use trail or cycling infrastructure; or • A municipally approved public multi-use trail or cycling infrastructure (identified in a Council approved trail/cycling master plan, but not yet constructed); or • A proposed public multi-use trail or cycling infrastructure that is proposed within the development.	In the Traffic Impact Study, Transportation Demand Management Plan, or Transportation Study: • Provide a map showing the subject lands, a 400 meter buffer from the boundaries of the subject lands, and any existing or planned cycling networks. Note: • These points are only awarded if a cycling network is included in the project boundary.
References:	• Community Wellbeing Framework (2018): Environment Domain, Mobility 3B		

M-9: DISTANCE TO PUBLIC TRANSIT			
Intent:	To promote and support alternative transportation modes to personal automotive vehicle use. Transit-oriented communities reduce vehicle-kilometres traveled and associated emissions, have reduced traffic casualty rates, and support walking and cycling which improves community health.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**

Good:	1 point	The site is within 800 meters walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with frequent stops. OR The site is within 400 meters walking distance to 1 or more existing or planned bus stops with frequent service.	In the Urban Design Brief and/or Transportation Study (Draft Plans) and Traffic Impact Study and/or Transportation Demand Management Plan (Site Plan): • Include a map that shows the 200 meter, 400 meter, and/or 800 meter radii and the existing or planned commuter rail, subway, light rail, and bus stops with frequent service. Note: • *Frequent Service* is defined as transit with trips in intervals no greater than 30 minutes during peak times per line per direction and available during hours of typical building operation.
Great:	+1 additional point (total 2 points)	The site is within 400 meters walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops. OR The site is within 200 meters walking distance to 1 or more bus stops with frequent service.	
References:	• LEED ND (v4) LT: Access to Quality Transit • Community Wellbeing Framework (2018): Environment Domain, Mobility 3B • Whitby Green Standard v1 (2020): TT.V.3, TT1.6 (Draft Plan of Subdivision); TT.V.3, TT1.7 (Site Plan) • Thinking Green (2018): 26 (Draft Plan of Subdivision); 27 (Site Plan)		

M-10: TRAFFIC CALMING			
Intent:	To encourage active transportation through the provision of safe, walkable streets by reducing car speeds. Walkable streets and traffic calming measures can provide a safer and more comfortable streetscape to cyclists and pedestrians, and help to reduce traffic speeds, volumes, and related emissions.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	75% of local streets/roads are designed with traffic calming strategies.	In the Transportation Study (Draft Plans) and Traffic Impact Study and/or Transportation Demand Management Plan (Site Plan): • Highlight the residential-only streets and non-residential/mixed-use streets in the proposed development, as applicable. • Identify the percentage (%) of street length (broken out by residential only and non-residential/mixed use) that includes street calming strategies developed in consultation with municipal transportation planning staff. • Provide a drawing identifying the traffic calming strategies that will be provided. Note: • Traffic calming strategies include but are not limited to: • Neckdowns,
Great:	+2 additional points (total 3 points)	100% of local streets/roads are designed with traffic calming strategies.	
Good:	1 points	50% of non-residential and/or mixed-use streets are designed with traffic calming strategies.	

Great:	+2 additional points (total 3 points)	75% of new non-residential and/or mixed-use streets are designed with traffic calming strategies.	• Centre island narrowing, • Raised crosswalks, • Traffic circles and roundabouts, and/or • Speed display boards/vehicle activated traffic calming signs (VATCS).
References:	• Whitby Green Standard v1 (2020): TT1.4 (Draft Plan of Subdivision, Site Plan)		

NATURAL ENVIRONMENT & PARKS

NE-1: TREE CONSERVATION			
Intent:	To support the conservation of healthy mature trees and the associated ecological, economic, and healthy benefits. Preserving trees can be a cost-effective method to improve the overall appearance of a community while providing ecological and climate change benefits.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**

	Points	**Requirement**	**Documentation**
Good:	3 points	Preserve 25% of healthy, mature tableland trees in situ.	In an Arborist Report: • Identify all tableland trees as per municipal standards. • Label all the healthy mature tableland trees, including hedgerows, on the subject site, as well as the trees that will be protected, moved, or removed as per municipal standards. • Provide the percent (%) of healthy tableland trees that will be protected in-situ Note: This metric applies to tableland trees on the developable portion of the site (e.g. not in the protected natural heritage system). • Healthy mature trees include those evaluated as being fair or above by a certified Arborist and at least 15 cm dbh (diameter at breast height).
Great:	+2 additional points (total 5 points)	Preserve 50% of healthy, mature tableland trees in situ or preserve 100% of healthy hedgerows in situ.	
References:	• Town of Whitby Green Standard v1 (2020): LUN1.4 (Draft Plan of Subdivision, Site Plan)		

NE-2: SOIL QUANTITY AND QUALITY FOR NEW TREES			
Intent:	To provide soil quantity and quality that enables new trees to thrive. Higher amounts of good quality soil help ensure the success of vegetation.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	A minimum of 30 cubic meters (m^3) of soil and a minimum of 100 centimeters uncompact soil depth is provided for each new tree. Where there is a grouping of trees, a minimum of 20 cubic meters (m^3) of soil and minimum of 100 centimeters of uncompact soil depth is provided for each new tree.	On the Landscape Plan identify: • The tree planting locations, soil volume, soil depth, and soil quality that will be provided for each tree. Note: • If the initial submission of the Draft Plan of Subdivision is too early in the development application review process to provide the aforementioned details, provide a Letter of Commitment signed by a landscape architect and the owner/developer/builder confirming that the metric requirement(s) will be achieved, and that the details will be provided in the Landscape Plan during subsequent submissions.
Great:	+ 2 additional points (total 4 points)	25% more total soil volume than required municipal standard is provided for each new tree.	
Excellent	+2 points	Uncompact topsoil layer of tree pits, trenches, or planting beds with the following properties is provided for each new tree: • Organic matter content of 10 to 15% by dry weight and a pH of 6.0 to 8.0. • A minimum depth of 100 centimeters, or in accordance with municipal standards, whichever is greater. • Adequate drainage.	
References:	• TRCA (2012) Preserving and Restoring Healthy Soils Best Practice Guide for Urban Construction • Credit Valley Conservation (2017) Healthy Soils Guideline for the Natural Heritage System • Vineland Research (2019) Ontario Landscape Tree Planting Guide • Sustainable Technologies Evaluation Program (STEP) (2017) Compost Amended Planting Soil Specifications • Community Wellbeing Framework (2018): Environment Domain, Natural Systems 2A • Toronto Green Standard v3 Tier I: Ecology (EC1.1, EC1.2) (CF, LR, MHR); Tier II: Ecology (EC1.6) (LR, MHR)		

NE-3: HEALTHY SOILS			
Intent:	To ensure that new development contains healthy soil quality and quantity to help restore the natural functions of soils and vegetation and to help ensure the soil is appropriate for the proposed plantings. To reduce disturbance of healthy soil to protect soil horizons and maintain soil structure, as well as to support biological communities (above-ground and below-ground).		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**

Good:	1 point	A minimum topsoil depth of 200 millimetres is provided across the entire site (excluding paved surfaces).	On a Landscape Plan: • Identify the minimum topsoil depth that is provided across the entire site.
Great:	+1 additional point (total 2 points)	A minimum topsoil depth of 300 millimetres is provided across the entire site (excluding paved surfaces).	
References:	• TRCA Preserving and Restoring Healthy Soils Best Practice Guide for Urban Construction • CVC's Healthy Soil Guidelines for Natural Heritage System • Sustainable Technologies Evaluation Program (STEP) (2017) Compost Amended Planting Soil Specifications • Thinking Green (2018): 5 (Draft Plan of Subdivision, Site Plan)		

NE-4: NATURAL HERITAGE CONNECTIONS			
Intent:	To provide connections to nature and green spaces to benefit human health through proximity or access, and to minimize the amount of the natural heritage that is backlotted by residential development.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	Physical public connections (such as public access blocks, single loaded roads, parks, sidewalks, etc.) is provide for 25% of the length of the natural heritage system that abuts the proposed development (interface between development and natural heritage systems).	On a Landscape Plan or Site Plan identify: • The natural heritage features within the proposed development. • All roads, sidewalks, pathways, and parks adjacent to any natural heritage features, and include the length of each that directly abuts the natural heritage feature. • The length of natural heritage system (all natural heritage features) within the site. • The percentage (%) of the natural heritage system with potential access to the site has been provided with physical public connections. Note: • Percentage (%) of the natural heritage system (NHS) is determined by the length of the NHS perimeter. • Private yards (e.g. backlotting) and parking lots will not be counted as part of the physical public connection border.
Great:	+2 additional point (total 4 points)	Physical public connections (such as public access blocks, single loaded roads, parks, sidewalks, etc.) is provided for 50% or more of the length of the natural heritage system that abuts the proposed development (interface between development and natural heritage systems).	
References:	• Thinking Green Item (2018): 2 (Draft Plan of Subdivision, Site Plan)		

NE-5: NATURAL HERITAGE SYSTEM ENHANCEMENTS			
Intent:	To improve natural heritage system, particularly with respect to wildlife habitat and/or ecological functions.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	A Woodland Management Plan is provided and implementation will be commenced, where not already required by the municipality.	Provide a Woodland Management Plan in accordance with the municipal Terms of Reference. Note: • This metric is not applicable for Block Plans.
Good:	1 point	An Invasive Species Management Plan is provided and implementation will be commenced for a natural heritage feature, where not already required by the municipality.	Provide an Invasive Species Management Plan in accordance with the municipal Terms of Reference. Note: • This metric is not applicable for Block Plans.
Good:	1 point	Habitat structure(s) for species at risk, such as bird structures, butterfly boxes, and hibernaculum is provided.	In the Environmental Impact Study: • Outline the design and ecological function of the habitat structure(s). • Provide a figure illustrating the proposed locations of the habitat structure(s). • Provide a design specification for the habitat structure(s). Note: • This metric is not applicable for Block Plans
Great	2 points	Natural heritage restoration/enhancement that results in a net ecological gain, above municipal requirements, is provided.	In the Environmental Impact Study: • Outline the natural heritage restoration/enhancement, its ecological function(s), and how it achieves a net ecological gain above municipal requirements. • Provide a figure illustrating the proposed location(s) of the natural heritage restoration/enhancement. • Provide a design specification for the natural heritage restoration/enhancement.
Excellent	5 points	A linear continuous/uninterrupted naturalized corridor, not already identified as a natural heritage feature in the Official Plan or through technical studies, that creates a functional linkage between at least two natural heritage features is provided.	In the Environmental Impact Study: • Outline the design and ecological function (e.g. wildlife corridor, amphibian passage, and meadow-way/grassland) of the linkage. • Provide a plan/figure illustrating the proposed linkage including dimensions, landscape treatment, and the natural heritage features it will be connecting, which will be used to inform detailed design.
References:	• TRCA, Invasive Plant List • Credit Valley Conservation, Native Plants for Pollinators • Toronto Pollinator Protection Strategy, City of Toronto • Community Wellbeing Framework (2018): Environment Domain, Natural Systems 2A • Whitby Green Standard v1 (2020): LUN1.8, LUN1.9, LUN.V.1, LUN.V.2 (Draft Plan of Subdivision); LUN1.10, LUN1.11, LUN.V.2, LUN.V.3, LUN.V.4 (Site Plan) • Thinking Green Item (2018): 1 (Draft Plan of Subdivision, Site Plan)		

NE-6: SUPPORTING POLLINATORS			
Intent:	To provide landscape materials that support and provide habitat for pollinators (e.g. birds, bees, butterflies). Without pollinators, much of the food we eat and the natural habitats we enjoy would not exist. Pollinators are under increasing stress due to habitat loss, invasive species, diseases, pesticides, and climate change.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	Native plants that support pollinators make up 25% of total quantity of plants proposed on the landscape plan.	On the Landscape Plan: • Identify the species and proposed quantities of native plants (trees, shrubs, perennials, etc.) that support pollinators on the plant list. • Provide a calculation that illustrates the total percentage of native pollinator plants by dividing the number of native pollinator plants by the total quantity of all plants. Pollinator plant species must be selected from the Credit Valley Conservation "Native Plants for Pollinators", Toronto and Region Conservation Authority "Maintaining Your Pollinator Habitat" or alternative list approved by the municipality.
Great:	+1 additional point (total 2 points)	Native plants that support pollinators make up 50% of the total quantity of plants proposed on the landscape plan.	
References:	• Credit Valley Conservation, Native Plants for Pollinators, https://cvc.ca/wp-content/uploads/2017/04/17-uo-nativeplantsforpollinators-booklet-v8-web.pdf • Toronto Pollinator Protection Strategy, City of Toronto, https://www.toronto.ca/wp-content/uploads/2018/05/9676-A1802734_pollinator-protection-strategy-booklet.pdf • TRCA, Maintaining Your Pollinator Habitat, https://trca.ca/app/uploads/2016/04/PollinatorMaintenanceGuide_WEB.pdf • TRCA, Creating Habitat, https://trca.ca/app/uploads/2016/04/2602-Stewardship_Habitat-SinglePg_PRESS.pdf • Community Wellbeing Framework (2018): Environment Domain, Natural Systems 2A • Whitby Green Standard v1 (2020): LUN1.7 (Draft Plan of Subdivision); LUN1.8, LUN1.9 (Site Plan) • Toronto Green Standard v3 Tier I: Ecology (EC3.1) (CF, LR, MHR)		

NE-7: DEDICATED FRUIT/VEGETABLE GARDEN SPACE			
Intent:	To promote locally grown food, improve physical and mental wellbeing, and to encourage social interaction.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	For multi-unit residential developments, the following is provided: • garden space that is equal to 25 square metres (or 250 square feet) of the rooftop or total landscaped site area. • a shed for gardening equipment storage. • a water source for the garden space. For ground-oriented residential developments: *With yards:* • For each residential lot, a raised garden bed that is at least 12 inches tall, 4 feet wide, and 6 feet long is provided.	On the Landscape Plan: • Determine the total landscaped area of the project. • Specify the total area of garden space provided. • Identify supportive garden infrastructure (e.g. shed and water source). Note: • Garden space is defined as land and/or an alternative mechanism with a growing medium that will be used to cultivate plants for food. • Garden beds must provide at least 12 inches of garden soil depth (this garden soil will be provide above the standard topsoil). • Achieving this metric for ICI may be considered under the Innovation indicator.

		Without yards: • For each unit, a container garden that can accommodate 15 gallons of soil and are at least 12 inches deep is provided.	
References:	• Living Community Challenge 1.2, Place: Urban Agriculture • LEED ND (v4) NPD: Local Food Production • Town of Whitby Green Standard v1 (2020): LSF1.1 (Draft Plan of Subdivision); LSF1.1, LSF.V.1 (Site Plan)		

NE-8: PARK ACCESS			
Intent:	To promote visual and physical access to public parks and to make it easier for people of all ages and abilities to integrate physical activity and social interaction into their daily activity.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	3 points	*For Brampton, Richmond Hill, and Markham:* 2 road frontages are provided for each park (e.g. urban square, parkette, and neighborhood park). *For City of Vaughan only:* A minimum of 50% of a park has a public street frontage.	On the Site Plan (Site Plan), Urban Design Brief, Landscape Plan (Draft Plans), or Community Design Guidelines (Block Plan): • Highlight the urban squares, parkettes, neighborhood parks, and community parks included within the application. *For Vaughan only:* • Identify the linear meters of public road frontages for each park type, and percentage of park that has public road frontage.
Great:	+3 additional points (total 6 points)	*For Brampton, Richmond Hill, and Markham:* 3 or more road frontages are provided for each park. *For City of Vaughan only:* Approximately 50-70% of a park has a public street frontage.	
References:	• Whitby Green Standard v1 (2020): HH1.2 (Draft Plan of Subdivision, Site Plan)		

NE-9: STORMWATER QUANTITY			
Intent:	To support a treatment-train approach to stormwater management, emphasizing source and conveyance controls to promote infiltration, evaporation, and/or re-use of runoff and/or rainwater. Managing stormwater at the early stages of the treatment-train can provide more resilient communities and reduce risks of downstream flooding and erosion.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**

	Points	Requirement	Documentation
Good:	2 points	Retain runoff volume from the 10 millimeter rainfall event on public and private sites.	In the Functional Servicing Report, Stormwater Management Plan (Block, Plan, Draft Plan and Site Plan), or Master Environmental Servicing Plan (Block Plan): • List and describe the design measures used to retain stormwater runoff on-site. Measures could include (but not limited to) Low Impact Development measures, stormwater management ponds. • Highlight the location of design measures on the applicable plan. • Confirm that the quantity and flood controls are in accordance with applicable municipal and conservation authority requirements. • Calculations and signoff by a qualified professional (e.g. professional engineer) quantifying the amount of runoff that will be retained on site.
Great:	+2 additional points (total 4 points)	Retain runoff volume from the 15 millimeter rainfall event on public and private sites.	
Excellent:	+3 additional points (total 7 points)	Retain runoff volume from the 25 millimeter rainfall event on public and private sites.	

References:

- Toronto Green Standard v3 Tier II: Water Balance, Quality, and Efficiency (WQ 2.2) (LR, MHR); Tier III: Water Balance, Quality, and Efficiency (WQ 2.3) (LR, MHR), (WQ 2.1) (CF)
- TRCA's Stormwater Management Criteria
- TRCA and CVC (2012) Low Impact Development Stormwater Management Planning and Design Guide
- Vaughan's Urban Design Guidelines
- Whitby Green Standard v1 (2020): SW1.1, SW1.5 (Draft Plan of Subdivision); SW1.1, SW1.6 (Site Plan)
- Thinking Green (2018): 8 (Draft Plan of Subdivision); 12 (Site Plan)
- LEED ND v4 GIB: Rainwater Management
- LEED BD+C v4 SS: Rainwater Management

NE-10: STORMWATER QUALITY			
Intent:	To protect receiving water bodies from water quality degradation that may result from development and urbanization. Controlling the quality of stormwater can provide for improved quality of receiving water bodies, resulting in fewer algae blooms, longer swimming seasons, and a variety of other ecological benefits.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**

	Points	**Requirement**	**Documentation**
Good:	1 point	80% of Total Suspended Solids (TSS) will be removed from all runoff leaving the site during a 25 millimeter rainfall event (based on the post-development level of imperviousness).	In the Functional Servicing Report, Stormwater Management Plan (for Block Plan, Draft Plan or Site Plan), or Master Environmental Servicing Plan (for Block, Plan): • A list and description of the filtration measures used to treat the stormwater runoff on-site. • Strategies could include (but are not limited to): stormwater management ponds, oil-grit separators (ETV certified), filters, bioswales. • Highlight the design measures (if any) on a plan. • Quantify the percent (%) of TSS removed from a 25 mm rainfall event.
Great:	+4 additional points (total 5 points)	Over 90% of Total Suspended Solids (TSS) will be removed from all runoff leaving the site during a 25 millimeter rainfall event (based on the post-development level of imperviousness).	

References:

- Toronto Green Standard Tier I: Water Balance, Quality & Efficiency (WQ 3.1) (CF, LR)
- TRCA Stormwater Management Criteria
- TRCA and CVC Low Impact Development Stormwater Management Planning Design (2012)
- Whitby Green Standard v1 (2020): SW1.1, SW1.3 (Draft Plan of Subdivision); SW1.1, SW1.4 (Site Plan)
- LEED ND v4 GIB: Rainwater Management
- LEED BD+C v4 SS: Rainwater Management
- Thinking Green (2018): 9 (Draft Plan of Subdivision); 11 (Site Plan)

NE-11: POTABLE WATER USE			
Intent:	To facilitate the conservation and efficient use of potable water.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**

Good:	2 points	Potable water used for irrigation is reduced by 50%, compared to a mid-summer baseline case.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer, landscape architect) and the owner/developer/builder that confirms:
			• The project will be designed to reduce potable water requirements for irrigation.
			• The percent (%) reduction in potable water used to irrigate, relative to a mid-summer baseline case. For information on how to achieve this credit refer to LEED v4 BD+C WE Credit: Outdoor Water Use Reduction Option 2 and use the calculation tool to demonstrate.
			• The strategies used to reduce potable water demands. Strategies include:
			  • Drought tolerant, native/ or adaptive vegetation that requires little to no water in the local climate.
			  • Use of high-efficiency irrigation, such as drip irrigation.
			  • Use of captured rainwater for irrigation.
			  • If captured rainwater is used, provide a Letter from a qualified professional (e.g. professional engineer) confirming the proposed cistern size and the calculations to demonstrate the volume of captured water expected.

Great:	+4 additional points (total 6 points)	No potable water is used for irrigation.	• Provide the documentation as requested for "Good", unless no irrigation is being installed. • In the case where no irrigation is installed, provide a Letter of Commitment signed by a qualified professional (landscape architect, property manager) and owner/builder/developer confirming that no irrigation will be installed past the establishment period and that sod will be allowed to go dormant and brown in off-season months.
References:	• LEED ND (v4) WE: Indoor Water Use Reduction; WE: Outdoor Water Use Reduction • LEED BD+C (v4.1) WE : Outdoor water use reduction • Toronto Green Standard v3 Tier II: Water Balance, Quality & Efficiency (WQ 4.3) (CF, LR, MHR) • Community Wellbeing Framework (2018): Environment Domain, Natural Systems 2C • Whitby Green Standard v1 (2020): SW1.7 (Site Plan)		

NE-12: MULTI-PURPOSE STORMWATER MANAGEMENT			
Intent:	To enhance the public use value of stormwater management ponds.		
Applicable to:	☐ Block Plan	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	Measures/amenities that beautify stormwater management ponds (e.g. public art, interpretive signage) are provided.	In the Functional Servicing Report or Stormwater Management Plan: • Identify beautification measures (public art, interpretative signage, visually pleasing infrastructure, etc.) included within the proposed development that are above and beyond City's landscape specifications and applicable standards. Note: • Any proposed measure will not reduce the performance function of the stormwater management pond. • Fountains are not acceptable beautification measures.
References:	• Appendix E - Stormwater Management Pond Design Guidance of TRCA SWM Criteria document (2012)		

INFRASTRUCTURE & BUILDINGS

IB-1: BUILDINGS DESIGNED/CERTIFIED UNDER ACCREDITED "GREEN" RATING SYSTEM			
Intent:	To recognize leadership and efforts to achieve independent third-party green certification systems that demonstrates high sustainability performance.Sustainability certification systems provide recognizable and verified certifications demonstrating to the public a high degree of sustainability performance is being achieved.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**

	Points	**Requirement**	**Documentation**

Good:	1 to 7 points (1 point per building, total 7 points available)	One or more buildings on site will be enrolled in a third-party green certification system.	• Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer, LEED professional) and the owner/developer/builder that:
			  ○ Identifies the green rating system that will be achieved and certified for the building(s).
			  ○ Confirms registration for the third-party green rating system (e.g. receipt of the registration fees).
			
			Note:
			• Acceptable third-party accredited green rating systems include:
			• LEEDv4 or LEEDv4.1 (not including LEED for Commercial Interiors)
			• Certified Passive House Building
			• Living Building Challenge 4.0
			• CaGBC Zero Carbon Building Design Standard Version 2 (March 2020)
			• Energy Star Canada
			• One Planet Living
			• LEED ND v4

Excellent:	1 additional point per building	One or more buildings on site will be enrolled in multiple third-party green certification systems.	
Good:	2 points	The development will achieve LEED ND v4 (or equivalent).	
Excellent:	4 points	The development will achieve One Planning Living rating (or equivalent).	
References:	• Sustainable Design and Construction Policy for Municipal Buildings • Canada Green Building Council Zero Carbon Building Design Standard Version 2, March 2020 • York Region Sustainable Development through LEED Incentive Program • Thinking Green (2018): 12 (Draft Plan of Subdivision); 15 (Site Plan)		

IB-2: ACCESSIBILITY FOR MULTI-UNIT DWELLINGS			
Intent:	To enable a wide spectrum of people to live within and access new buildings, regardless of ability. To provide accessibility to occupants beyond the Ontario Building Code (OBC), which mandates a barrier-free path of travel in 15% of Multi-Residential Units.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**

	Points	**Requirement**	**Documentation**
Good:	2 points	For multi unit-residential buildings a minimum of 25% of the Dwelling Units (DU) achieve accessibility features required in the Ontario Building Code.	Provide a Letter of Commitment signed by an accredited professional (e.g architect, professional engineer, accessibility consultant) and that owner/builder/developer confirming the percentage of Dwelling Units that will achieve accessibility requirements and the accessibility measure that will be implemented. On the Site Plan: • Identify the total number of units, the number of units that achieve the accessibility features required in the Ontario Building Code, and the total percentage of units that achieve the accessibility features required in the Ontario Building Code.
Great:	+1 additional points (total 3 points)	For multi unit-residential buildings, a minimum of 35% of the Dwelling Units (DU) achieve accessibility features required in the Ontario Building Code.	
References:	• LEED ND (v4) NPD: Visitability and Universal Design • Whitby Green Standard v1 (2020): ELE.V.3 (Site Plan) • Thinking Green (2018): 32 (Site Plan)		

IB-3: BUILDING ACCESSIBILITY (BARRIER FREE ENTRY/EGRESS)			
Intent:	To enable a wide spectrum of people and access new buildings, regardless of age or ability. Inclusive buildings and neighborhoods expand the number of potential users, thereby increasing value. They also enable more diversity in age of occupants and visitors.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**

	Points	**Requirement**	**Documentation**
Good:	1 point	50% of emergency exits above the Ontario Building Code requirements are designed to be barrier free.	On a Site Plan drawing: • Identify all building entrances and exits. • Identify and quantify as a percentage (%) all building entrances and exits that will be barrier free as per the Ontario Building Code.
Great:	+1 additional points (total 2 points)	100% of all entries and exits above the Ontario Building Code requirements are designed to be barrier free.	
References:			

IB-4: EMBODIED CARBON OF BUILDING MATERIALS: SUPPLEMENTARY CEMENTITIOUS MATERIALS			
Intent:	To increase the growing awareness of the importance of addressing the embodied carbon and other GHG emissions associated with building materials. Materials can account for significant impact from their production, and reductions are available through selection and design. Often, lower impact materials are also more cost-effective.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	All concrete on site has a minimum of 20% Supplementary Cementitious Materials (SCMs).	A Letter of Commitment signed by a qualified professional (e.g. professional engineer or architect) and the owner/builder/developer declaring the percent of Supplementary Cementitious Materials that will be used in all concrete on site. Note: • Supplementary cementing materials (SCMs) contribute to the properties of hardened concrete through hydraulic or pozzolanic activity. Examples include fly ashes, slag cement (ground, granulated blast-furnace slag) and silica fume. They can be used individually with Portland or blended cement or in different combinations. SCMs are often added to concrete to make concrete mixtures more economical, reduce permeability, increase strength, or influence other concrete properties.
Good:	+1 additional point (total 2 points)	40% of concrete on site has a minimum of 40% Supplementary Cementitious Materials (SCMs).	
References:			

IB-5: EMBODIED CARBON OF BUILDING MATERIALS: LIFE CYCLE ASSESSMENT			
Intent:	To increase the growing awareness of the importance of addressing the embodied carbon and other GHG emissions associated with building materials. Materials can account for significant GHG emissions from their production, and reductions are available through careful selection and design. Lower impact materials can also more cost-effective.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Great:	1 points	Embodied carbon emissions for the structural and envelope materials for every Part 3 buildings on site is being reported using a lifecycle assessment software, such as Athena Impact Estimator for Buildings Life Cycle Assessment (LCA) software or equivalent. Consider three methods to reduce the embodied carbon content of each building reviewed.	On a Site Plan Drawing: • Identify the building(s) that is being assessed, its use (residential, commercial, institutional), the estimated gross floor area, the number of storeys, and the number of dwelling units (If residential). • Confirm the number of Part 3 buildings on site that are being assessed (whichever is greater). • Provide a LCA report declaring the materials that are anticipated to be used and the estimated total embodied carbon emissions of these materials used for the structure and envelope. Athena Impact Estimator for Buildings Life Cycle:

		Note: Part 3 residential buildings are large and complex buildings, four storeys and taller, and greater than 600 square metres in building area.	https://calculatelca.com/software/impact-estimator/
Excellent:	+4 additional points (total 5 points)	One or more carbon reduction strategies that would result in a 10% reduction in embodied carbon of the design is being employed.	In addition to the documentation requirements noted for the Great level, provide a Letter of Commitment singed by a qualified professional (e.g. professional engineer or architect) and the owner/builder/developer identifying the carbon reduction strategies that will be used and the associated reduction in embodied carbon.
References:	• Canada Green Building Council, Net Zero Carbon Building Standard Version 2. March, 2020 • Athena Sustainable Materials Institute (September 2019) http://www.athenasmi.org/wp-content/uploads/2019/09/About_WBLCA.pdf		

IB-6: EMBODIED CARBON OF BUILDING MATERIALS: MATERIAL EFFICIENT FRAMING			
Intent:	To increase awareness of the importance of addressing the embodied carbon and other GHG emissions associated with building materials.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Great:	3 points	For all low rise wood-framed construction, at least 3 of the following advanced framing measures is utilized: • Pre-cut framing packages, • Engineered Floor Joist • Single Top-Plates • Two Stud Corners • Stud spacing greater than 406 mm (16”) on any storey, • Ceiling joist spacing greater than 406 mm (16”) on any storey, • Floor joist spacing greater than 406 mm (16”) on any storey. All corners have no more than 2 studs.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect or professional engineer) and the owner/developer/builder committing to practice material efficient framing and listing the measures that will be employed from the provided eligible measures. Note: • Embodied carbon can be defined as the lifetime greenhouse gas (GHG) emissions associated with material. It is life cycle thinking applied to a product, and includes GHG’s associated with the manufacture, transportation and installation of a product, any GHG’s related to product maintenance and renewal, and GHG’s associated with the end of life of the product. • Modular construction approach can assist in confirming these requirements.
References:	• Athena Sustainable Materials Institute (September 2019) http://www.athenasmi.org/wp-content/uploads/2019/09/About_WBLCA.pdf		

<table>
<tr><th colspan="4">IB-7: HEAT ISLAND REDUCTION: NON-ROOF</th></tr>
<tr><td>Intent:</td><td colspan="3">To reduce ambient surface temperatures and reduce the urban heat island effect.</td></tr>
<tr><td>Applicable to:</td><td>☐ Block Plan</td><td>☐ Draft Plan of Subdivision</td><td>☒ Site Plan</td></tr>
<tr><td></td><td>Points</td><td>Requirement</td><td>Documentation</td></tr>
<tr><td>Good:</td><td>2 points</td><td>For both Residential and Non-Residential Development:

One or more of the following strategies is being used to treat 50% of the site’s non-roof hardscaping:
• High albedo paving materials with an initial solar reflectance of at least 0.33 or SRI of 29.
• Open grid paving with at least 50% perviousness.
• Shade from existing or new tree canopy within 10 years of landscape installation.
• Shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 at installation or an SRI of 29.
• Shade from structures with energy generation.

OR

For non-residential development only:

• A minimum of 75% of at-grade parking spaces is under a cover.</td><td rowspan="2">On the Landscape Plan identify:
• The area of the total hardscape on the site (excluding building footprint)
• The strategies, locations, and size used to reduce heat island from the hardscape area (e.g. underground/covered parking, hardscape shading, hardscape materials with an SRI greater than 29, and open grid pavers with pervious greater than 50%).
The following products have an SRI greater than 29:
◦ White-coated gravel on the built-up roof (SRI 79),
◦ White coating on a metal roof (SRI 82),
◦ White cement tile (SRI 90),
◦ New gray concrete (SRI 35).
• For unit pavers and open grid/ pervious paving, provide examples of the products that are intended for the design and provide manufacturer’s documentation with the SRI or solar reflectance value to confirm.
Determine the percent (%) of the hardscape area that has employed heat island reduction strategies, relative to the total hardscape area.
Note:
• Hardscaping includes driveways, walkways, courtyards, surface parking areas, artificial turf, and other on-site hard surfaces.</td></tr>
<tr><td>Great:</td><td>+1 additional point (total 3 points)</td><td>One or more of the strategies presented in “Good” level will be used to treat 75% of the site’s non-roof hardscaping.</td></tr>
<tr><td>References:</td><td colspan="3">• Toronto Green Standard v3 Tier I: Air Quality (AQ 2.1) (LR), (AQ4.1)(MHR) ; Tier II: Air Quality (AQ4.3) (MHR); (AQ 2.3) (LR), (AQ 4.1) (CF)
• LEED ND (v4) GIB: Heat Island Reduction
• LEED BD+C (v4) SS: Heat Island Reduction
• Thinking Green (2018): 8 (Site Plan)</td></tr>
</table>

IB-8: HEAT ISLAND REDUCTION: ROOF			
Intent:	To reduce ambient surface temperatures and reduce the urban heat island effect.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Great:	2 points	Cool roof is provided for 100% of the available roof space	On a Landscape Plan, Elevation drawings, or Roof Plan: • Determine the area of Available Roof Space. • For Cool Roof products provide examples of the products that are intended for the design and provide manufacturer's documentation with the SRI or solar reflectance value to confirm. • Determine the percent (%) area of roofing surfaces treated with a cool roof, green roof and/or solar PV as a percent (%) of the total available roof space. Note: • Available roof space for cool roof areas consists of the total roof area of the building or building addition excluding private terraces no greater in area than the floor of the abutting residential unit at the roof level. • Available Roof Space is defined as the total roof area minus the areas designated for renewable energy, residential private terraces, residential outdoor amenity spaces (to a maximum of 2m2/unit, and a tower roof on a building with a floor plate less than 750m2. The definition is from the City of Toronto Green Roof Bylaw. • Cool roofing materials have a minimum initial reflectance of 0.65 and minimum emittance of 0.90 or a three-year aged SRI value of 64 for a low-sloped roof and a three-year aged SRI of 15 for a steep-sloped roof. Low sloped roofs have a surface slope of less than 1:6 (9.5 degrees) and steeply sloped roofs have a surface slope greater than 1:6 (9.5 degrees).
Great:	4 points	Green roof is provided for 50% of the available roof space	
Excellent	+2 additional points (total 6 points)	Green roof is provided for 75% of the available roof space	
References:	• LEED ND (v4) GIB: Heat Island Reduction • LEED BD+C (v4) SS: Heat Island Reduction • Toronto Green Standard v3, Tier I: Air Quality (AQ4.2) (CF, MHR); (AQ 2.2) (LR) • Whitby Green Standard v1 (2020): LUN1.5, LUN1.8 (Site Plan) • Thinking Green Item (2018): 9 (Site Plan)		

IB-9: SOLAR GAIN CONTROL			
Intent:	To control solar heat gains through east and west facing windows.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	For a low-rise development: Exterior shading by planting at least one deciduous tree (50 to 70 DBH) per lot on the west side of each low density residential dwelling is provided.	On the Landscape Plan, identify the new trees to be placed on the west side of each residential dwelling.
Great:	2 points	Exterior shading for all east and west facing windows is provided.	On Elevation Drawings, identify the exterior shading method that will be used on all east and west facing windows. Note: • Acceptable exterior shading includes operable shutters, overhangs, brise soleil canopy, awnings, solar blinds, screens, horizontal louvers and jalousies.
References:	• Durham Region Climate Resilient Standard for New Houses (Draft 2018), Extreme Heat Protection Measures; Shading, Glazing, and Window Operability #2.		

IB-10: SOLAR READINESS			
Intent:	To encourage the use of renewable energy and reduce reliance on fossil fuel-based energy. Solar energy can provide cost-effective methods to reduce energy use and will have strong climate change benefits.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Great:	3 points	All buildings in the project are designed for solar readiness.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder that confirms all new buildings will be designed for solar readiness. Note: Designing for solar readiness includes: • Designate an area of the roof for future solar PV and/or solar thermal. • Design and build an adequate structural capacity of the roof structure. • Install one or two conduits from the roof to the main electrical or mechanical room (size of conduit to be determined based on maximum potential solar PV or solar thermal system size). • Designate a 2m by 2m wall area in the electrical and mechanical rooms for future solar electrical/thermal equipment controls and connections (e.g. meters, monitors). • Where possible place the HVAC or other rooftop equipment on the north side of the roof to prevent future shading. • For more guidance on solar readiness, or to access a Solar Readiness Checklist, consult with NRCan Solar Ready Guidelines. Applicants are also encouraged to consult the National Renewable Energy Laboratory's Solar Ready Buildings Planning Guide for additional considerations for PV-ready provisions.
Great:	2 points	In the project, 1% of the total energy is generated on-site by renewable energy sources.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer, energy modeller) and the owner/developer/builder to confirm the percent (%) of renewable energy will be generated on-site. The percent (%) of renewable energy generated can be quantified by the following steps: • List the types of building(s) (office, commercial, retail, residential multi-unit and/or single-unit). • Determine the total GFA for each building type and list the expected/approximate energy use intensities (EUIs) for each building type. • Determine the total building annual energy use for the site. • List the renewable energy technologies being considered for the site. • Determine the expected annual energy generated from renewable technologies and the percent (%) of annual energy generated on-site, relative to the total energy consumed. Note: • Allowable forms of renewable energy systems include the following:
Excellent	+1 additional point per percent (%)	In the project, more than 1% of the total energy is generated on-site by renewable energy sources, up to 5%.	

	increase up to 5 points (total 7 points)		• Solar photovoltaics (PV) technologies (e.g. solar panel, solar shingles), • Solar thermal, • Biogas and biofuel, • Wind-based systems. • For greater clarity, it should be noted that geo-exchange systems (e.g. ground-source heat pumps) are considered a building energy efficiency measure, as opposed to a form of renewable energy generation. As such, these systems cannot be used for the on-site renewable energy requirement, but can instead be utilized to meet the energy efficiency targets. • The renewable energy calculations can be conducted either within the whole-building energy modelling software or through recognized third-party energy modelling tools such as RETScreen Expert or PVSyst. • Off-site solutions such as renewable energy certificates (RECs), carbon offsets, or power purchasing agreements (PPA) with renewable energy generators are not permitted to satisfy this measure unless otherwise approved by the City.
Good Target (Draft Plan Only)	3 points	For greenfield sites that provide ground-oriented development, 100% of dwellings in the project are designed for solar readiness.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder confirming that all dwellings in the project will be designed for solar readiness, and the measure that will be taking to facilitate this.
References:	• NRCAN Solar Ready Guidelines • Toronto Green Standard v3 Tier II: Energy Efficiency, GHG & Resilience (GHG 2.1) (CF, MHR), (GHG 2.2) (LR) • Whitby Green Standard v1 (2020): ECC1.2, ECC.V.1 (Draft Plan of Subdivision); ECC1.2, ECC.V.1, ECC.V.2, ECC.V.3 (Site Plan) • Thinking Green Item (2018): 13 (Draft Plan of Subdivision); 16 (Site Plan)		

IB-11: ENERGY STRATEGY			
Intent:	To encourage the early consideration and incorporation of sustainable design features in the planning process relating to improved building energy efficiency, carbon reduction, and resilience, as well as to take advantage of district-scale opportunities in the case of multi-building developments.		
Applicable to:	**☒ Block Plan**	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Great:	3 points	An Energy Strategy is provided for the proposed development that includes the following, as applicable: • High-level energy analysis using archetype modelling or benchmarking data to estimate the overall energy consumption and GHG emissions associated with the development. • Identify and evaluate opportunities to reduce energy use intensity (EUI) and greenhouse gas emissions (GHG) intensity down to a net-zero ready level of performance through various measures, such as more efficient building form and massing, orientation, improved building envelope	An Energy Strategy Report that meets the terms of reference provided by the City, and at a minimum, includes the following information: • Executive Summary, • Energy calculations, including data and assumptions, • Graphs of expected energy performance, • Conclusions / Recommendations, • Appendices: supporting documentation, references, etc.

		performance, highly efficient HVAC systems, heat recovery, and lighting solutions. • Analysis of low-carbon energy solutions and on-site renewable energy generation potential that can be incorporated into the development, such as rooftop photovoltaic (PV), geo-exchange systems, high-efficiency combined heat and power (CHP), thermal energy stores, and sewer water heat recovery. • Identify and evaluate opportunities for backing power systems and passive design features that will improve the resilience of buildings to area-wide power outages. For multi-unit development, also conduct the following: • In the case of multi-building development proposals or in intensification areas identified by the municipality, investigate the feasibility of shared energy solutions, such as the development of low-carbon thermal energy networks or connection to planned or existing district energy systems, and identify the required provisions to be district energy-ready.	
Excellent:	+6 additional points (total 9 points)	In addition to developing an Energy Strategy, an energy use intensity (EUI) and greenhouse gas emissions intensity (GHGI) target for the site is being achieved that strives towards a near-net zero emissions level of performance as agreed upon with the City. A zero-carbon transition plan is established that lays out the pathway towards achieving carbon neutrality in the future through a variety of design measures, such as providing the necessary infrastructure for full building electrification and avoidance of on-site combustion of fossil fuels.	Provide an Energy Strategy report, as well as Letter of Commitment signed by the owners/developers/builders and qualified professional (e.g. professional engineer) indicating commitment to meet a development-wide energy use intensity and greenhouse gas emissions intensity targets, as well as a zero-carbon transition plan that lays out specific design measures that will be incorporated to facilitate achievement of carbon neutrality in the future (for example, providing electrical infrastructure provisions to allow for full building electrification).
References:	• City of Toronto Energy Strategy Report - Terms of Reference		

IB-12: BUILDING ENERGY EFFICIENCY, GREENHOUSE GAS REDUCTION, AND RESILIENCE			
Intent:	To promote buildings that are designed to be energy-efficient with reduced operating costs and greenhouse gas emissions associated with building operations, while improving the thermal comfort of occupants and enhancing building resilience. Well-designed buildings that are energy-efficient can improve indoor and outdoor air quality and reduce greenhouse gas emissions.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good: **(Mandatory staring January 1, 2023)**	3 points	**Part 9 Residential Buildings (3 storeys or less and less than 600 m² in gross floor area).** Design the building(s) to achieve ENERGY STAR® for New Homes version 17.1, R-2000® requirements, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m² in gross floor area).** Develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • Total Energy Use Intensity (TEUI): 170 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 70 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 20 kgCO2/m2/yr. **All Other Part 3 Buildings** Develop a whole-building energy model, and design and construct the building to achieve at least a 15% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	*For Part 9 Residential Buildings* • Provide a Letter of Commitment signed by the owner/developer/builder and an NRCan-registered Energy Advisor that confirms an Energy Advisor has been retained for the development, and that outlines the minimum requirement and selected Compliance Options (e.g. Builder Option Package) that will be achieved. As-Build Documentation Requirements (for Great, Excellent, Exceptional levels) • Proof of certification from third-party verifier (e.g. EnerQuality, Passive House Canada) *For Part 3 Buildings* Energy Model Documentation Requirements: • Energy Model Report summarizing key modelling inputs, outputs, and assumptions, signed by a licensed professional. • Working Energy Model Simulation Files. • Mechanical and Electrical Design Brief. • Related supporting drawings and calculations done externally from the energy modelling software (for example, thermal bridging calculations). As-Built Energy Model Documentation Requirements (for Great, Excellent, Exceptional levels): • Updated Energy Model Report. • Working Energy Model Simulation Files. • Mechanical and Electrical Design Brief. • Modelling Note: General, Building Level, Plant Level, System Level, Occupancy and Minimum Outdoor Air Rates, Warnings and Errors. • Take-off Calculations (Modeller's external calculations to support the model inputs). If applicable, the calculation for model workarounds, exceptions, process energy savings, renewable energy systems, district energy systems, or other required calculations. • Zoning Diagrams. • Outdoor Air Calculation Spreadsheets. • Architectural Drawings and Specifications (issued for construction/as-built).
Great:	+4 additional points (total 7 points)	**Part 9 Residential Buildings (3 storeys or less and less than 600 m² in gross floor area).** Design, construct, and label the building(s) to achieve ENERGY STAR® for New Homes version 17.1, R-2000® requirements, or equivalent.	

		Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m² in gross floor area). Develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • Total Energy Use Intensity (TEUI): 135 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 50 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 15 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model, and design and construct the building to achieve at least a 25% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	• Mechanical Drawings and Specifications (issued for construction/as-built). • Electrical Drawings and Specifications (issued for construction/as-built). Note: • For guidance on calculating TEUI, TEDI, and GHGI, please refer to the *Energy Efficiency Report Submission & Modelling Guidelines for the Toronto Green Standards* • https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/
Excellent:	+6 additional Points (total 13 points)	**Part 9 Residential Buildings (3 storeys or less and less than 600 m² in gross floor area).** Design and construct the building(s) to be Net Zero ready in accordance with the CHBA Net Zero Home Labelling Program, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m² in gross floor area).** Develop a whole-building energy model and design the building to achieve the following whole-building performance metrics associated with a near-net zero emissions level of performance: • Total Energy Unit Intensity (TEUI): 100 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 30 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 10 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model and design the building to achieve at least a 37% improvement in energy	

		efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	
Exceptional	+8 additional points (total 21 points)	**Part 9 Residential Buildings (3 storeys or less and less than 600 m^2 in gross floor area).** Design and construct the building(s) in accordance with the CHBA Net Zero Homes Labelling Program, or Passive House standards, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m^2 in gross floor area).** Develop a whole-building energy model and design the building to achieve the following whole-building performance metrics associated with a near-net zero emissions level of performance: • Total Energy Unit Intensity (TEUI): 75 kWh/ m2 yr • Thermal Energy Demand Intensity (TEDI): 15 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 5 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model and design the building to achieve at least a 50% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	
Good:	3 points	**Metering** Install electricity and/or thermal sub-meters for all energy end-uses that represent more than 10% of the building's total energy consumption, following the requirements laid out in LEED v4 Reference Guide Advanced Energy Metering credit. For buildings with multiple tenants, provide energy sub-metering for each commercial/institutional tenant, and per residential suite.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder identifying sub-metering that will be provided, accompanied by electrical and mechanical single line diagrams that indicate the provision of electricity and thermal sub-meters. A metering plan listing all meters along with type, energy source metered, diagrams, and/or references to design documentation.

Great:	3 points	Conduct best practice commissioning, per the requirements referenced in LEED BD+C v4 Fundamental Commissioning and Verification pre-requisite. (Building commissioning is a systematic process of verifying that the various building sub-systems such as building envelope, mechanical (HVAC), plumbing and lighting systems are constructed and operational per the project requirements and design intent.)	Provide a Letter of Commitment signed by the owner/developer/builder confirming that building commissioning will be carried out per the requirements of LEED v4 BD+C Fundamental Commissioning and Verification pre-requisite.
Excellent:	4 points	**Airtightness Testing** Conduct a whole-building air leakage test to improve the quality and airtightness of the building envelope.	Provide Letter of Commitment signed by the owner/developer/builder that an airtightness testing provider will be retained to conduct a whole-building air leakage test. Note: • It is recommended that applicants follow ASTM WK35913 Standard Test Method for Determining the Air Leakage Rate of Large or Multi-zone Buildings or US Army Corps of Engineers (USACE) Air Leakage Test Protocol. • Projects will conduct an operational envelope airtightness test under negative pressure producing a multi-point regression. However, projects are permitted to pursue negative and positive pressure testing and produce a building envelope test where HVAC-related openings are excluded as in the Passive House standard. • Projects will target a test pressure of 75Pa. Projects unable to achieve 75Pa must follow either ASTM W35913 alternative test methods; Repeated Single-Point Test or a Repeated Two-Point test and demonstrate compliance using projected curves for airtightness at 75Pa. • If the whole building cannot be tested as one zone, it is acceptable to test a zone that can be partitioned temporarily with adjacent zones “Guarded” as buffer zones using blower door equipment. Note that the air leakage rate should be normalized to the exterior surface area and not include the guarded surface areas. • All materials, assemblies, and systems that form the continuous air barriers systems must be installed including any HVAC equipment, ducts, and fittings included in the test boundary. • Upon completion, the applicant shall provide a completed airtightness testing report to City officials. • For low-rise developments, conduct airtightness testing for 15 percent of the dwellings.
References:	• Toronto Green Standard v3: Energy Efficiency, GHG & Resilience (CF, LR, MHR) • Whitby Green Standard v1 (2020): ECC1.4, ECC1.5, ECC1.6, ECC1.7, ECC.V.4, ECC.V.6 • Thinking Green Item (2018): 13 (Site Plan)		

IB-13: RAINWATER AND GREYWATER USE			
Intent:	To reduce potable water use for interior building functions.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	Rainwater or greywater is captured on-site and used for exterior uses (e.g. landscape irrigation). Buildings are designed for rainwater and/or greywater use readiness (e.g. plumbing infrastructure rough-ins or dedicated cistern space for rainwater or greywater use or greywater irrigation that may be connected in the future are included in the building).	Rainwater Use for Exterior Functions • On the Landscape Plan identify the type and location of rainwater capture/use infrastructure. Greywater Use for Exterior Functions • On the Landscape Plan identify the type and location of greywater capture/use infrastructure. Greywater and/or Rainwater Use for Interior • A Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder committing that the project will either be designed to provide greywater and/or rainwater use for internal functions, specifying which internal functions and the potential technology/infrastructure that will be used. Note: • *Greywater* is wastewater generated from dish washing, hand washing, laundry, bathing and showering. • All Greywater and Rainwater use must comply with Ontario Building Code.
Great:	+3 additional points (total 4 points)	*Greywater Use for Interior Functions* Greywater is captured on site, treated, and used for toilet and urinal flushing, as well as priming flood drains within a home. OR *Rainwater Use for Interior Functions* Rainwater is captured on site and used for toilet and urinal flushing.	
References	• Thinking Green (2018): 19 (Site Plan)		

IB-14: BACK-UP POWER			
Intent:	To encourage the provision of back-up power that enables the functioning of key utilities/building functions during power failures resulting from extreme weather events.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	Rough-ins to allow for the installation of external generators/auxiliary power supply at a later date are provided.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder stating that all residential dwellings will be provided rough-ins to allow for the installation of external generators/auxiliary power supply at a later date. Note: • Applies to all residential building types.
Good	1 point	For mid-rise and high-rise buildings, a refuge area with heating, cooling, lighting, potable water, and power available for 72 hours is provided.	On the Floor Plans, identify the common refuge area. Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder stating that the refuge area will be provided and supplied with heating, cooling, lighting, potable water, and power available for 72 hours. Note: • Applies to residential buildings that contain central amenity/lobby space. A refuge area should be a minimum size of 93m2 (1000 square feet), and/or 0.5m2/occupant and may act as building amenity space during normal operations. • Common refuge areas are temporarily shared, lit spaces where vulnerable residents can gather to stay warm or cool, charge cell phones and access the internet, safely store medicine, refrigerate basic food necessities, access potable water and toilets, and perhaps prepare food.
Great	3 points	72 hours of back-up power to essential building systems is provided.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder stating that at least 72 hours of back-up power to essential building systems will be provided. Note: • Provide a 72 hour minimum back-up power system, preferably using a non-fossil fuel source, to ensure power is provided to the refuge area, building security systems, domestic water pumps, sump pumps, at least one elevator, boilers and hot water pumps to enable access and egress and essential building functions during a prolonged power outage. • Applies to multi-unit residential buildings only.
References:	• Durham Region Climate Resilient Standard for New Houses (Draft 2018), Basement Flood Protection Measures; Enhanced Protection #18 • Toronto Green Standard v3 Tier II: Energy Efficiency, GHG & Resilience (GHG 5.2) (CF, MHR) • City of Toronto. Minimum Backup Power Guidelines for MURBs, Voluntary Performance Standards for Existing and New Buildings (2016). • City of Brampton. Emergency Preparedness Guide.		

	• Whitby Green Standard v1 (2020): ECC.V.7 (Site Plan)

IB-15: EXTREME WIND PROTECTION FOR GROUND-ORIENTED DEVELOPMENT			
Metric Intent:	• To increase the resistance of homes to the impacts of high wind events, and make them more resilience to the impacts of climate change.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 point	Roof to Wall Connections: • Roof rafters, roof trusses or roof joists are tied to load-bearing wall framing in a manner that will resist a factored uplift load of 3 kN. This measure requires adequate connection of the top plate to the supporting wall studs, combined with adequate continuous vertical load path. If continuous structural wall sheathing (see Measure A.2.3) is not applied, then a top-to-bottom inspection to address all potential weak links in the continuous vertical load path using additional tires, straps or related measures should be applied. **AND** • When engineered connectors are used, truss manufacturers will be requested to supply appropriate roof-to-wall connections along with trusses. Stud to Sill Plate Connection • Metal straps or connectors are used to connect lower storey wall studs to the sill plate.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder stating that roof to wall, and stud to sill plate connections will be provided as specified in this metric. Note: • Builders should request that truss manufacturers supply appropriate roof-to-wall connectors along with trusses.
References:	• Institute for Catastrophic Loss Reduction, Increasing High Wind Safety for Canadian Homes: A Foundational Document for Low-Rise Residential and Small Buildings (2019) • Sandink, D., et al. Increasing High Wind Safety for Canadian Homes: A Foundational Document for Low-Rise Residential and Small Buildings. (April 2019) • Whitby Green Standard v1 (2020): ECC1.8 (Site Plan)		

IB-16: SUB-METERING OF THERMAL ENERGY AND WATER			
Metric Intent:	To include sub-metering that allows measurement of individual unit consumption, which helps residents understand how their behaviour drives energy costs, and motivates change in behaviour, often resulting in reductions in energy consumption.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	Buildings are designed to include thermal energy meters for each tenant in multi-tenant residential, commercial/retail buildings.	A Letter of Commitment signed by a qualified professional (e.g. architect, professional engineer) and the owner/developer/builder to confirm that all buildings will be designed and constructed to include thermal energy and/or water meters for each unit.
Good	2 points	Buildings are designed to include water meters for each tenant in multi-tenant residential, commercial/retail buildings.	
References:	• Toronto Green Standards v3 Tier II: Energy Efficiency, GHG & Resilience (GHG 4.4) (CF, MHR) • Whitby Green Standard v1 (2020): SW.V.1, ECC.V.4 (Site Plan) • LEED BD+C (v4) WE: Water Metering, EA: Advanced Energy Metering • Thinking Green 2018): 20 (Site Plan)		

IB-17: LIGHT POLLUTION REDUCTION			
Intent:	To reduce nighttime glare and light trespass from the building and the site. Light pollution can be perceived as an inefficient use of energy in addition to its negative impacts on neighbors and night time animals.		
Applicable to:	☐ Block Plan	**☒ Draft Plan of Subdivision**	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	1 point	All exterior fixtures are Dark Sky Compliant	A Letter of Commitment from a qualified professional (e.g. architect, professional engineer), and the owner/developer/builder confirming that all fixtures intended for exterior lighting will be Dark Sky Compliant. Note: • In alignment to the TGS v3 EC5.1 credit, the following guidance is provided for Dark Sky Compliant fixtures on the City's TGS website and can be used for this metric: • Dark Sky Compliant fixture must have the *Dark Sky Fixture Seal of Approval* which provides objective, third-party certification for lighting that minimizes glare, reduces light trespass and doesn't pollute the night sky. • If a Dark Sky Fixture Seal of Approval is not available fixtures must be full-cutoff and with a colour temperature rating of 3000K or less. • All exterior light fixtures should be efficient while providing minimum illumination levels sufficient for personal safety and security. • Efficient exterior lighting is defined as 60 Lumens/Watt minimum system efficiency.

			• Safety and security lighting should minimize glare and/or light trespass. For more information see the *Best Practices for Effective Lighting.*
References:	• LEED ND (v4) GIB: Light Pollution Reduction • LEED BD+C (v4.1) SS: Light Pollution Reduction • Toronto Green Standard v3 Tier I: Ecology (EC5.1) (CF, LR, MHR) • City of Vaughan Urban Design Guidelines • City of Markham Bird Friendly Guidelines		

IB-18: BIRD-FRIENDLY DESIGN			
Intent:	To reduce the incidents of bird collisions and provide an urban environment where birds can thrive. The built environment can have strong negative impacts on birds. Design and system selection can result in fewer bird collisions and deaths.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**
	Points	**Requirement**	**Documentation**
Good:	2 points	A combination of Bird-Friendly Design strategies are applied to at least 85% of contiguous glass area greater than 2 square meters (m^2) within the first 16 meters of the building above-grade (including interior courtyards) and above green roofs. **AND** The remaining 15% of glazed windows do not need to be treated unless the glazing is larger than 2 square meters (m^2) or in close proximity to open spaces, a green roof or a natural heritage feature. Bird-Friendly Design Strategies may include: • Visual patterns on glass, • Window films, • Fenestration patterns, • Angled glass downwards, • Reducing night sky lighting. • Visual markers provided on the glass of proposed buildings with spacing no greater than 10 centimeter x 10 centimeter.	On the building Elevation drawings: • Highlight and declare the total area of contiguous glass, below 16m above grade that is greater than 2 m^2. • Indicate the areas treated with bird friendly design strategy, noting which strategy has been used. • Confirm that the visual markers on the glass have spacing no greater than 10cm x 10cm. • Quantify the total area of continuous glass that has been treated by bird-friendly design strategies and confirm that it is at least 85%.
Good:	2 points	Bird-Friendly Design strategies are applied to ground-oriented residential development that is adjacent to the natural heritage system and open spaces.	Provide a Letter of Commitment signed by a qualified professional (e.g. architect or professional engineer) and the owner/developer/developer that confirms Bird Friendly Design strategies are incorporated for developments adjacent to natural heritage systems and open spaces, listing which acceptable Bird Friendly Design strategies are to be included.
References:	• City of Vaughan: Urban Design Guidelines. • City of Markham Bird Friendly Guidelines • Whitby Green Standard v1 (2020): LUN1.7 (Site Plan)		

	• Toronto Green Standard v3 Tier I: Ecology (EC4.1) (CF, LR, MHR); Tier II: Ecology (EC4.3) (LR), (EC4.4) (MHR) • Thinking Green Item (2018): 10 (Site Plan)

IB-19: SOLID WASTE			
Intent:	To promote waste reduction and diversion of materials from landfills. A reduction in waste can be a very cost-effective method for material savings and results in fewer contributions to landfills and lower carbon emissions due to savings in materials.		
Applicable to:	☐ Block Plan	☐ Draft Plan of Subdivision	**☒ Site Plan**

	Points	Requirement	Documentation
Good:	1 point	For multi-unit residential development, provide a waste sorting system for garbage, recycling, and organics. If a building has 31 units or more or is more than 5 storeys, provide three separate chutes for garbage, recycling, and organics collection on all floors.	On the Site Plan and/or Floor Plans identify: • The waste sorting systems for garbage, recycling, and organic waste.
Good:	1 point	*Residential:* Accessible waste storage room with minimum 25 square meters (m^2) floor space for the first 50 units, plus an additional 13 square meters (m^2) for each additional 50 Units to accommodate containers and compactor units is provided. (*) *Non-residential:* Provide a fully enclosed waste storage space to accommodate garbage and materials diversion of recycling and organics. (*)	On the Site Plan and/or Floor Plans identify: • The waste storage areas. Determine the floor area provided for the waste storage space and identify the separate garbage storage, recycling storage, and organics storage, • (Residential only): Determine the waste storage area required based on the number of dwelling units and declare on Floor Plans/ Site Plan drawing. Note: • (*) Metric not applicable in Richmond Hill because this is already a municipal requirement (see Waste by-law 18-19 for more details).
Good:	1 point	A minimum of 10 square meters (m^2) for bulky items and items eligible for special collection services is provided. (*)	On a Site Plan and/ or Floor Plans identify: • The storage for bulky items and declare the area. The 10m2 may not be shared with other purposes and must be solely dedicated to bulky waste, although it may be in the same room as other waste storage. Note: • (*) Metric not applicable in Richmond Hill because this is already a municipal requirement (see Waste by-law 18-19 for more details). • Bulky items are household items greater than 1.2m in any one dimension or weigh more than 20 kg (including furniture).
Great:	1 point	*Residential only:* Provide a dedicated collection area or room for the collection of household hazardous waste and/or electronic waste. (*)	On a Site Plan and/ or Floor Plans, • Identify the dedicated collection area or room for the collection of household hazardous waste and/or electronic waste. Note:

			• (*) Indicator is not applicable in Richmond Hill because this is already a municipal requirement (see Waste by-law 18-19 for more details). • Household Hazardous Waste (HHW) includes car products, motor oil, windshield fluid; household cleaning products; paint, glue, primers, stains; pesticides and garden products; cooking oil; batteries; propane tanks; CFLs, syringes, medical sharps; medication; air fresheners, swimming pool chemicals.
References:	• Toronto Green Standard v3 Tier I: Solid Waste (SW1.1, SW1.2, SW1.3) (MHR); Tier II: Solid Waste (SW1.6) (MHR), (SW 1.2) (LR) • Whitby Green Standard v1 (2020): ZW1.1, ZW1.2 (Site Plan) • Thinking Green (2018): 34 (Site Plan)		

INNOVATION

I-1: INNOVATION			
Intent:	To encourage applicants to achieve innovative performance. Innovation strategies must demonstrate a comprehensive approach, have significant, measurable environmental benefits, and be better than standard practice.		
Applicable to:	☒ **Block Plan**	☒ **Draft Plan of Subdivision**	☒ **Site Plan**
	Points	**Requirement & Documentation**	
Exceptional:	Up to a total of 10 points based on the measurable sustainability benefit provided (additional points be awarded at the discretion of the municipality)	The proposed innovation metric must demonstrate a quantitative improvement in sustainable performance by identifying or establishing a baseline of standard performance and comparing that benchmark with the final design performance. Should this Innovation Metric be pursued by an applicant, as part of first submission, the applicant must provide a high-level concept of the proposed Innovation metric for review by the municipality. This concept should include a description of the sustainability benefit being pursued and the proposed point allocation. Applicant's may choose to explore innovative measures listed in the Innovation Library as detailed below and must indicate this as part of their submission. As part of the application review process of the first submission, the municipality will then provide a response as to whether the applicant's proposal will be considered further. Should the applicant's proposal be considered acceptable by the municipality to pursue further, applicants shall be required to demonstrate the following to the satisfaction of the municipality as part of the second submission. The applicant must explain in detail the benefit of the proposed innovation metric and submit: • The intent of the proposed innovation metric, • The proposed requirements for compliance, • The proposed submittals to demonstrate compliance, • The design approach to strategies used to meet the requirements. Innovation points will only be considered for strategies not already identified in the menu of metric options. Innovation points are not awarded for the use of a particular product or design strategy if the technology aids in the achievement of an existing metric, even if the project is not attempting to earn that metric. Corporate strategies are not considered innovative. *The Innovation Library* Idea #1 - Include on the site, a Tall Wood Building, an exemplary performance of in the intent behind Embodied Carbon metric and a demonstration of leadership in tall wood construction. A tall wood building is defined as a building over 6 storeys that uses wood for its structural system and is built using mass timber construction. Tall wood building projects with mass timber requires Alternative Solutions for approval under Ontario Building Code (OBC). Ontario's Tall Wood Building Reference (2017) is a technical resource to help applicants with how tall wood buildings can be designed as alternative solutions in a way that achieves the level of performance required by the Ontario Building Code. Idea #2 – Plan, design, and construct low-density residential areas such that they do not require retail natural gas service. Low-density residential dwellings will not rely on natural gas or other fossil fuel for any energy and heating source. Note: Development proponent can also request to meet with the municipality to discuss a potential innovation metric prior to the Pre-Consultation submission.	
References:	• LEED ND (v4) IN: Innovation • LEED BD+C (v4) IN: Innovation • Whitby Green Standard v1 (2020): Tier II: Innovation (Draft Plan of Subdivision, Site Plan)		

Photos by City of Brampton, City of Richmond Hill, City of Vaughan and City of Markham (top let to bottom right)

Updating the Sustainability Score Thresholds

For the Sustainable New Communities Program

(also referred to as the Sustainability Metrics Program)

February 2022

SSG

Disclaimer

SSG was retained by the City of Brampton to conduct the Sustainability Score Thresholds analysis presented in this report. Consequently, the values shown in this report are based on Brampton's suite of Sustainability Metrics, and they may differ for the other partner municipalities depending on any differences of Metrics between the partner municipalities.

Reasonable skill, care, and diligence has been exercised to assess the information acquired during the preparation of this analysis, but no guarantees or warranties are made regarding the accuracy or completeness of this information. This document, the information it contains, the information and basis on which it relies, and associated factors are subject to changes beyond the author's control. The information provided by others is believed to be accurate but has not necessarily been verified.

Land Acknowledgement

The City of Brampton recognizes and acknowledges that our work takes place 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, Metis, Inuit and other global Indigenous people that now call Brampton home. We are honoured to live in, work on, and enjoy this land.

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Glossary

Benchmark Performance methodology	A methodology for establishing Sustainability Score Thresholds that uses the average performance of all development applications in each municipality to determine Bronze, Silver, and Gold thresholds.
Climate Performance	An approach to deepen the integration and reporting of climate change actions as part of the Sustainable New Communities Program.
Diffusion Innovation Theory	A social science theory developed by E.M. Rogers in 1962 that explains how, over time, new technology or ideas gain momentum and diffuse throughout society. The rate of uptake is described in five stages: innovators, early adopters, early majority, late majority, and laggards.
Greenhouse Gas Emissions (GHG)	Gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the Earth's surface, the atmosphere itself and by clouds. This process causes the greenhouse effect. Also referred to as 'Emissions' throughout this report.
Multi-Criteria Analysis (MCA)	A method to support decision-making according to predetermined criteria and objects. MCAs combine quantitative and qualitative data to evaluate various criteria, are transparent, and allow for expert and local judgement to be incorporated.
Percentage Improvement methodology	A methodology for establishing Sustainability Score Thresholds that uses the median performance of all development applications in each municipality, and applies a percent increase to set its Bronze, Silver and Gold Score Thresholds.
Qualifier Metrics	Sustainability Metrics that have associated qualifying questions that determine if a Metric is applicable. This is dependent on development type and/or involvement of site features (e.g. does the site contain a cultural heritage resource?).
Universal methodology	A methodology for establishing Sustainability Score Thresholds that is based on the total points at the "Good" level. It uses the Diffusion Innovation Theory to determine the Thresholds.
Sustainability	Pertains to "meeting the needs of the present without compromising the ability of future generations to meet their needs" through the three pillars — economic, environmental, and social.
Sustainability Assessment Tool (SAT)	An online/digital platform developed as part of the Sustainable New Communities Program to allow applicants to calculate the Sustainability Score of an application. Each Sustainability Metric is

	assigned a point value, and the combination of Metrics selected by the development proponent results in an overall Sustainability Score.
Sustainability Indicator (Indicator)	A criterion/theme to measure sustainability performance of a development proposal. Sustainability Indicators are organized into five categories – Built Environment, Mobility, Natural Environment and Open Space, Infrastructure and Buildings, and Innovation, and have associated Metrics.
Sustainability Metric (Metric)	The specific measure/action that must be undertaken to improve sustainability performance. Each Metric is assigned a point value, and the combination of Metrics selected by the development proponent results in a Sustainability Score.
Sustainable New Communities Program	A program originally developed by the Cities of Brampton, Richmond Hill, and Vaughan, to encourage and evaluate the sustainability performance of development proposals. Also referred to as the Sustainability Metrics Program.
Sustainability Score	The total number of points based on the Sustainability Metrics achieved by a development proposal. The score will fall within one of three Thresholds - Bronze, Silver and Gold.
Sustainability Score Threshold	Performance levels achieved by the Sustainability Score of a development proposal, and categorized as Bronze, Silver, or Gold.

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Executive Summary

The Sustainable New Communities Program (also referred to as the Sustainability Metrics Program) aims to advance the environmental sustainability performance of new construction in the City of Brampton, the City of Richmond Hill, the City of Vaughan, and most recently the City of Markham.

These partner municipalities commenced a two phase refresh of the Sustainable New Communities Program in 2018 to incorporate the updates in policies, plans, and best practices that have developed since the Program was originally created between 2013 and 2015. This report is the second phase of the update which recommends methods for establishing new Sustainability Score Thresholds. It also identifies approaches to better integrate climate action into the Program.

The methodology recommended to establish new Thresholds is referred to as the Universal (Pathway 1 and 2) methodology. This methodology establishes a baseline using points associated with all "Good" level Metrics which all applicants have the ability to achieve regardless of the location or context of their development site. The Universal methodology offers two options – Pathway 1, which removes OBC-interior related Metrics from the baseline, and Pathway 2, which includes them.

This report recommends that the municipalities adopt the Universal – Pathway 1 methodology for the Thresholds in 2022, and that they increase the Thresholds by adopting the Universal – Pathway 2 in 2026. This phased approach would:

- Create consistent Thresholds across multiple municipalities;
- Improve sustainability performance over time;
- Enable industry to adjust to the updated Program requirements while preparing to adopt Pathway 2 (OBC-interior metrics), which will enhance the sustainability performance of future sites;
- Allow municipalities to perform an ongoing review and analysis of the updated Sustainable New Communities Program, and to adapt to the Program as necessary; and
- Recognize leaders in sustainable design and development by creating Score Thresholds that are better representative of the total points available.

This report also recommends that municipalities implement a minimum energy and GHG performance standard for buildings. This requirement would align the energy efficiency performance of new construction with municipal climate action and community energy plans, thereby reducing the amount of building stock that would need to be retrofitted in the future to meet efficiency standards.

1. Introduction

The Sustainable New Communities Program[1], co-launched in 2013 by the City of Brampton, the City of Richmond Hill, and the City of Vaughan, is a planning tool that aims to advance municipal sustainable community development objectives through planning and development approvals. The Program allows for development applicants to choose from a menu of metrics that result in a Sustainability Score. The Program offers flexible approaches to facilitate sustainable community design. Applicants must submit their Sustainability Score and supporting documentation for Site Plan, Draft Plan of Subdivision, and Block Plan development applications.

In 2021, the partnership expanded to include the City of Markham and finalized updates to the Sustainability Metrics. The updates reflected new sustainable approaches and practices in the planning, design, and construction of buildings and neighhourboods, amendments to the Planning Act, other changes to provincial legislation and plans, updates to the Ontario Building Code (OBC), and revisions to municipal plans, policies and guidelines that have been enacted since the Program was first developed.

Currently, Richmond Hill and Brampton require applicants to achieve a Sustainability Score that at a minimum achieves the Bronze Score Threshold. As part of the Sustainable New Communities Program update, Vaughan and Markham will also be considering requiring a minimum Bronze Score Threshold for development applications.

As part of an earlier and separate phase of the Sustainable New Communities Program update, the partner municipalities revised the suite of Metrics to reflect revised environmental sustainability and climate change goals and objectives. The Sustainability Score Thresholds analysis presented in this report is part of the second stage of the update, which:

a) Recommends a methodology to create new Sustainability Score Thresholds that supports and reflects the updated Sustainability Metrics;

b) Provides elevated sustainability performance requirements for areas identified as urban or town centres and intensification corridors; and

c) Identifies approaches to better integrate and report climate action through the Thresholds and Sustainable New Communities Program.

[1]In 2022, the City of Brampton renamed the Sustainability Metrics Program to the Sustainable New Communities Program; however, the partner municipalities may choose to continue to use the Sustainability Metrics Program.

Table 1: Update of the Sustainable New Communities Program.

Phase	Description	Status
1	Review and update of the Metrics	Complete
2	Update the Thresholds	Addressed by this project
3	Update outreach and education materials, and develop new training videos to improve knowledge and compliance.	Underway
4	Investigate incentives.	To be completed

1.1 The Sustainability Performance Metrics

The Sustainable New Communities Program consists of 52 Sustainability Indicators ("Indicator") organized into five categories – Built Environment, Mobility, Natural Environment and Open Space, Infrastructure and Buildings, and Innovation (Table 2).

Table 2: Sustainability Indicators within the five categories of the Sustainable New Communities Program.

Built Environment (BE)	Mobility (M)	Natural Environment and Open Space (NE)
• BE-1: Proximity to Amenities • BE-2: Mixed-Use Development • BE-3: Housing Diversity • BE-4: Community and Neighbourhood Scale • BE-5: Cultural Heritage Conservation • BE-6: Urban Tree Canopy and Shaded Walkways/Sidewalks • BE-7: Salt Management • BE-8: Carshare and Carpool Parking • BE-9: Surface Parking Footprint • BE-10: Electric Vehicle Charging Stations	• M-1: Block Length • M-2: School Proximity to Transit and Cycling Networks • M-3: Intersection Density • M-4: Walkable Streets • M-5: Pedestrian Amenities • M-6: Bicycle Parking • M-7: Trails and Cycling Infrastructure • M-8: Active Transportation Network • M-9: Distance to Public Transit • M-10: Traffic Calming	• NE-1: Tree Conservation • NE-2: Soil Quantity and Quality for New Trees • NE-3: Healthy Soils • NE-4: Natural Heritage Connections • NE-5: Natural Heritage System Enhancements • NE-6: Supporting Pollinators • NE-7: Dedicated Fruit/Vegetable Garden Space • NE-8: Park Access • NE-9: Stormwater Quantity • NE-10: Stormwater Quality • NE-11: Potable Water Use • NE-12: Multi-purpose Stormwater Management
Infrastructure and Buildings (IB)		**Innovation (I)**
• IB-1: Buildings Designed/Certified Under "Green" Rating System • IB-2: Accessibility for Multi-Unit Dwellings • IB-3: Building Accessibility (Barrier Free Entry/Egress) • IB-4: Embodied Carbon of Building Materials: Supplementary Cementitious Materials • IB-5: Embodied Carbon of Building Materials: Life Cycle Assessment		• I-1: Innovation

• IB-6: Embodied Carbon of Building Materials: Material Efficient Framing • IB-7: Heat Island Reduction: Non-Roof • IB-8: Heat Island Reduction: Roof • IB-9: Solar Gain Control • IB-10: Solar Readiness • IB-11: Energy Strategy • IB-12: Building Energy Efficiency, GHG Reduction, and Resilience • IB-13: Rainwater and Greywater Use • IB-14: Back-up Power • IB-15: Extreme Wind Protection for Ground-Oriented Development • IB-16: Sub-Metering of Thermal Energy and Water • IB-17: Light Pollution Reduction • IB-18: Bird-Friendly Design • IB-19: Solid Waste	

Each Indicator has associated Sustainability Metrics ("Metric(s)") that are used to grade elements of proposed projects. The Metric Levels are "Good", "Great", "Excellent," and "Exceptional[2]", with "Good" denoting the baseline sustainability performance for each Indicator, "Great" indicating enhanced performance, and "Excellent" and "Exceptional" identifying the best-in-class performance.

Each Metric has an assigned point value (Figure 1). Applicants can choose a combination of Metrics to implement in their development proposal, which results in an overall Sustainability Score. The Sustainability Score identifies whether a development proposal achieves a Sustainability Score Threshold ("Score Threshold") of Bronze, Silver, or Gold.

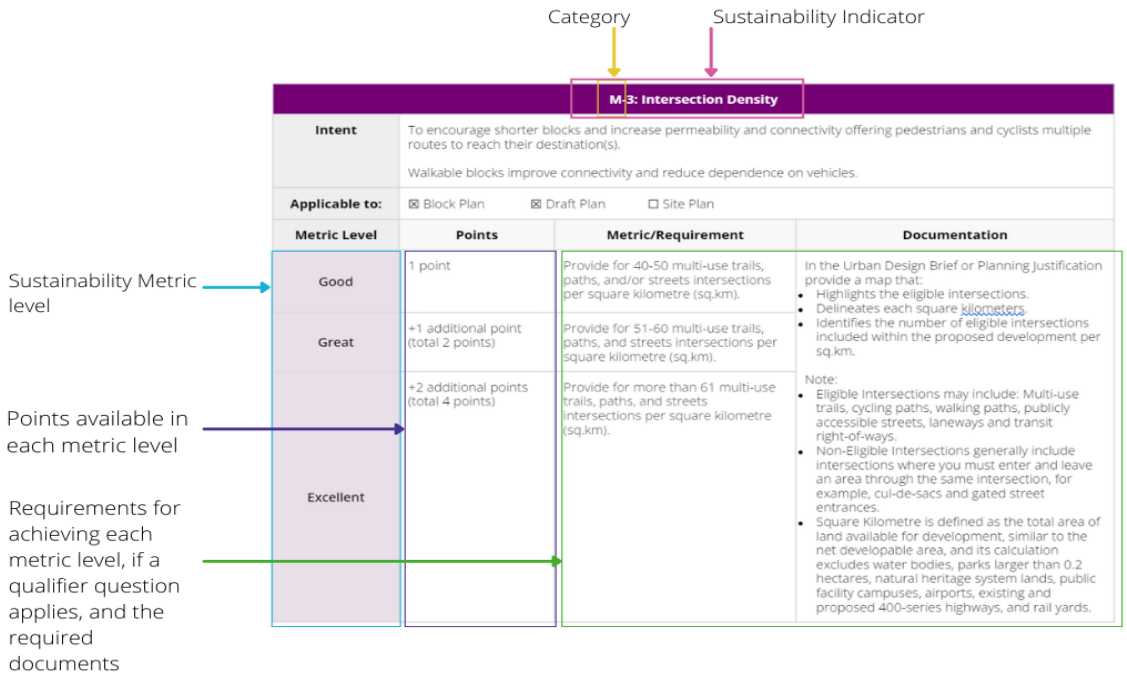

Figure 1. Sample Sustainability Indicator showing indicator's intent, development application applicability, metric levels and requirements, and necessary supporting documentation.

[2] The "Exceptional" level only applies to two Metrics: IB-12: Building Energy Efficiency, GHG Reduction, and Resilience, and I-1: Innovation.

The performance of past development applications[3] submitted to the four partner municipalities were assessed using the updated Sustainability Metrics. The Sustainability Score for each application was then compared to the Score achieved under the original Program (Appendix A). This process informed the development and analysis of the methodologies used to establish new Thresholds.

However, it is important to note that while this analysis offers insight into revised performance standards and the updated Metrics, it is also limited because the examined applications predated the new Metrics and Thresholds. Existing applications were developed to meet the standards of older policies, guidelines, industry best practices, and the previous suite of Metrics. As a result, these applications do not reflect what is undertaken by developers and builders today, or what they would pursue and achieve under an updated Program.

2. Thresholds Update Methodology

2.1 Project Approach

Table 3. Approach for establishing the recommended Thresholds.

Step	Description	Outcome
1. Assess original and updated Sustainability Metrics	Apply original and updated Sustainability Metrics to calculate scores for Block Plans, Plans of Subdivision, and Site Plans approved within the last 5 years.	Understanding of the impact of updated Metrics on the Thresholds.
2. Develop Threshold methodologies	Consult with the municipalities and review best practices to identify different methodologies for establishing Thresholds.	Identification of Threshold methodologies.
3. Recommended Methodology	Assess the strengths and weaknesses of each Threshold methodology, apply Multi-Criteria Analysis (MCA), and conduct stakeholder consultation.	Evaluate the performance of each methodology with respect to community/city objectives.
4. Recommended Thresholds	Refine Threshold methodologies based on stakeholder input; evaluate the impact of the Thresholds for each methodology, and conduct final evaluation using a Multi-Criteria Analysis.	Recommend final Thresholds based on recommended methodology.

[3] 60 Site Plans, 39 Draft Plans and 4 Block Plans approved within approximately the last five years. They included a variety of development typologies ranging from residential, mixed, and industrial uses, and low, medium density, and high density development.

2.2 Engagement Approach

The project involved soliciting input and feedback from the Technical Advisory Team (TAT), composed of staff from the partner municipalities, and two rounds of external stakeholder workshops with the York and Peel Chapters of the Building Industry and Land Development Association (BILD). The TAT hosted an additional meeting with BILD representatives in January 2022. SSG did not facilitate this meeting but was available as a resource to present information and answer questions.

An engagement strategy was designed (Appendix C) that set the following objectives:

1. Develop understanding of the Threshold method;
2. Facilitate inclusive conversations among interested and affected parties to document stakeholder concerns and aspirations; and
3. Incorporate stakeholder feedback from interested and affected parties to address the challenges and opportunities in the application and outcomes of the Sustainable New Communities Program.

Table 4. Overview of the engagement process.

Meeting	Description	IAP2 Level of engagement	Outcome
Technical Advisory Team Meeting 1: Start-up and Success Criteria	Define criteria to evaluate the Thresholds.	Collaborate	Agreement on the criteria.
Technical Advisory Team Meeting 2: Approaches to Sustainability Score Thresholds	Review methodologies for identifying Thresholds.	Collaborate	Feedback on potential methodologies.
Technical Advisory Team Meeting 3: Recommended Approach	Review recommended methodology and resulting Thresholds.	Involve	Feedback on recommended approach.
Stakeholder Meeting 1	Review methodologies for identifying Thresholds and criteria used for Multi-Criteria Analysis.	Involve	Feedback on potential methodologies.
Stakeholder Meeting 2	Review recommended methodology and resulting Thresholds.	Involve	Stakeholders understand new Thresholds.

The results of the engagement process are summarized in Appendix D.

2.3 Threshold Methodologies

After assessing the previous Thresholds set by the partner cities and how the updated Sustainability Metrics would affect the Sustainability Scores of past development applications,[4] four methodologies were developed — Universal, Percentage Improvement, Benchmarking, and External Standard.

2.3.1 Universal[5]

This methodology specifies "Good" level Metrics as the baseline sustainability performance for each Indicator, while also considering the context-specific nature of development applications. Two options were identified for the Universal methodology – Pathway 1 and Pathway 2.

Setting the Thresholds

The three Sustainability Score Thresholds — Bronze, Silver, and Gold — are calculated using increments derived from the Diffusion of Innovation Model.[6] This model represents a common approach for determining the way in which new technologies and advancements are societally adopted (Figure 2).

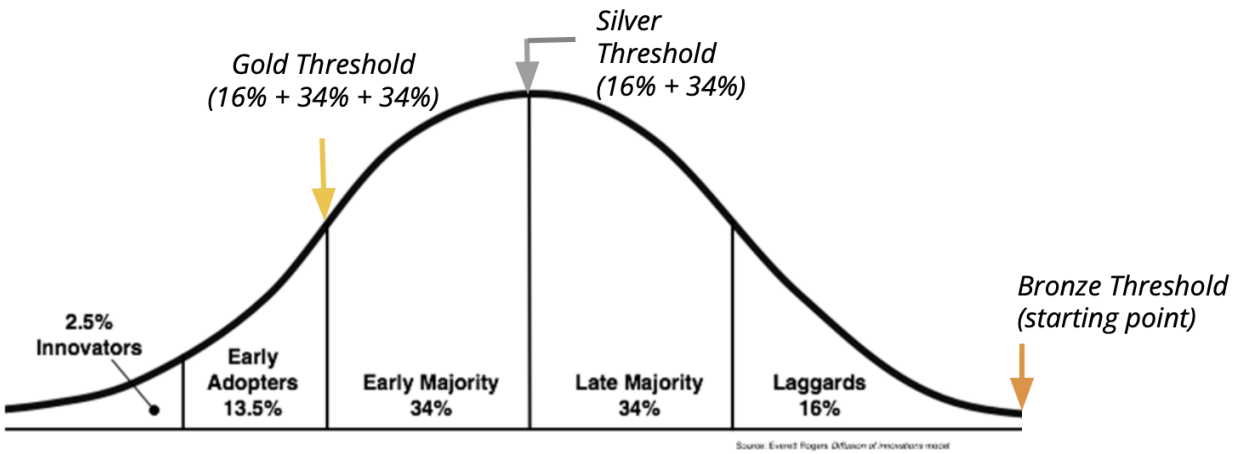

Figure 2. Diffusion of Innovation model highlighting the Bronze, Silver and Gold threshold levels.[7]

In the context of this project, the Threshold levels are defined as:

[4] 60 Site Plans, 39 Draft Plans and 4 Block Plans approved within approximately the last five years. They included a variety of development typologies ranging from residential, mixed, and industrial uses, and low, medium density, and high density development.

[5] During the engagement process the Universal methodology was referred to as Relativism, the City of Brampton updated the methodology name in February 2022

[6] Rogers, E. M. (2010). Diffusion of Innovations. Simon and Schuster.

[7] *Ibid.*

- **Bronze Score Threshold** = model's **starting point and late majority group**. Applications are meeting the baseline performance and up to a 49% increase in points.
    - The Threshold level is calculated using the equations identified in Universal – Pathway 1 and Universal – Pathway 2
- **Silver Score Threshold** = model's **early majority group**. Applications have adopted mainstream innovation techniques and have an enhanced sustainability performance.
    - The Threshold level is calculated as: Bronze Threshold + 50% increase.
- **Gold Score Threshold** = model's **early adopters and innovators groups**. Applications have adopted new ideas and technologies to enhance sustainability and GHG emission reduction performance.
    - The Threshold is calculated as: Bronze Threshold + 84% increase.

Universal – Pathway 1

Universal – Pathway 1 calculates the baseline of the Bronze Score Threshold by adding together all points associated with the "Good" level metrics, and subtracting the points of the "Good" level metrics that have qualifier questions, as well as the points of the "Good" level metrics that are Ontario Building Code (OBC) interior-related matters.

Pathway 1 Bronze Score Threshold

= points available based on all "Good" level metrics - points available in "Good" level metrics that have qualifier questions - "Good" level metrics that are OBC-related interior matters

Since the Metrics with qualifier questions are typically site-specific, the removal of these points ensures that the baseline score does not include points associated with a very particular feature of the development site/project (e.g. BE-5 Cultural Heritage Conservation) that may not benefit all applicants. OBC-interior related Metrics were initially removed from the baseline and then reincorporated in a subsequent phase to allow time for the industry to adapt to the updated Metrics.

Table 5. Universal - Pathway 1: Bronze Threshold baseline calculation.

	Site Plans	Draft Plans	Block Plans
Total points available	241	194	76
Total points for Metrics under the "Good" level	83	62	29
Total points for Metrics under the "Good" level that have qualifier questions and are not OBC interior related	18	17	10
Total points for Metrics under the "Good" level that are related to interior OBC	24	18	0
Calculation for Bronze Score Threshold baseline	86-18-27	62-17-18	29-10
Total: Updated Bronze Score Threshold	41	27	14
% of total points available represented	17%	11%	18%

For a list of the “Good” level metrics that are OBC interior-related, and their associated points, please refer to Appendix B.

Table 6 and Figure 4 identifies the points for each Threshold level. Threshold levels for Silver and Gold levels were calculated using the same Diffusion of Innovation model outlined above.

Table 6. Sustainability Score Thresholds resulting from the UNiversal - Pathway 1 methodology.

	Total points available	Bronze	Silver	Gold
Site Plan	241	41 - 61	62 - 75	76 - 241
Draft Plan	194	27 - 40	41 - 49	50 - 194
Block Plan	76	14 - 20	21 - 25	26 - 76

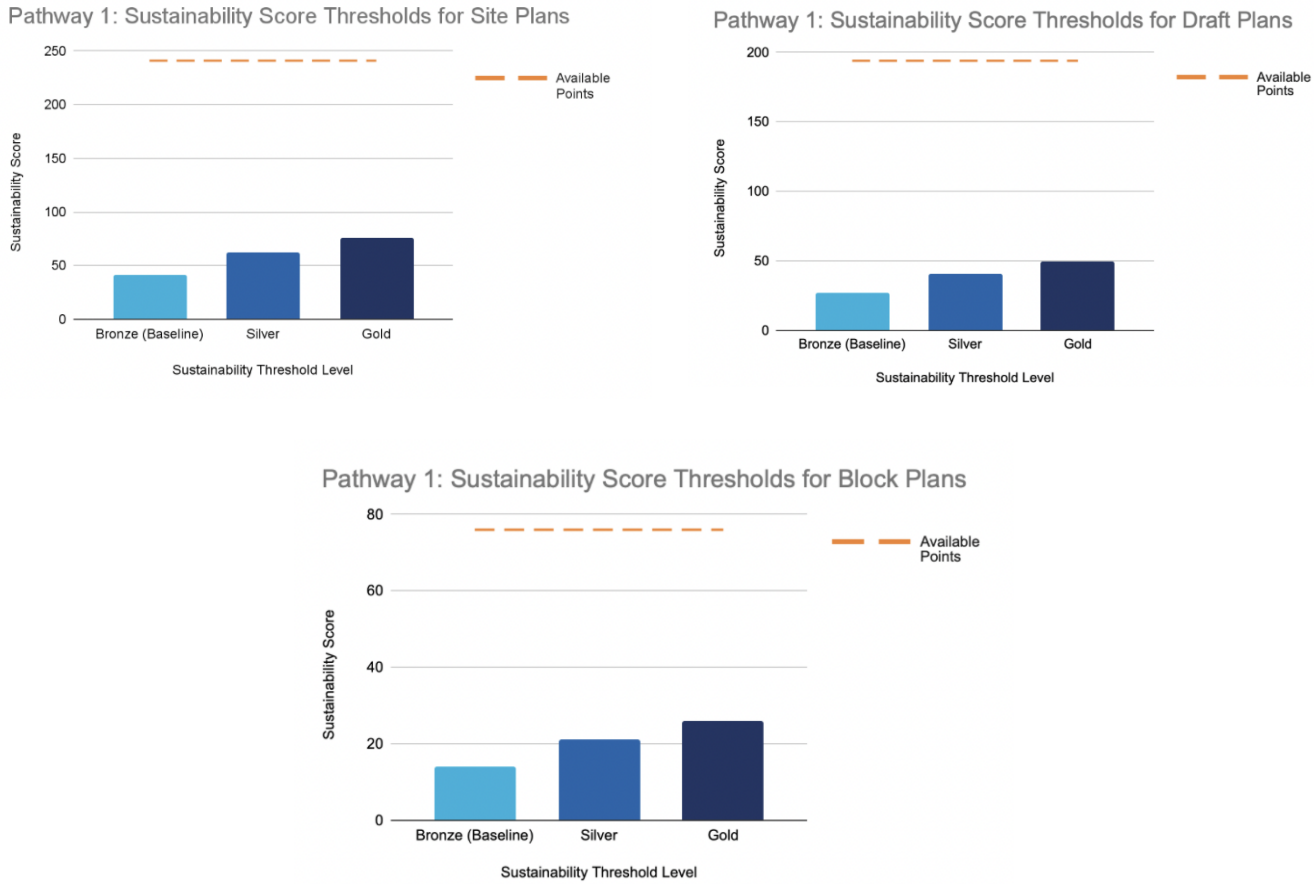

Figure 3. Universal - Pathway 1: minimum points for each Threshold (Bronze, Silver, and Gold) according to application type. The orange dotted line represents the total points available for the application type.

Universal – Pathway 2

Universal – Pathway 2 takes a similar approach to Pathway 1 but does not remove points associated with the “Good” level OBC interior-related Metrics from the baseline. Rather, it calculates the baseline of the Bronze Score Threshold by adding together all points associated with the “Good” level metrics, and subtracting only the points of the “Good” level metrics that have qualifier

questions. The inclusion of OBC-interior Metrics in the baseline score would further increase the sustainability performance of applicants, while still allowing flexibility for how applicants achieve the baseline.

Pathway 2 Bronze Score Threshold
= points available based on all "Good" level metrics – points available in "Good" level metrics that have qualifier questions

For a list of the "Good" level metrics that have qualifier questions, and their associated points, please refer to Appendix B.

Table 7. Universal - Pathway 2 setting the baseline for the Bronze Threshold.

	Site Plans	Draft Plans	Block Plans
Total points available	241	194	76
Total points for all metrics under the "Good" level	83	62	24
Total points for all metrics under the "Good" level with qualifier questions	28	18	10
Calculation for Bronze Threshold (baseline)	83-28	62-18	24-10
Total: Bronze Threshold	55	44	14
% of total points available	23%	18%	18%

The Bronze, Silver and Gold Thresholds are calculated based on the Diffusion of Innovation model (Figure 2) described earlier.

*Silver Score Threshold = Bronze Score Threshold * 1.5*
*Gold Score Threshold= Bronze Score Threshold * 1.84*

Table 8 and Figure 5 identifies the Sustainability Score Thresholds for each application type.

Table 8. Sustainability Score Thresholds resulting from the Universal - Pathway 2 methodology.

	Total points available	Bronze	Silver	Gold
Site Plan	241	55 - 81	82 - 101	102 - 241
Draft Plan	194	44 - 65	66 - 80	81 - 194
Block Plan	76	14 - 20	21 - 25	26 - 76

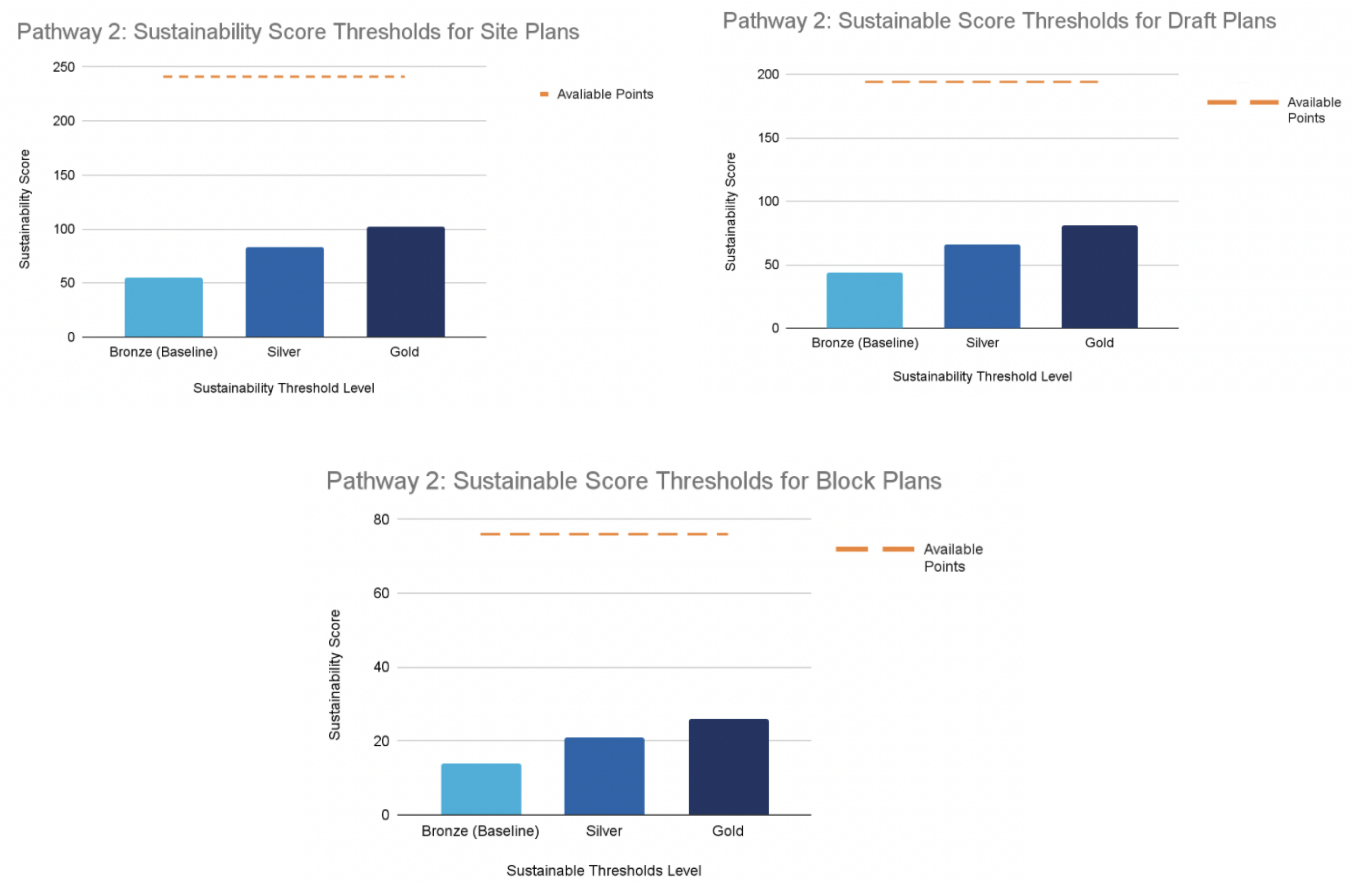

Figure 4. Universal - Pathway 2: minimum points for each Threshold (Bronze, Silver, and Gold) according to application type. The orange dotted line represents the total points available for the application type.

2.3.2 Percentage Improvement

The Percentage Improvement methodology uses the median Sustainability Score (based on the updated Metrics) of all sample development applications from each municipality to calculate a baseline, and applies the Diffusion of Innovation model to determine the subsequent Thresholds.

- Baseline = median sustainability performance of past applications
- Bronze = median sustainability performance + 20%
- Silver = median sustainability performance + 50%
- Gold = median sustainability performance + 84%

The baseline was calculated using a sample of the previously approved development applications that did not take into account the updated Sustainability Metrics. Consequently, the average performance of these development applications using updated Metrics were very low, which resulted in a low baseline and Thresholds (refer to Table 9 and FIgure 5). For example, the Gold

Threshold for Site Plans and Draft Plans requires only 12% and 15% of the total points available, respectively.

Table 9. Sustainability Score Thresholds resulting from the Percentage Improvement methodology.

	Total points available	Baseline	Bronze	Silver	Gold
Site Plan	241	15	18-22	23-27	28-241
Draft Plan	194	16	19-23	24-28	29-194
Block Plan	76	21	25-31	32-38	39-76

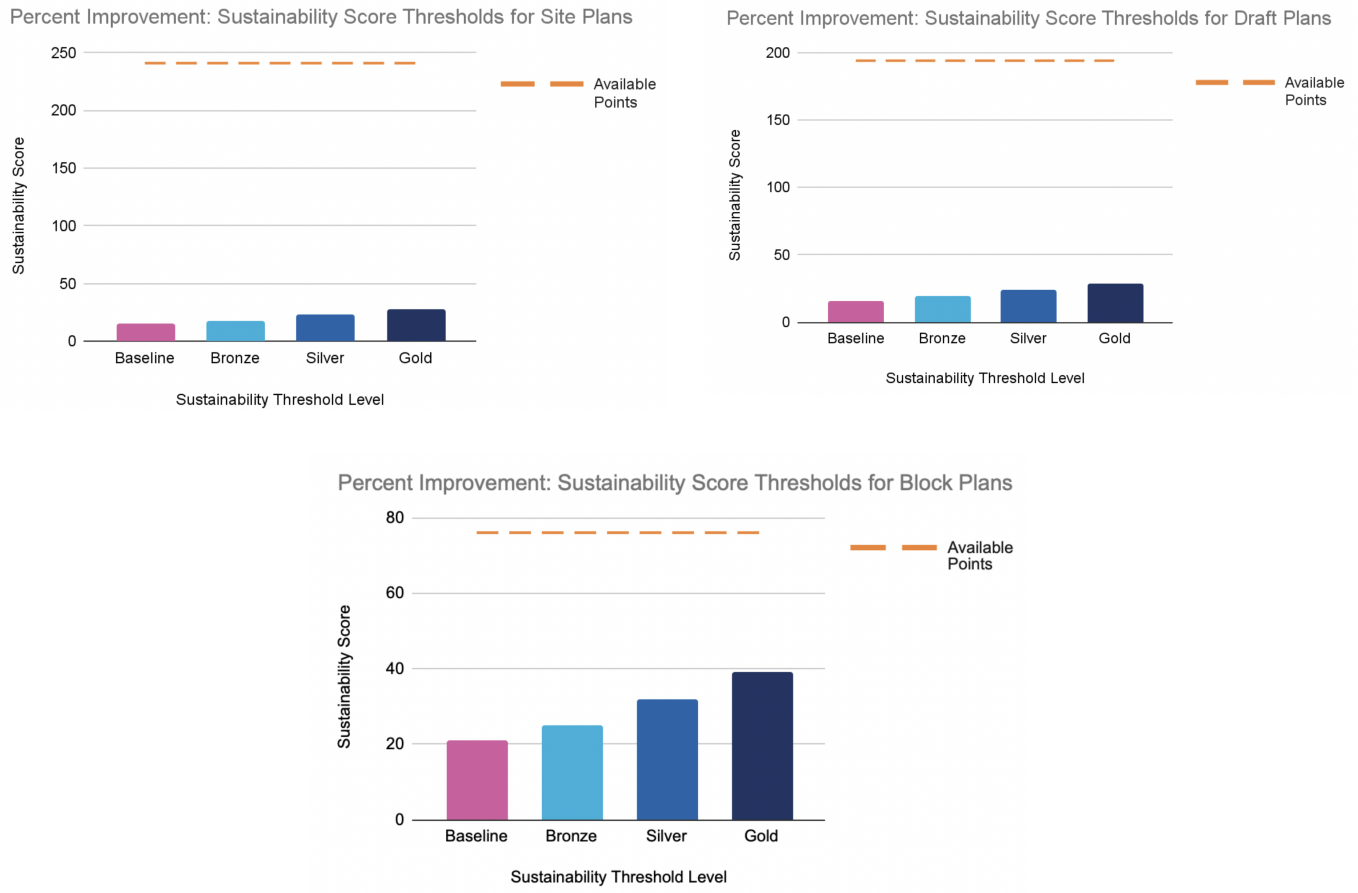

Figure 5. Percentage Improvement: Baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for each development type. The orange dotted line represents the total points available for the application type.

2.3.3 Benchmarking

The Benchmark Performance methodology uses the average score of sample development applications from each municipality to calculate the baseline. Similar to the Percentage Improvement approach, previously submitted development applications were examined against the updated Metrics to calculate the average performance. The Bronze, Silver, and Gold thresholds were determined as follows:

- Baseline = average score of applications by municipality
- Bronze = average score of top 50% of applications by municipality
- Silver = average of score of top 25% of applications
- Gold = average of score of top 10% of applications

The Benchmarking methodology is impacted by the same challenge as the Percentage Improvement methodology: the baseline is calculated using previously submitted development applications which could not have taken updated Sustainability Metrics into account at the time of application submission.

As seen in Figure 6, the Benchmark Performance methodology sets Thresholds that are low when compared to the total points available for each application type (see Appendix B for Benchmark Performance for each municipality). The Gold Threshold for Brampton's Site Plan and Draft Plan equate to achieving only 9% and 15% of the total points available.

Table 10. Benchmarking performance threshold point ranges.

	Total points available	Baseline	Bronze	Silver	Gold
Brampton					
Site Plan	241	18	17-19	20-21	22-241
Draft Plan	194	17	17-21	22-26	28-194
Markham					
Site Plan	241	18	18-19	20-26	27-241
Draft Plan	194	23	25-28	29	30-194
Richmond Hill					
Site Plan	241	14	15-17	18-21	22-241
Draft Plan	194	14	15-17	18-19	20-194
Vaughan					
Site Plan	241	12	12-13	14-16	17-241
Draft Plan	194	15	16-18	19	20-194

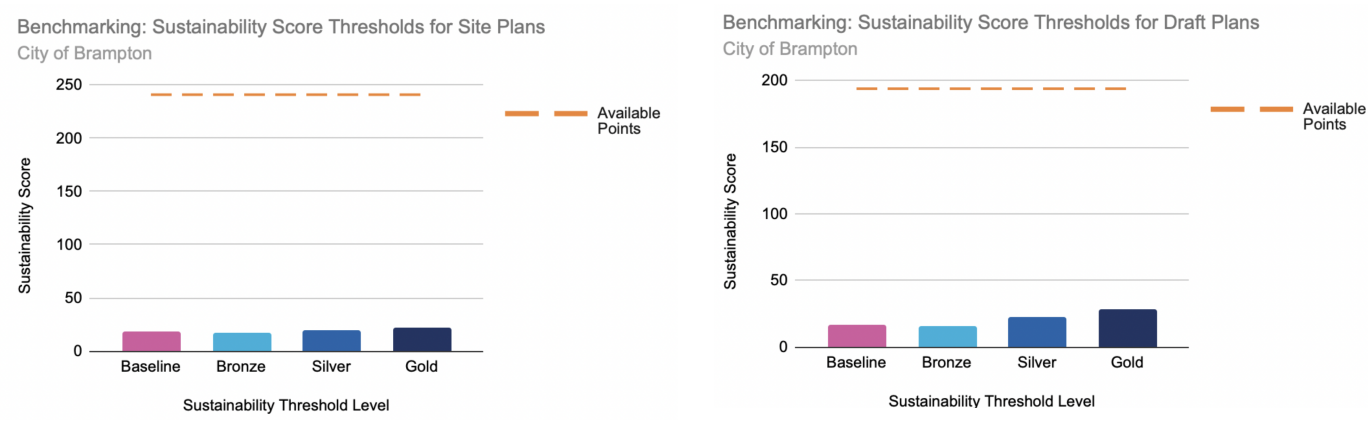

Figure 6. Benchmark Performance baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for the City of Brampton for Site Plan and Draft Plan applications. The orange dotted line represents the total points available for the application type.

2.3.4 External Standard

This methodology aims to establish Thresholds in alignment with a third party green standard, such as Leadership in Energy and Environmental Design (LEED), but was not explored further based on feedback received through the engagement process.

BILD and TAT identified the following challenges posed by this methodology:

- It did not provide a site specific context;
- It was inflexible and restrictive, and the baseline would have to be updated frequently to stay in alignment with revisions to external programs; and
- Determining the third party green standard that is most appropriate and achieving a direct alignment/comparison between the updated Sustainability Metrics and the metrics of the selected third party standard would be difficult.

As a result of this feedback, External Standard methodology was not evaluated.

3. Integrating Climate Change

Climate change is the greatest long-term global challenge that society is facing. Human-induced climate change poses risks to public health, economic growth, public safety, infrastructure, livelihoods, and the world's biodiversity and ecosystems. It is critical that society avoid long-term investments that increase GHG emissions at a time when emissions need to be reduced as quickly as possible.

There is a growing understanding of the cost that climate change imposes on households, businesses, and governments. These costs take two forms - the cost of the energy transition away

from the use of fossil fuels to address climate change,[8] and the cost of adapting or mitigating the impacts of climate change.[9] Buildings cause a significant portion of annual GHG emissions globally, as well as a significant portion of each municipal partner's annual emissions (e.g. Markham- 49%; Richmond Hill- 42%; Brampton-37%; Vaughan-50%[10]). To effectively reduce emissions, every building that is not constructed to net zero standards today will need to be retrofitted to be more energy efficient, imposing a financial and logistical burden on both the owners or occupants of those buildings and society at large.

As the Canadian Institute for Climate Choices writes in a recent report on infrastructure and climate change, "public and private infrastructure owners have been more concerned with short-term budgets and balance sheets than long-term planning, leaving long-term risks like climate change unaddressed."[11] This paradigm is shifting, however, and many governments and businesses are developing business models that specifically address the causes and impacts of climate change.[12]

The partner municipalities in the Sustainable New Communities Program have developed and approved, or are in the process of creating, strategic long-term climate action and community energy plans, including:

- City of Markham's *Municipal Energy Plan: Getting to Zero* (2017);
- City of Brampton's *Our Energy Transition: Community Energy and Emissions Reduction Plan* (2020);
- City of Richmond Hill's *Path to a Low Carbon Future: Community Energy and Emissions Plan* (2021); and
- City of Vaughan's *Municipal Energy Plan* (2016; currently under review).

Reducing GHG emissions from new buildings is a common action identified in each of these plans, and the Sustainability New Communities Program is a key tool for realizing the goals and targets of improved energy and GHG performance in new developments and communities.

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[8] In this case, transition costs are the costs of decarbonizing buildings. In the near future, municipalities and other levels of government are likely to impose carbon limits on homes, which will require investments by households and other actors. The City of Vancouver, which pioneers policy approaches on climate change, is currently developing emissions limits for single family homes and buildings. For more information, visit https://vancouver.ca/green-vancouver/how-we-build-and-renovate.aspx.

[9] For an example of one aspect of the costs, refer to the Canadian Institute for Climate Choices. (2021). Underwater: The Costs of Climate for Canada's Infrastructure. Retrieved from: https://climatechoices.ca/wp-content/uploads/2021/09/Infrastructure-English-FINAL-Sep29.pdf

[10] Municipal Energy and Emissions Database. Retrieved from: https://meed.info/en/ca/

[11] Opp. Cit. p. vi

[12] For example, as of January 2021 the Race to Zero includes more than 5,000 companies, 67 sub-national regions, over 1000 cities (including the City of Brampton), 441 banks and investment companies, and others. For more details, see: https://racetozero.unfccc.int/

Four approaches to further integrate climate performance into the Sustainability New Communities Program were identified.

Table 11. Approaches to increase integration and reporting of climate action into the Sustainable New Communities Program.

	Minimum Performance (Option A)	Minimum Performance (Option B)	Climate Score	Project GHG Emissions	Climate Ranking
Description	Requires applications to achieve a minimum number of points across a range of climate-related Indicators.	Requires applications to achieve specific metrics level under IB-12: Energy Efficiency and GHG Reductions.	Assigns a score based on the points achieved across a range of climate-related Indicators.	Indicates the GHG reduction compared to current practices through achieving specific metrics across climate-related Indicators.	Highlights top-ranking performance on climate-related indicators.

3.1 Minimum Performance

Option A

In this approach, planning applications are required to achieve a minimum number of points under specific climate-related Indicators, resulting in the enhanced climate performance of that development. Under this option, applicants would select a combination of Metrics for each Indicator to achieve the minimum number of points required under the themes of Building, Transportation, Active Transportation, and Embodied Carbon, as outlined in Table 12. The minimum number of points escalates over time.

Fourteen Metrics in the Mobility (M), Built Environment (BE), and Infrastructure & Buildings (IB) categories were identified as directly advancing climate action objectives in the transportation, building, and energy sectors. The total points available in each of the categories were calculated and phased the scores over time to maximize performance ("climate-optimized") by 2030.

Table 12. Minimum Performance Option A.

	Building	Transportation	Active Transportation	Embodied Carbon
Metrics	IB-12: Building Energy Efficiency & GHG Reduction	BE-1: Proximity to Amenities BE-10: EV Charging	M-4: Walkable Streets M-5: Pedestrian Amenities M-6: Bicycle Parking M-7: Trails and Cycling Infrast. M-8: AT Network M-9: Distance to Public Transit	IB-4: Supp. Cementitious Materials IB-5: Life Cycle Assessment IB-6: Material Effic. Framing IB-9: Solar Gain Control IB-10: Solar Readiness
2022	10	5	6	6
2024	13	5	8	8
2026	17	7	8	10
2030	20	10	14	20

For example, in 2024 an application would need to receive 13 points from IB-12: Building Energy Efficiency and GHG Reduction, 5 points across from BE-1: Proximity to Amenities and BE-10: EV Charging.

Option B

Option B focuses specifically on ensuring that new construction helps municipalities achieve energy efficiency and GHG emission reduction targets as identified in their community energy plans, climate action plans, environmental master plans, and/or climate emergency declarations. By establishing minimum building performance requirements, Option B includes an implementation pathway for new construction to achieve the CHBA Net Zero Homes Program or Passive House requirements, consistent with Toronto Green Standard (Version 3)[13] and Whitby Green Standard implementation timeframes. Applications would be required to achieve minimum energy and GHG performance as outlined in IB-12: Energy Efficiency and GHG Reduction. The "Good" level shown in Table 13 would become mandatory in 2022.

Table 13. Minimum performance requirements.

Implementation year	IB-12: Energy Efficiency and GHG Reductions Metric level	Requirement
2022	Good	**Part 9 Residential Buildings** (3 storeys or less and less than 600 m2 in gross floor area), design the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent.

[13] The City of Toronto recently expedited the implementation of the Toronto Green Standard so that Toronto Green Standard Version 4 Tier 3 will apply in 2028.

		Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m2 in gross floor area), develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: ● Total Energy Use Intensity (TEUI): 170 kWh/m2/yr ● Thermal Energy Demand Intensity (TEDI): 70 kWh/m2/yr ● Greenhouse Gas Emissions Intensity (GHGI): 20 kgCO2/m2/yr. **All Other Part 3 Buildings**, develop a whole-building energy model, and design and construct the building to achieve at least a 15% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.
2024	Great	**Part 9 Residential Buildings** (3 storeys or less and less than 600 m2 in gross floor area), design, construct, and label the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail** (more than 3 storeys or more than 600 m2 in gross floor area), develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: ● Total Energy Use Intensity (TEUI): 135 kWh/m2/yr ● Thermal Energy Demand Intensity (TEDI): 50 kWh/m2/yr ● Greenhouse Gas Emissions Intensity (GHGI): 15 kgCO2/m2/yr **All Other Part 3 Buildings**, develop a whole-building energy model, and design and construct the building to achieve at least a 25% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.
2028	Excellent	**Part 9 Residential Buildings** (3 storeys or less and less than 600 m2 in gross floor area), design and construct the building(s) to be Net Zero ready in accordance with the CHBA Net Zero Home Labelling Program, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail** (more than 3 storeys or more than 600 m2 in gross floor area), develop a whole-building energy model and design the building to achieve the following whole-building performance metrics associated with a near-net zero emissions level of performance: ● Total Energy Unit Intensity (TEUI): 100 kWh/m2/yr ● Thermal Energy Demand Intensity (TEDI): 30 kWh/m2/yr ● Greenhouse Gas Emissions Intensity (GHGI): 10 kgCO2/m2/yr **All Other Part 3 Buildings**, develop a whole-building energy model and design the building to achieve at least a 37% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.
2032	Exceptional	**Part 9 Residential Buildings** (3 storeys or less and less than 600 m2 in gross floor area), design and construct the building(s) in accordance with the CHBA Net Zero Home Labelling Program or Passive House standards, or equivalent.

		Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m2 in gross floor area), develop a whole-building energy model and design the building to achieve the following whole-building performance metrics associated with a near-net zero emissions level of performance: • Total Energy Unit Intensity (TEUI): 75 kWh/ m2 yr • Thermal Energy Demand Intensity (TEDI): 15 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 5 kgCO2/m2/yr **All Other Part 3 Buildings**, develop a whole-building energy model and design the building to achieve at least a 50% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.

3.2 Climate Grade

In this approach, applications are assigned a Climate Grade based on how the proposed developments would perform. Inspired by the energy and climate ratings applied to buildings in the United Kingdom (Figure 7), each development application would be assigned a grade that highlights its level of performance, with "A" denoting the best performing projects and "D" denoting the worst performing projects. The score would be based on the achievement of a minimum number of points under specific Indicators, as outlined in Table 14. The identification and allocation of points applies the same method as described in 3.1 Minimum Performance Option A.

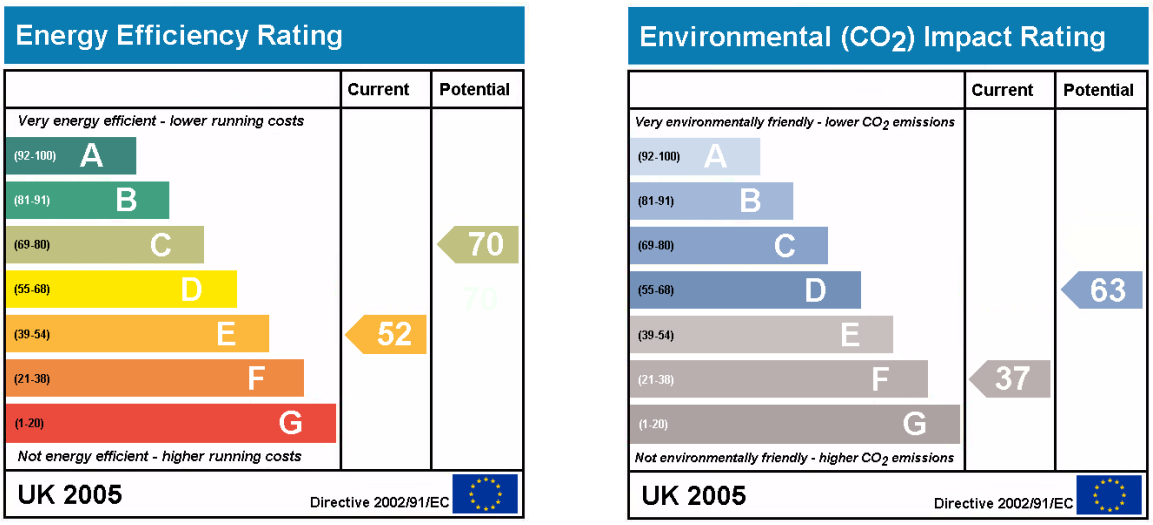


Figure 7. Example of labels applied to buildings in the UK, which can be adopted to the Climate Grade approach.

For example, to achieve a Climate Ranking of A, applications would be required to achieve 20 points in IB-12: Energy Efficiency and GHG Reduction, 10 points from the BE-1: Proximity to Amenities and BE-10: EV Charging categories, 14 points from the M-4: Walkable Streets, M-5 Pedestrian Amenities, M-6: Bicycle parking, M-7: Trails and Cycling Infrastructure, M-9: Distance to Public Transit categories, and 20 points from the IB-4 Supplementary Cementitious, IB-5 Life Cycle Assessment, IB-6 Material Efficiency Framing, IB-9 Solar Gain Control, and IB-10 Solar Readiness categories.

Table 14. Climate Grade method.

Grade	Building	Transportation	Active Transportation	Embodied Carbon
Metrics	IB-12: Building Energy Efficiency & GHG Reduction	BE-1: Proximity to Amenities BE-10: EV Charging	M-4: Walkable Streets M-5: Pedestrian Amenities M-6: Bicycle Parking M-7: Trails and Cycling Infrast. M-8: AT Network M-9: Distance to Public Transit	IB-4: Supp. Cementitious Materials IB-5: Lifecycle Assessment IB-6: Material Effic. Framing IB-9: Solar Gain Control IB-10: Solar Readiness
A	20	10	14	20
B	17	7	8	10
C	13	5	8	8
D	10	5	6	6

3.3 Project GHG Emissions

This approach involves evaluating applications based on achievements in identified GHG emissions reduction Metrics, focusing on transportation and building-related GHG emissions. Applications that achieve the Metrics identified in Table 15 would receive a “label” indicating that they enable (a) a lifestyle that results in a 50% GHG reduction from standard current practices, or (b) a zero emissions lifestyle.

The underlying logic of this approach is that the built environment can either enable or constrain a household’s ability to reduce GHG emissions. An assessment of the “Excellent”/”Exceptional” level for each of the points listed in Table 15 indicates that the proposed building and available transportation choices (walking, cycling, transit, and electric vehicle (EV) infrastructure) could be close to emission-free. The “Great” level for each of these Metrics also enables a low carbon lifestyle, but denotes lower accessibility to zero-emission transportation modes and less efficient buildings. The “Great” level would enable a 50% reduction in emissions from the status quo.

Table 15. GHG emissions metrics.

50% Emissions Reduction	Zero Emissions
Achieves the “Great” level in all of the following metrics: • BE-1: Proximity to Amenities • BE-10: EV Charging • M-6: Bicycle Parking • M-9: Distance to Public Transit • IB-12: Building Energy Efficiency & GHG Reduction	Achieves the “Excellent” level in all of the following metrics: • BE-1: Proximity to Amenities • BE-10: EV Charging • M-6: Bicycle Parking • M-9: Distance to Public Transit • IB-12: Building Energy Efficiency & GHG Reduction

3.4 Climate Ranking

This approach is a branding initiative whereby applications that achieve specific Metrics can be labelled and marketed as projects that are leading in emissions reduction and/or adapting to climate change. All Metrics that influence transportation and building operational and embodied emissions have been identified as GHG mitigation activities. Those Metrics that increase readiness and resilience for a changing climate are identified for climate adaptation.

Table 16. Climate Ranking Metrics.

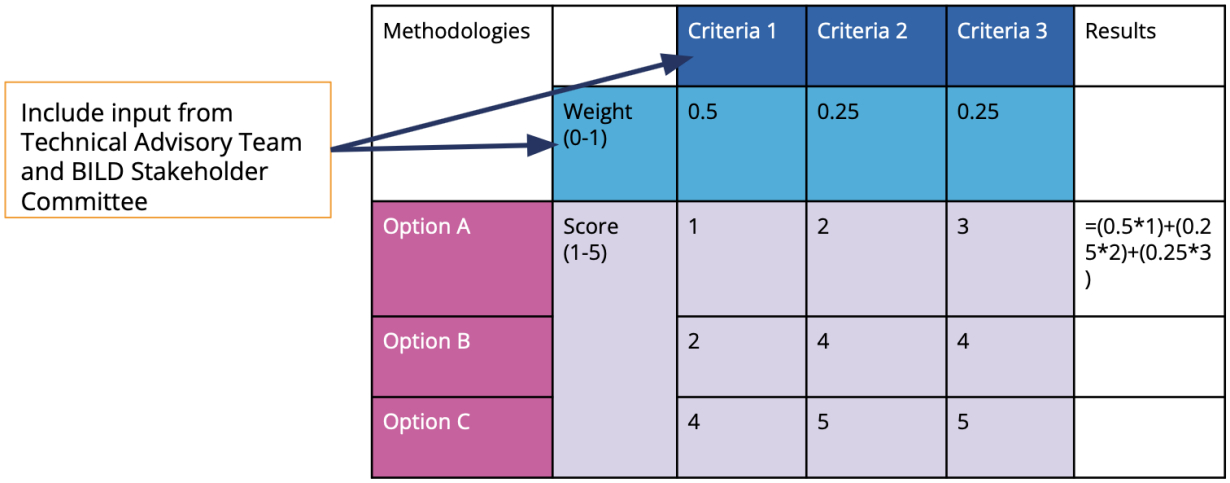
Climate Challenger (reducing GHG emissions; mitigation)	**Climate Adapter (preparing for climate change; adaptation)**
Achieves "Excellent" level for the following metrics: • BE-1: Proximity to Amenities • BE-10: EV Charging • M-6: Bicycle Parking • M-8: AT Network • M-9: Distance to Public Transit • IB-4: Supp. Cementitious Materials • IB-5: Life Cycle Assessment • IB-6: Material Efficient Framing • IB-9: Solar Gain Control • IB-10: Solar Readiness • IB-12: Building Energy Efficiency & GHG Reduction	Achieves "Excellent" level for the following metrics: • BE-6: Tree Canopy and Shaded Walkways • NE-1: Tree Conservation • NE-3: Healthy Soils • NE-5: NHS Enhancements • NE-9: Stormwater Quantity • IB-7: Heat Island Reduction (Non-Roof) • IB-8: Heat Island Reduction (Roof) • IB-14: Backup Power • IB-15: Extreme Wind Protection

Figure 8. Example of labels that could be applied to applications which achieve the relevant climate-related metrics.

4. Choosing the Best Methodology

4.1 Analyzing the Methodologies: Multi-Criteria Analysis

Multi-Criteria Analysis (MCA) is a method to support decision-making according to predetermined criteria and objects. MCA combines quantitative and qualitative data in a transparent format which can incorporate both expert and local judgement (Figure 9). In this project, MCA was used with input from the Technical Advisory Team (TAT) and members of the BILD York and Peel chapters to refine the criteria and to evaluate the methodologies.



Methodologies		Criteria 1	Criteria 2	Criteria 3	Results
	Weight (0-1)	0.5	0.25	0.25	
Option A	Score (1-5)	1	2	3	=(0.5*1)+(0.25*2)+(0.25*3)
Option B		2	4	4	
Option C		4	5	5	

Figure 9. Visual representations of the MCA.

The criteria used to evaluate the methodologies includes:

- **Transferability:** Can the methodology be adopted by multiple municipalities?
- **Material improvement:** Does the methodology increase sustainability performance?
- **Progression:** Does the methodology have a mechanism to increase performance over time?
- **Practicality:** Can the methodology be easily implemented?
- **Adaptability:** Does the methodology take into consideration the local context of the development site?

Table 17. MCA results from SSG's analysis. Note: the criteria weighting (row 2) were developed in consultation with stakeholders.

	Transferability	Material Improvement	Progression	Practicality	Adaptability	Score
Weighting	3.4	3.2	2.5	4.1	3.3	-
Universal	5	5	2	3	4	63.5
Percent Improvement	2	2	5	3	3	47.9
Benchmarking	2	1	5	3	3	44.7

The MCA results indicate the preferred Sustainability Score Threshold methodology as Universal. The analysis found that neither Percent Improvement nor Benchmarking facilitate material improvements in the sustainability performance of development proposals. This result follows from the observation that the baseline scores were calculated from development applications completed prior to the development of the updated Sustainability Metrics.

4.2 Insights from the Engagement Process

Stakeholder engagement was set at the "Involve" level of the International Association of Public Participation (IAP2) spectrum. The methodologies, MCA, and recommendations were refined through ongoing communication with municipal staff. External stakeholders, including the development industry, were engaged at key milestones in the project.

The first workshop took place on October 29, 2021 and stakeholders provided input on the Threshold methodologies, the MCA criteria and weighting, and the various approaches to further the integration and reporting of climate change. Thirty-seven stakeholders attended this workshop, and an average of 40% of attendees provided feedback in the workshop engagement activities.

See Appendix C and D for the engagement strategy and detailed engagement summary. The input received from stakeholders during the first workshop directly informed the final recommendations in the following ways:

- **Result 1:** Stakeholders identified the potential strengths and weaknesses of each proposed threshold methodology.
- **Result 2:** Stakeholders approved the proposed criteria, provided additional criteria, and selected the weighting for the MCA used to select the recommended methodology. In addition, stakeholders participated in an MCA to increase understanding of the analysis process and determine their preferences. Universal scored the highest in the stakeholder MCA.

- **Result 3:** Stakeholders questioned the appropriateness of the External Standard as a methodology. Following additional internal research, this methodology was not explored further following the first workshop.
- **Result 4:** Participants ranked the approaches to improve integration and reporting of climate change. Minimum Climate Performance received 80% support from participants.

At the second workshop, held on December 7, 2021, stakeholders were informed how their feedback shaped the final recommendations and presented the recommended approaches. During the workshop, no stakeholders suggested modifications to the recommendations.

The TAT hosted a third meeting with select representatives of BILD York and Peel chapters (known as the BILD Working Group) on January 6, 2022 as a follow-up discussion on the recommendations presented at Workshop #2. SSG did not facilitate this workshop, however, members from the consulting team attended as a resource to answer questions regarding the methodologies and approaches. Based on the feedback received from the BILD Working Group, the recommendations were further refined, particularly as they relate to Universal – Pathway 2, and Minimum Performance Option B.

5. Recommendations

5.1 Recommended Methodology for Setting New Thresholds: Universal

Recommendations were developed based on feedback from external stakeholders and the TAT and results of the MCA.

Recommendation #1: Implement Universal methodology to establish new Thresholds for the updated Sustainable New Communities Program, commencing with Pathway 1 in 2022.

Table 18. Universal - Pathway 1 - implementation in 2022.

	Total points available	Bronze	Silver	Gold
Site Plan	241	41 - 61	62 - 75	76 - 241
Draft Plan	194	27 - 40	41 - 49	50 - 194
Block Plan	76	14 - 20	21 - 25	26 - 76

The engagement process identified Universal as the preferred methodology. It was also the highest scoring option in the Multi-Criteria Analysis. Additional strengths of the Universal – Pathway 1 are summarized below:

- The methodology results in a consistent set of Thresholds across municipalities.
- Establishing the Thresholds using the Diffusion of Innovation model provides a reliable approach to calculate the percentage increases between each Threshold level (Bronze, Silver, and Gold).
- By removing all "Good" level metrics associated with qualifier questions, the methodology takes into account differences in site specific contexts in which developers are only required to meet the total points available for Metrics that are applicable to all sites.
- In contrast to the other methodologies, the approach recognizes leaders in sustainable design and development by creating Score Thresholds that are more representative of the total points available.
- It is independent of the performance of previously approved development proposals (e.g.. average and median previous scores were not used to set the baseline) which were not reflective of current municipal policies, plans, and guidelines, industry best practices, or the updated suite of Sustainability Metrics.

Recommendation #2: Monitor and evaluate the development applications under the updated Sustainable New Communities Program, and transition to Thresholds to Universal – Pathway 2 in 2026.

Table 19. Universal - Pathway 2 - implementation in 2026.

	Total points available	Bronze	Silver	Gold
Site Plan	241	55 - 81	82 - 101	102 - 241
Draft Plan	194	44 - 65	66 - 80	81 - 194
Block Plan	76	14 - 20	21 - 25	26 - 76

Monitoring the Sustainability Scores following the formal launch of the updated Sustainable New Communities Program is a best practice to adapt the program, as needed. These adaptations might include responding to updates in municipal energy plans, Building Codes, or Provincial and Federal climate change directives, as well as ongoing communication with the public and stakeholders. Additionally, the new data gathered from green development standards and programs in each municipality can be used by the Province in assessing updates to the Ontario Building Code.

The phased approach, which increases the Score Thresholds over a scheduled period of time, allows applicants to adapt to the new Metrics and Thresholds before performance requirements are enhanced, and enables municipalities to evaluate the progress of applications meeting each

Threshold. The benefits of adopting Universal – Pathway 2 in a phased manner are summarized below:

- It provides a mechanism to increase sustainability and climate performance over time.
- It provides certainty to industry so that they have time to adjust without disruption to the updated Program requirements.
- It allows municipalities to perform an ongoing evaluation of the Sustainability Scores, Metrics and Thresholds, and to adapt the Program as necessary.

As the new Metrics and Thresholds are implemented, it may be easier than anticipated for applicants to achieve a Sustainability Score within and above the (minimum) Bronze Threshold. The phased approach enables the municipalities to evaluate whether the scores are advancing sustainability performance as intended and to align an incentives program accordingly.

Recommendation #3: Apply the Silver Score Threshold as the minimum performance for urban/town centres and intensification corridors.

Provincial and municipal policies, standards, and guidelines facilitate the achievement of Metrics related to compact urban-form (e.g. BE-1: proximity to amenities, BE-2: mixed-use development, BE-9: surface parking footprint, M-8: distance to transit). It is therefore recommended that each municipality consider elevating the minimum Threshold requirement for development in these areas to the Silver Sustainability Score Threshold. This avoids creating separate Metrics and Thresholds for these areas, while ensuring that new developments achieve higher sustainability performance.

For the City of Markham, a higher standard may be appropriate for medium and high density developments to ensure there is no decrease in performance requirements when transitioning from LEED to the Sustainable New Communities Program. In this case, the City should evaluate whether the Silver Threshold exceeds the existing LEED Silver requirement for medium and high density development.

Recommendation #4: Incorporate the Climate Change Minimum Performance Option B into the Sustainable New Communities Program.

Every tonne of GHG emissions matters, and all buildings and infrastructure that are not energy efficient result in additional emissions, and impede climate change mitigation and adaptation. Incorporating the Minimum Performance Option B to the Sustainable New Communities Program ensures an increase in building performance, which is critical to reducing emissions and avoids creating additional building stock that will need to be retrofitted in the near future. As IB-12 is an OBC-interior related Metric, the points available for the “Good” level are not included in the Universal – Pathway 1 Bronze Threshold (baseline) calculation; by achieving this mandatory Metric requirement, an application is well on the way to achieving the Bronze Threshold.

Table 20. Summary of Climate Performance requirements.

	2022-2023	2024-2027	2028-2031	2032-2035
Climate Performance Requirement	Achieve "Good" level	Achieve "Great" level	Achieve "Excellent" level	Achieve "Exceptional" level
IB-12: Energy Efficiency and GHG Reductions Metric requirements summary	**Part 9 Residential Buildings** (3 storeys or less, and less than 600 m2 GFA): design the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent. **Part 3 Buildings Multi-unit residential, Office, and Retail** (more than 3 storeys or more than 500 m2 GFA): develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • TEUI: 170 kWh/m2/yr • TEDI: 70 kWh/m2/yr • GHGI: 20 kgCO2/m2/yr **All Other Part 3 Buildings:** develop a whole-building energy model, and design and construct the building to achieve at least a 15% improvement in energy efficiency over OBC.	**Part 9 Residential Buildings** (3 storeys or less, and less than 600 m2 GFA):design , construct, and label the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent. **Part 3 Buildings Multi-unit residential, Office, and Retail** (more than 3 storeys or more than 500 m2 GFA): develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • TEUI: 135 kWh/m2/yr • TEDI: 50 kWh/m2/yr • GHGI: 15 kgCO2/m2/yr **All Other Part 3 Buildings:** develop a whole-building energy model, and design and construct the building to achieve at least a 25% improvement in energy efficiency over OBC.	**Part 9 Residential Buildings** (3 storeys or less, and less than 600 m2 GFA): design and construct the building(s) to be Net Zero ready in accordance with the CHBA Net Zero Home Labelling Program, or equivalent. **Part 3 Buildings Multi-unit residential, Office, and Retail** (more than 3 storeys or more than 500 m2 GFA): develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • TEUI: 100 kWh/m2/yr • TEDI: 30 kWh/m2/yr • GHGI: 10 kgCO2/m2/yr **All Other Part 3 Buildings:** develop a whole-building energy model, and design and construct the building to achieve at least a 37% improvement in energy efficiency over OBC.	**Part 9 Residential Buildings** (3 storeys or less, and less than 600 m2 GFA): design and construct the building(s) in accordance with the CHBA Net Zero Home Labelling Program or Passive House standards, or equivalent. **Part 3 Buildings Multi-unit residential, Office, and Retail** (more than 3 storeys or more than 500 m2 GFA): ddevelop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics: • TEUI: 75 kWh/m2/yr • TEDI: 15 kWh/m2/yr • GHGI: 5 kgCO2/m2/yr **All Other Part 3 Buildings:** develop a whole-building energy model, and design and construct the building to achieve at least a 50% improvement in energy efficiency over OBC.

Of the four approaches for reducing emissions, the Minimum Performance was preferred by stakeholders and the TAT. Unlike Minimum Climate Performance Option B, Option A includes Metrics that are already being met in development. Therefore, Option A was deemed unnecessarily broad for advancing climate performance. The other three climate approaches are marketing tools

that are complementary and could be used along with Minimum Performance Option B approach at the discretion of each municipality.

The performance requirements/tiers and implementation timeframe generally align with those of the City of Toronto's Green Development Standards (Version 3), as well as the Town of Whitby's Green Development Standards (2020). It should be noted that the City of Toronto will be transitioning to TGS Version 4 in May 2022, and will be requiring the CHBA Net Zero Home Labelling Program or Passive House Standard for new construction by 2028, four years earlier than this proposal does. The performance requirements and implementation timeframe recommended in Table 20 will enable a consistent and predictable approach for developers across multiple municipalities.

A mandatory requirement ensures that the building stock is future-proofed and that no additional costs will need to be incurred to decarbonise these buildings. Making the requirement mandatory also levels the playing field and stimulates innovative approaches in the built environment to increase efficiency and lower capital costs.[14] Importantly, more efficient buildings also have lower operating costs for households and better air quality and thermal comfort for occupants.[15] High performance buildings provide emergency resilience to extreme climate events; for example, net-zero buildings often can provide power when centralized energy grids are down.[16]

6. Conclusion

The objective of the Sustainable New Communities Program is to advance the sustainability performance of new construction in the participating municipalities. This Program, however, will also catalyze co-benefits in public health, climate change mitigation and adaptation, natural heritage conservation, water and air quality, and economic development.

The revamp to the suite of Sustainability Performance Metrics was undertaken as part of an earlier and separate phase of the Sustainable New Communities Program update. This report serves as the second phase of the update, and identifies methods for establishing new Sustainability Performance Thresholds. The methods were evaluated against select criteria identified through stakeholder consultation; these included transferability, material improvement, progression, practicality, and adaptability. Based on the analysis, the Universal methodology was the best performing against the criteria.

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[14] For a detailed analysis of the impacts of increased building performance, see: Bernhardt, R. (2021). Addressing the Cost of Efficiency. Retrieved from: https://energystepcode.ca/app/uploads/sites/257/2021/05/Cost-of-Efficiency-Report-2021-final.pdf

[15] CHBA (2021). Do Net Zero Homes save you money? Retrieved from: https://blog.chba.ca/2021/10/26/do-net-zero-homes-save-you-money/

[16] Enck, J. (2021). Delivering Disaster-Resilient Buildings. Retrieved from: https://facilityexecutive.com/2021/10/delivering-disaster-resilient-buildings/

Universal – Pathway 1 established a baseline performance requirement by removing all points associated with all “Good” level Metrics that do not have qualifier questions and do not relate to OBC-interior matters. The removal of these two types of Metrics takes into account the differences in site contexts, ensuring developers are only required to meet the total points available to all sites, and also enables the industry to adjust to the updated Program requirements prior to increasing performance requirements. The phased approach, in which municipalities transition to Universal – Pathway 2 in 2026, is recommended so applicants in the municipalities have sufficient time to increase sustainability performance.

This approach is cautious. If applicants easily achieve or exceed the Bronze Threshold of Pathway 1, the partner municipalities should consider transitioning to Pathway 2 earlier than 2026. Phases three and four of the Sustainable New Communities Program Update involves identifying incentives, and updating outreach and education. Monitoring the Sustainability Scores will be crucial in understanding the Program's success and providing evidence of community co-benefits to justify this public investment.

In addition to the broader Sustainability Thresholds, a climate change Minimum Performance is recommended to ensure that the Sustainable New Communities Program advances the climate action goals and targets of the partner municipalities. As noted previously in this report, eliminating GHG emissions is no longer optional; it is a scientific imperative. The climate emergency requires immediate innovation, ambition and accelerated action.

The building and development industry has continued to innovate in the face of major societal challenges, highlighted by initiatives such as the Canada Green Building Council, Canadian Home Builders Association's Net Zero Homes program, and by pioneering net zero projects. The Sustainable New Communities Program provides a mechanism to further stimulate and accelerate this ongoing innovation.

Appendices

Appendix A: Assessment of Original and Updated Sustainability Metrics Methodology

To evaluate the performance of approved planning development applications under the updated Sustainability Metrics, the municipalities[17] provided a random sample of Site Plan, Draft Plan of Subdivision, and Block Plan applications that were approved within the last 5 years and under the original Metrics Program. 60 Site Plans, 39 Draft Plans and 4 Block Plans were evaluated and analyzed for trends by Metric category and municipality.

This assessment contributed to identifying key insights for establishing new Thresholds and determining Threshold approaches that are:

- Aligned with the climate goals of the four partner municipalities;
- Aligned with external third-party performance standards currently being applied by industry or non-profit organizations;Reflective of emerging technologies and trends; and
- Incorporate consideration for an enhanced approach for urban/town centres and intensification areas.

Table A1. Summary of application scores by a) Site Plan, b) Draft Plan and c) Block Plan under original and updated Sustainability Metrics.

Municipality	Number of Site Plan Applications	Average Score (under original Sustainability Metrics)	Average Score (under updated Sustainability Metrics)
Site Plan			
All	60	32	18
Brampton	15	38	17

[17] The City of Richmond Hill's City Council approved in-principle to update the City's Sustainability Metrics Tool and Threshold scoring on January 27, 2021. The threshold methodology generally aligned a minimum threshold with the community's Official Plan and other legislative requirements, based on a qualitative assessment of Good, Very Good or Excellent. Since each of the partner municipalities have unique official plans, this methodology was not used in this assessment.

Markham[18]	15	–	18
Richmond Hill	15	43	14
Vaughan	15	40	12
Draft Plan			
All	39	33	17
Brampton	10	38	17
Markham	10	–	23
Richmond Hill	10	33	15
Vaughan	9	30	15
Block Plan[19]			
All	4	30	20
Brampton	3	29	22
Vaughan	1	31	14

The scores under the updated Sustainability Metrics were lower across all municipalities and development application types. As noted in Section 2.1, the performance of applications under the updated Metrics cannot be taken as an absolute measurement of how future applications may perform.

The existing applications do not reflect what is undertaken by developers and builders today or how they can achieve points under the updated suite of Metrics, as these applications were developed in the context of older policies, guidelines, programs, and industry best practices, Metrics and Thresholds.

In addition, the higher performance in Block Plan applications was a result of a small sample size of 4 and is not representative of how applications may perform under the updated Metrics.

[18]The City of Markham joined the updated Sustainable New Communities Program Project in 2019, therefore there were no applications under the original Metrics.

[19]Only Brampton and Vaughan Block Plans were assessed under the updated Metrics. The City of Richmond Hill does not have a Block Planning process and the City of Markham did not approve any Block Plans in the last 5 years.

Appendix B: Detailed Methodologies and Results

The following section provides an overview of the information used to calculate the Thresholds for Universal, Percentage Improvement, and Benchmarking methodologies.

Universal methodology

Universal – Pathway 1

The baseline for the Bronze Threshold for Universal – Pathway 1 is calculated as:

- The total points of all "Good" level Metrics;
- Minus the points of all "Good" level Metrics with a qualifier question that are also not OBC-interior metrics (Table B1);
- Minus the points of all "Good" level Metrics for OBC-interior related (Table B2).

This calculation ensures that points associated with a Metric are not removed twice if the Metric has both a qualifier question and is OBC-interior related.

A modification in calculating the total points of all "Good" level metrics was made for Sustainability Metric IB-1 (Green Building Certification), which was set to 1 point instead of its original 7 points. This modification was made because in order for a planning application to achieve a total of 7 points for this Metric, the application would need to have seven certified green buildings on site. As a result, to allow for fairness it is assumed that all applications can achieve one building that would have a Green Building Certification.

Table B1. "Good" level metrics that have qualifier questions, and that are not OBC-interior related,[20] and available points for each application type.

Indicator Number	Metric	Points		
		Site Plan	Draft Plan	Block Plan
BE-5	Cultural Heritage Conservation	1	1	1
BE-5	Cultural Heritage Conservation	1	1	NA
M-2	School Proximity to Transit and Cycling	NA	1	1
M-10	Traffic Calming	1	1	NA
M-10	Traffic Calming	1	1	NA
NE-1	Tree Conservation	3	3	3
NE-4	Natural Heritage Connections	2	2	2
NE-5	Natural Heritage System Enhancements	1	1	NA

[20] Metrics that are also "Good" level OBC-interior related are: IB- 2, IB-14, IB-16, IB-19. The associated points are listed in Table B2 and were only removed once as noted in the previous equation.

NE-5	Natural Heritage System Enhancements	1	1	NA
NE-5	Natural Heritage System Enhancements	1	1	NA
NE-8	Park Access	3	3	3
NE-11	Potable Water Use	2	NA	NA
NE-12	Multi-purpose Stormwater Management	1	1	NA
Total points		**18**	**17**	**10**

Table B2. All "Good" level OBC-interior related metrics. Note: Block Plans do not have any OBC-interior metrics in the "Good" level.

Indicator Number	Metric	Points	
		Site Plan	Draft Plan
BE-10	Electric Vehicle Charging Stations	3	3
IB-1	Buildings Designed/Certified under Green Rating System	1	1
IB-2	Universal Design	2	NA
IB-10	Solar Readiness	NA	3
IB-12	Building Energy Efficiency, GHG Reduction	3	3
IB-12	Building Energy Efficiency, GHG Reduction	3	3
IB-13	Rainwater and Greywater Use	1	1
IB-14	Back-Up Power	1	1
IB-14	Back-Up Power	1	1
IB-15	Extreme Wind Protection	2	2
IB-16	Sub-Metering of Thermal Energy and Water	2	NA
IB-16	Sub-Metering of Thermal Energy and Water	2	NA
IB-19	Solid Waste	1	NA
IB-19	Solid Waste	1	NA
IB-19	Solid Waste	1	NA
Total points		**24**	**18**

Universal – Pathway 2

The baseline for the Bronze Threshold for Universal - Pathway 2 is calculated as:

- The total points of all "Good" level Metrics;
- Minus the points of all "Good" level Metrics with a qualifier question (Table B3).

Table B3 lists all “Good” level Metrics with a qualifier question and the associated points for each application type. The point value of 1 was applied to the IB-1 Metric, as detailed in the previous section.

Table B3. “Good” level metrics that have qualifier questions and that are not OBC-interior related, and available points for each application type.

Indicator Number	Metric	Points		
		Site Plan	Draft Plan	Block Plan
BE-5	Cultural Heritage Conservation	1	1	NA
BE-5	Cultural Heritage Conservation	1	1	NA
M-2	School Proximity to Transit and Cycling	NA	1	1
M-10	Traffic Calming	1	1	NA
M-10	Traffic Calming	1	1	NA
NE-1	Tree Conservation	3	3	3
NE-4	Natural Heritage Connections	2	2	2
NE-5	Natural Heritage System Enhancements	1	1	NA
NE-5	Natural Heritage System Enhancements	1	1	NA
NE-5	Natural Heritage System Enhancements	1	1	NA
NE-8	Park Access	3	3	3
NE-11	Potable Water Use	2	NA	NA
NE-12	Multi-purpose Stormwater Management	1	1	NA
IB-2	Accessibility For Multi-Unit Dwellings	2	N/A	N/A
IB-14	Back-Up Power	1	1	NA
IB-16	Sub-Metering of Thermal Energy and Water	2	NA	NA
IB-16	Sub-Metering of Thermal Energy and Water	2	NA	NA
IB-19	Solid Waste	1	NA	NA
IB-19	Solid Waste	1	NA	NA
IB-19	Solid Waste	1	NA	NA
Total points		**28**	**18**	**10**

Percentage Improvement

The baseline for Percentage Improvement is calculated using the median Sustainability Score (based on the updated Metrics) of all sample development applications from each municipality, and applied the Diffusion of Innovation Model to determine the subsequent Thresholds.

- Baseline = median sustainability performance of past applications
- Bronze = median sustainability performance + 20%
- Silver = median sustainability performance + 50%
- Gold = median sustainability performance + 84%

Calculation:

- Baseline = 15

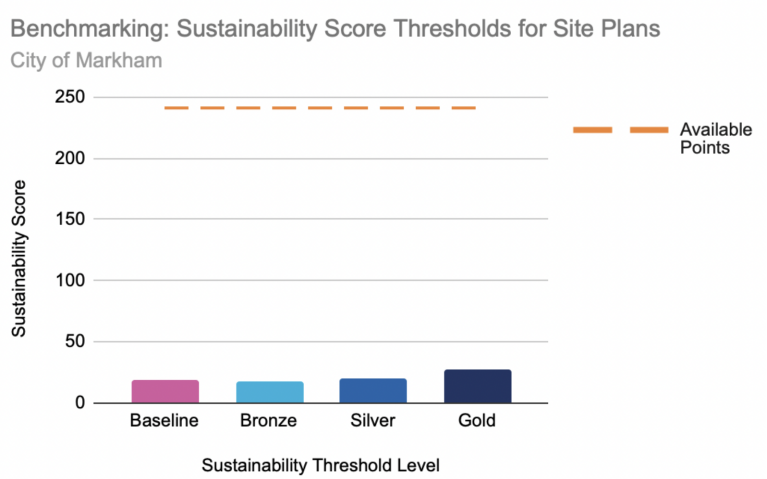
$$Bronze\ Score\ Threshold = Baseline * 1.2$$
$$Silver\ Score\ Threshold = Bronze\ Score\ Threshold * 1.5$$
$$Gold\ Score\ Threshold = Gold\ Score\ Threshold * 1.84$$

Table B4. Sustainability Score Thresholds resulting from the Percentage Improvement methodology.

	Total points available	Baseline	Bronze	Silver	Gold
Site Plan	241	15	18-22	23-27	28-241
Draft Plan	194	16	19-23	24-28	29-194
Block Plan	76	21	25-31	32-38	39-76

Benchmarking

Benchmarking uses the average scores of sample development applications for each municipality to calculate the baseline; thus Block Plans were not assessed because only one municipality had enough sample Block Plan applications to calculate an average score. Figures B1 to B3 summarize the baseline, Bronze, Silver, and Gold Thresholds for each muncipality's Site Plans and Draft Plans .



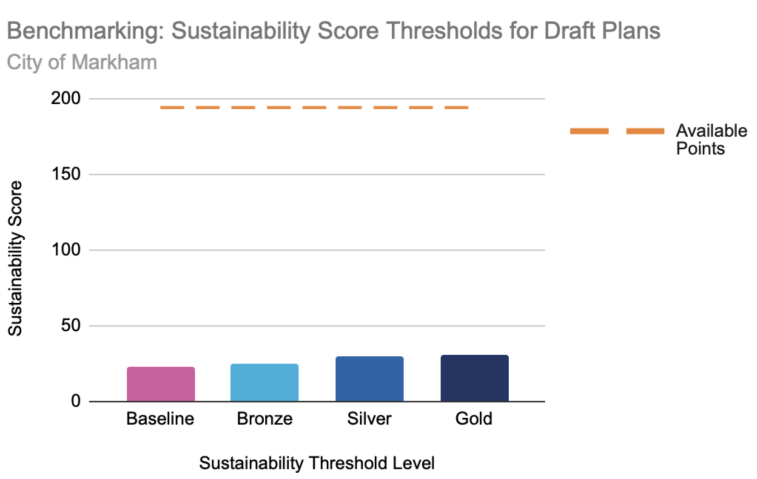
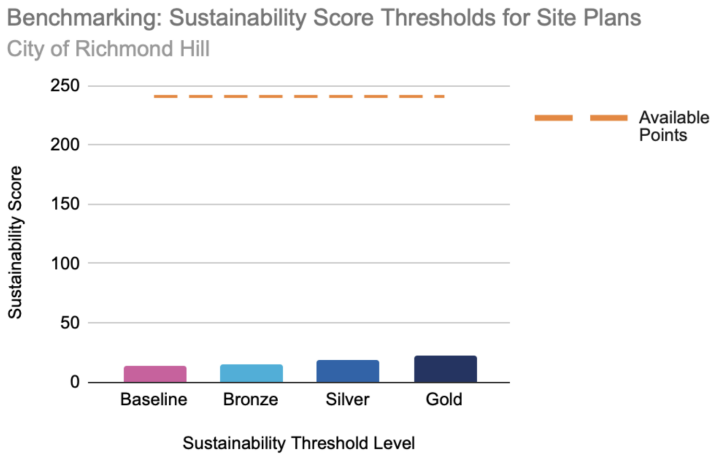


Figure B1. Benchmark Performance baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for the City of Markham for Site Plan and Draft Plan applications. The orange dotted line represents the total points available for each application type.



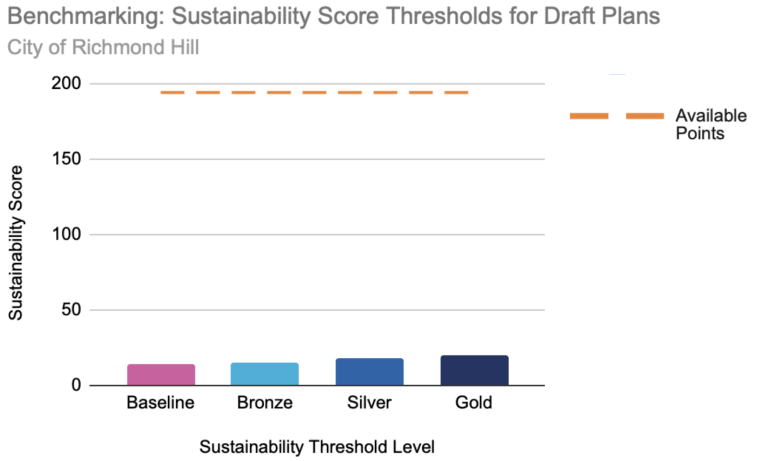
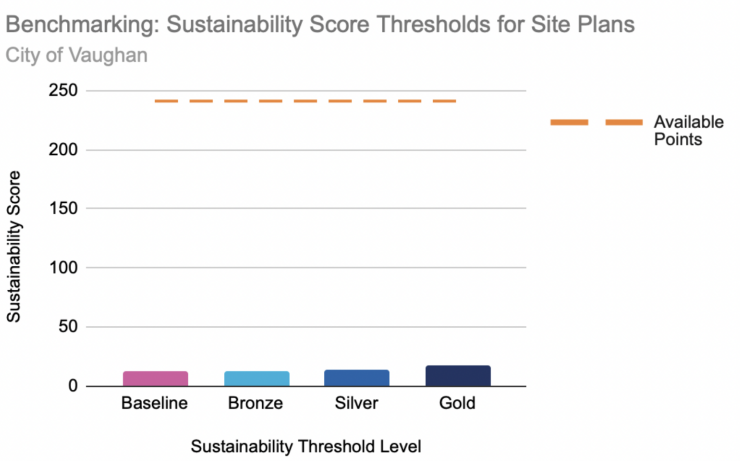


Figure B2. Benchmark Performance baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for the City of Richmond Hill for Site Plan and Draft Plan applications. The orange dotted line represents the total points available for each application type.



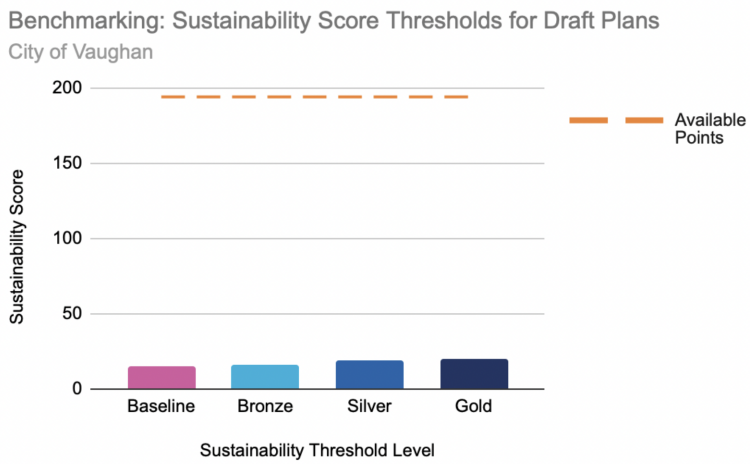
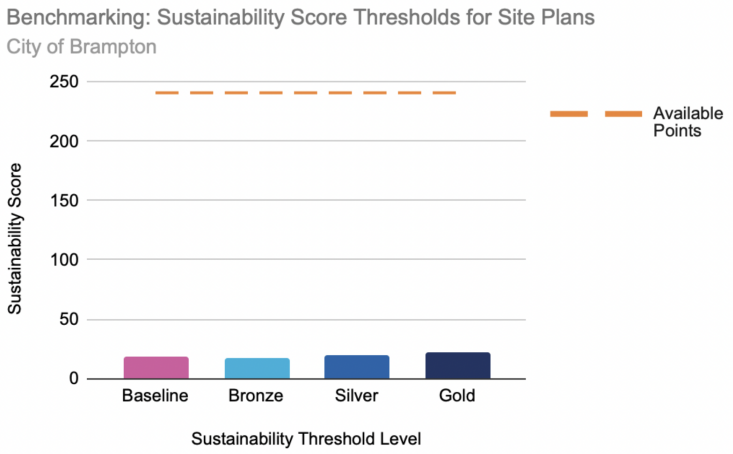


Figure B3. Benchmark Performance baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for the City of Vaughan for Site Plan and Draft Plan applications. The orange dotted line represents the total points available for each application type.



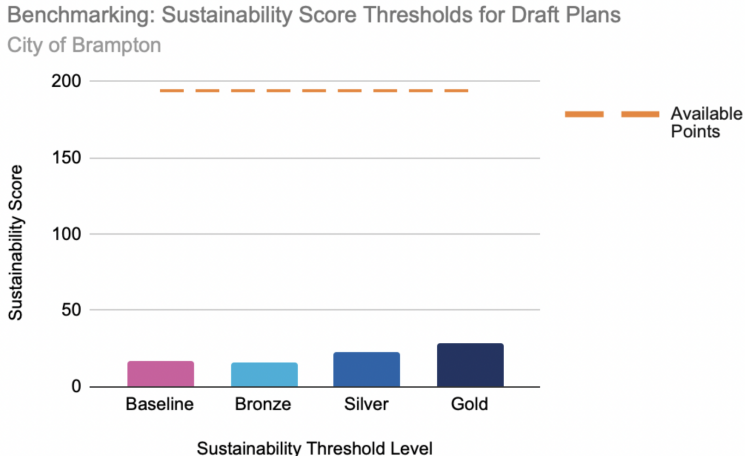


Figure B4. Benchmark Performance baseline and minimum points for each Threshold (Bronze, Silver, and Gold) for the City of Brampton for Site Plan and Draft Plan applications. The orange dotted line represents the total points available for each application type.

Appendix C: Engagement Plan

Document Intent

This Engagement Plan outlines the purpose, approach, and desired outcomes of engagement, as well as the roles and responsibilities of SSG, the City of Brampton, the City of Richmond Hill, the City of Vaughan, and the City of Markham during the engagement process.

Background

Context

The City of Brampton is seeking to update the Sustainability Score Thresholds for development proposals that were originally launched in collaboration with the City of Richmond Hill and the City of Vaughan between 2013 and 2015. Development proposals in these three cities are evaluated against Sustainability Metrics, generating a Sustainability Score. Thresholds are associated with different scores, and the municipalities can encourage, incentivize, or require a certain performance level using the thresholds.

Between 2018 and 2021, the Cities of Brampton, Richmond Hill, Vaughan, and Markham developed an updated set of Sustainability Metrics to reflect the changing policy environment. The aim of this project is to update the Thresholds to reflect the updated Metrics and align with environmental and climate action goals and targets of the four partner municipalities. Higher levels of performance will be identified for urban/town centres and intensification areas.

Supporting Strategic Documentation

The Sustainability Performance Metrics and the municipally approved development applications will provide useful background information for engagement activities, such as stakeholder meetings and workshops. Drawing examples, principles, and approaches from these documents will increase the unified Sustainability Metric's alignment with other plans and help to integrate all these different, but related, initiatives.

What is Being Decided and Who Decides?

All of the partner municipalities expect the new Sustainability Performance Thresholds to be prepared for approval by their Councils in 2022[21]. This project will achieve their aim to better align the Sustainability Performance Metrics and Thresholds to further efforts to address climate action and overall environmental sustainability.

[21] The City of Richmond Hill independently developed new Thresholds that were approved, in principle, by its Council in 2021. Participation in this current work will inform the final Thresholds that Richmond Hill will move forward with.

Stakeholders will have an opportunity to provide input on the methodologies used to determine new

Thresholds, and this feedback will shape the final Thresholds. The consulting team will engage the municipalities through the Technical Advisory Team, which includes representatives from the City of Brampton, the City of Markham, the City of Richmond Hill, and the City of Vaughan. The Team will influence methodology development and the formulation of alternative methods.

The consulting team and the City of Brampton will engage representatives of the development sector through the Building Industry and Land Development Association (BILD). The Atmospheric Fund (TAF), Clean Air Partnership, and Canada Green Building Council will also be approached for input. These representatives will be engaged through Stakeholder Meetings in which they will be asked to share their methodology preferences.

Engagement Strategy

The Engagement Strategy is the framework that will ensure key internal and external interested or affected parties are informed about the project and given opportunities to provide feedback and contribute to creating the best Sustainability Score Thresholds possible. The strategy will also help build stakeholder support for implementation of the new Thresholds.

Guiding Principles

The following principles should guide the design and execution of all engagement activities:

- Engagement meeting formats will be guided by interested or affected parties' preference.
- While in-person engagement opportunities are preferred, the challenges of COVID-19 direct us to online engagement for the near future. Online engagement opportunities will be as interactive as possible. In-person opportunities will be planned should physical distancing measures be modified during the active engagement period.
- Engagement conversations will be values-based.
- We, the Project Team, will communicate values and educate interested or affected parties about complexity before and during the active engagement period in order to raise the general level of understanding around climate action planning.
- We, the Project Team, will involve key interested or affected parties in the information collection process to demonstrate process integrity and build credibility for recommendations.
- Communication of background information and engagement opportunities (times, dates, online venues) will happen in a reasonable time prior to engagement.
- Interested or affected parties will have opportunities to provide input.
- Concerns and aspirations will be discussed to formulate options for consideration.

- Decision-making will be consensus-based. In the event that a consensus is not possible, the decision-maker will consider the advice received during the engagements as much as possible in making the required decisions.

Engagement Objectives

Principally, the Engagement Plan seeks to:

1. Build understanding about the process necessary to undertake meaningful climate action;
2. Facilitate inclusive conversations among interested or affected parties to document stakeholder concerns and aspirations; and
3. Use stakeholder input as part of a collaborative problem-solving process with all interested or affected parties to identify opportunities and address the challenges associated with applying the Sustainability Score Thresholds in the four municipalities.

These objectives require the City of Brampton to deliver certain outputs (tangible deliverables) and outcomes (changes in understanding, perspective, relationships, level of trust, etc.). These outputs and outcomes will support the municipalities and the interested or affected parties in reviewing and adjusting the Sustainability Score Thresholds. Engaging with key interested or affected parties will provide opportunities to address concerns, discuss implications, and articulate the journey ahead. This will ensure that the new Thresholds are feasible, ambitious, equitable, and effective.

The following recommended objectives for this Engagement Plan have been informed by SSG's experience.

Objective 1: To inform, and more importantly, to engage interested or affected parties about the reformed Sustainability Score Thresholds.

- **Outcome:** Interested and affected parties understand the changes, planning, and investment required for the Sustainable New Communities Program to succeed, as well as the increasing costs of inaction. They also understand that change is achievable, and that financial and quality-of-life benefits will be realized as the updated Program is achieved.
- **Outcome:** Interested and affected parties know how to get involved, are motivated to identify alternative approaches, and become partners in the realization of the new Thresholds and Sustainable New Communities Program overall.

Objective 2: To involve interested and affected parties in gathering feedback to inform the update to the Sustainability Score Thresholds. This will ensure that the Thresholds reflect the four municipalities' operational realities, strategic visions, expertises, and cultures. It will also ensure critical stakeholder impacts are considered.

- **Outcome:** The four municipalities collaborate with their implementation partners to maximize the impact of the Thresholds.

- **Output:** Stakeholder input on Thresholds approaches that will be used to make decisions about new Thresholds.
- **Output:** Contact lists of stakeholders who wish to continue to participate in the Sustainable New Communities Program Update' implementation.

Objective 3: To inform interested and affected parties about how their involvement will shape the new Sustainability Score Thresholds and to provide feedback to those interested or affected parties about the development of the new Thresholds and progress in implementing them over the long term.

- **Outcome:** Interested or affected parties understand the impact of their participation in shaping the updated Thresholds.
- **Output:** Interested and affected parties were informed how their feedback shaped the final recommendations through Workshop 2: What We Heard and Recommendations.

References in this section to "inform, consult, involve, and collaborate" are explained in Figure D1: IAP2 (International Association of Public Participation) Spectrum of Engagement.

Givens

Givens are facts that are outside the scope of engagement, which means they are not negotiable. The givens for this engagement include the following:

- Climate change is real and is primarily driven by human activity.
- The Sustainability Metrics have been updated.
- The Cities of Brampton, Vaughan, Markham, and Richmond Hill will set new Sustainability Score Thresholds.

Interested or Affected Parties

Working with the Technical Advisory Team, we will identify who should be engaged and how to reach them. Additionally, we will review the Cities' existing efforts. This approach may be limited to the minimum three sessions defined in the RFP or extended beyond that, if required, based on our preliminary analysis and discussions with the Project Manager and the Technical Advisory Team.

Technical Advisory Committee (TAT) Members

- City of Brampton
    - Stavroula Kassaris, Environmental Planner
    - Kristina Dokoska, Environmental Planner
- City of Markham
    - Marty Chan, Senior Planner
    - Mattson Meere, Senior Planner

- City of Richmond Hill
    - Brian DeFreitas, Senior Planner
    - Christine Lee, Policy Researcher
- City of Vaughan
    - Ashley Faulkner, Senior Planner
    - Andrew Haagsma, Planner

Interested and Affected Parties

- Steering Committee Members
    - Michael Hoy, Supervisor of Environmental Planning, City of Brampton
    - Tony Iacobelli, Manager of Natural Heritage, City of Markham
    - Ruth Rendon, Senior Environmental Planner, City of Vaughan
    - Sybelle von Kursell, Manager of Policy Planning, City of Richmond Hill
- Building Industry and Land Development Association (BILD) - York and Peel chapters
- Clean Air Partnership
- Region of Peel
- The Atmospheric Fund (TAF)
- York Region

Engagement Timeline

Phase 1: Engagement Design

Project initiation: September 2021–October 2021

Activity	SSG role	City role	Objectives	Timeframe
Engagement Plan design	Draft Engagement Plan	Refine and approve	All	November

Phase 2: Active Engagement Period

October 2021–December 2021

Activity	IAP2 Spectrum Level	SSG Role	City Role	Objectives	Timeframe
Technical Advisory Team communication updates.	Inform. Promise to the Technical Advisory Team: We will keep you informed about the plan's progress and opportunities for you to become involved.	Assist in developing regular project updates for distribution through Brampton communication channels.	Edit and draft key messages. Create invites for engagement meetings.	1–3	Sept.-Dec.
Technical Advisory Team Meeting 1—Start-up and Success Criteria: SSG will meet the Technical Advisory Team to discuss the project approach and work plan, including when the Committee will be engaged. SSG will also seek input on the engagement approach and success criteria for the project.	Collaborate. Promise to the Technical Advisory Team: We will incorporate your preferences and feedback to the greatest extent possible, and we will seek advice in formulating methods.	Introductory presentation of project. Discuss challenges and opportunities. Define what success looks like in the project.	Edit draft messaging and presentation. Create invites for engagement events.	1–3	Sept.

Technical Advisory Team Meeting 2— Approaches to Sustainability Score Thresholds: SSG will present the methodologies for identifying thresholds and the results of a multi-criteria analysis to the Technical Advisory Team. Input will be provided through breakout groups and a post-presentation survey.	Involve. Promise to the Technical Advisory Committee: We will incorporate your preferences and feedback to the greatest extent possible, and we will seek advice in formulating alternatives.	Prepare an overview of the project process and milestones. Provide digital framework/exercise tools. Respond to questions about the methodology.	Coordinate meeting timing and hosting. Review presentation materials prior to the meeting.	1–3	Oct.
Stakeholder Meetings 1: SSG wlll involve ey stakeholder groups, including, but not limited to municipal staff, BILD, and development industry consultants. SSG will present the	Involve. Promise to the BILD Stakeholder Committee: We will incorporate your preferences and feedback to the extent possible, and we will seek advice in formulating alternatives.	Lead the workshop, finalize ideas, ask questions, and outline methodologies. Identify and communicate possible methodologies.	Identify and convene group members. Review presentation materials prior to the meeting. Coordinate meeting timing and hosting.	1–3	Nov.

methods and assessment to solicit input through breakout groups and a post-presentation survey. SSG will prepare an agenda and a presentation and distribute them to the Project Manager a week before the meeting(s). SSG will also take meeting minutes.					
Stakeholder Meeting 2: SSG will present the recommended methodology and thresholds to the stakeholders.	Involve. Promise to the BILD Stakeholder Committee: We will incorporate your preferences and feedback to the greatest extent possible, and we will seek advice in formulating alternatives.	Lead the workshop, finalize ideas, ask questions, and outline methodologies. Identify and communicate possible methodologies.	Review presentation materials prior to the meeting. Coordinate meeting timing and hosting.	2, 3	Dec.

IAP2 Public Participation Spectrum

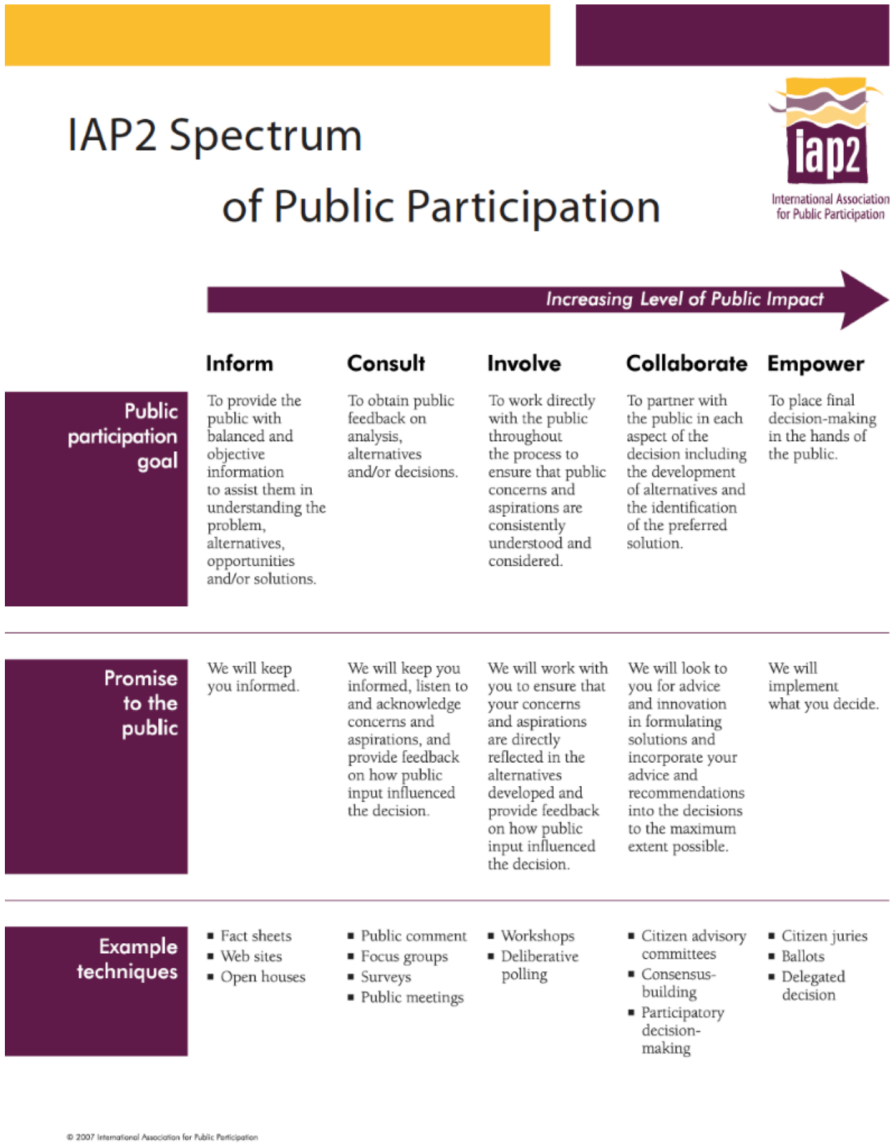


Figure C1. IAP2 Spectrum of Public Participation.

Appendix D: Engagement Summary

How We Engaged

To meet the engagement objectives identified in the Engagement Plan (Appendix D), SSG engaged with interested and affected parties through a series of Technical Advisory Team (TAT) meetings and stakeholder workshops.

Technical Advisory Team (TAT)

The TAT is composed of representatives from the four partner municipalities: the City of Brampton, the City of Markham, the City of Richmond Hill, and the City of Vaughan.

During the first TAT meeting, SSG collaborated with the TAT to discuss the project approach, work plan, and the engagement approach and timeline. At the second TAT meeting, SSG presented the methodologies for identifying thresholds and results from the preliminary multi-criteria analysis.

At the final TAT meeting, SSG presented the recommended methodology for updating the Sustainability Score Thresholds, the recommended approach for enhancing climate change performance integration, and the approach for enhanced sustainability performance requirements for urban/town centres and corridors. SSG collaborated with the TAT on the development of the final stakeholder workshop presentation and recommended approaches. Since feedback from the TAT was integrated throughout the project, this report focuses on the engagement results of the stakeholder workshops.

Stakeholder Workshops

Key stakeholders from the Building Industry and Land Development Association (BILD), development industry consultants, municipal and other government agencies staff attended the two stakeholder workshops. During the first workshop, SSG presented the methodologies for identifying new Thresholds, the multi-criteria analysis (MCA) for selecting the preferred methodology, and the approaches to enhance climate change performance integration and reporting; stakeholders provided feedback on each of these topics. During the second workshop, SSG presented the recommended Threshold methodology, integration approach to enhance climate change performance, and the proposed approach for urban/town centres and corridors. Feedback was gathered during the workshop and through a post-workshop comment period.

Engagement Results

Who Participated

Sixty-seven stakeholders attended the two stakeholder workshops.

Thirty-seven stakeholders attended workshop 1. Eight were representatives from the consulting industry and non-profits, 20 were representatives from the development industry, and nine were

representatives from either the municipal or regional governments. In addition, 14 representatives from TAT and SSG attended. TAT members, other municipal staff and SSG did not participate in the engagement activities.

Thirty stakeholders attended workshop 2. Four were representatives from the consulting industry and non-profits, 17 were representatives from the development industry, and nine were representatives from either the municipal or regional governments. In addition, nine representatives from TAT and SSG attended; TAT members, municipal staff and SSG did not participate in the engagement activities.

Recommended Threshold Methodology

Workshop 1 Engagement Activity

SSG presented the four Threshold methodologies and used Metimeter (Menti), an online interactive presentation software to facilitate polling and open question periods to collect feedback on each methodology. SSG advised workshop participants that feedback would be used to inform the final recommended Score Threshold approach; however, participation during the engagement periods for the methodologies was low with an average of 32% of stakeholders responding to the four engagement questions and little discussion despite attempts to encourage questions and comments from workshop attendees.

Universal[22]

Sixteen workshop participants responded to the question on Universal. Many participants suggested that Universal is a context-specific, local, simple, and customizable approach.

> *"[Universal] is the most flexible as it reflects the local context. That is very important because the existing context is out of a developer's control."*

> *"[Universal] seems easy to be accountable and probably the best received."*

Percentage Improvement

Thirteen workshop participants responded to the question on Percentage Improvement. Many participants suggested that Percentage Improvement is a simple, clear, achievable, and progressive approach.

> *"Percentage Improvements may be good to ensure projects are continually improving site conditions. Great to monitor progress over time."*

Benchmarking

Seven workshop participants responded to the question on Benchmarking. Although the engagement question asked for strengths of the methodology, most of the feedback highlighted areas of concern. The participants' most prominent concerns about the Benchmarking methodology

[22] During the engagement process the Universal methodology was referred to as Relativism, the City of Brampton updated the methodology name in February 2022.

are that it is competitive, difficult, unpredictable, and not context-specific. However, two participants suggested the methodology is efficient and easy.

> *"Benchmarking may be competitive and may also align with opportunities for incentives. The constraint is that there could be many approaches that are meeting the base minimum score, so the benchmarking [threshold levels are] rather low."*

External Standard

Twelve workshop participants responded to the question on external standards. Although the engagement question asked for strengths of the methodology, a mix of strengths and concerns were expressed. Participants suggested that it is a credible, researched, and well-known approach. The participants' most prominent concerns were that it is not context-specific and that it is cumbersome, restrictive, and difficult.

> *"For the external standard, is there just one standard which is the focus, or are there multiple ones?"*

Workshop 2 Universal Methodology Engagement Activity

In workshop 2, SSG presented the recommended methodology to update the Sustainability Score Thresholds — Universal Phased Approach. During the workshop, SSG used three engagement activities to encourage participants' questions and feedback, including opportunities and challenges.

Engagement Activity 1

The question period was hosted live with participants asking questions directly to SSG consultants and the TAT. The majority of the questions focused on the updated Sustainable New Communities Program overall and the timelines for implementation.

Engagement Activity 2

Workshop participants were asked about the opportunities offered by the Universal methodology via a Menti poll. Six stakeholders provided feedback during the activity. Stakeholders said the approach:

- Offers flexibility for different sites (two comments);
- Enables incremental improvement and clear direction for improvements over time (two comments);
- Is geography specific (two comments); and
- Involves simple implementation and is easy to understand (one comment).

Engagement Activity 3

Workshop participants were asked about the challenges of the Universal methodology via a Menti poll. Three stakeholders provided feedback during the activity. They indicated the approach:

- Might not meet the climate action challenge and municipal GHG goals (two comments); and
- Did not provide a clear way to progress standards beyond 2026 (one comment).

Multi-Criteria Analysis

Workshop 1 Engagement Activities

Engagement Activity 1

In workshop 1, SSG presented the four multi-criteria analysis (MCA) criteria for analyzing the proposed Threshold methodologies. Based on feedback from participants, a fifth criterion was added to identify whether the methodology can be adapted to reflect the local and site context.

The following MCA criteria used in the analysis were finalized based on stakeholder feedback:

- **Transferability:** Can the methodology be adopted by multiple municipalities?
- **Material improvement:** Does the methodology increase performance?
- **Progression:** Does the methodology have a mechanism to increase performance over time?
- **Practicality:** Can the methodology be easily implemented?
- **Adaptability:** Can the methodology be adapted to reflect the local and site context?

Engagement Activity 2

In the second engagement activity, SSG used a Menti poll to set the weighting for the MCA criteria which were used to select the recommended methodology. Participants were asked to weigh each criterion on a sliding scale from 1 to 5, where 1 was of lowest importance and 5 was of highest importance. Table D1 displays the weighting averaged from the responses provided by the 20 stakeholders who participated in this activity.

Table D1. MCA weighting criteria selected by workshop participants.

	Transferability	Material Improvement	Progression	Practicality	Adaptability
Weighting	3.4	3.2	2.5	4.1	3.3

Engagement Activity 3

In the third engagement activity, a poll was used to score each Threshold methodologies against the selected MCA criteria. The aim of the activity was to increase participant knowledge of the MCA process by developing a trial score for the Threshold methodologies. While the weighting of each criteria selected in engagement activity 2 was used in SSG's final MCA process, the scoring in engagement activity 3 was only a practice and was not used as the final scoring for selecting the final recommended methodology. Approximately 37% of stakeholders participated in this engagement activity, which indicated a preference for Universal and Percentage Improvement (Table D2).

Table D2. Workshop 1 results of the MCA engagement activity.

	Transferability	Material improvement	Progression	Practicality	Adaptability	Score
Weighting	**3.4**	**3.2**	**2.5**	**4.1**	**3.3**	**-**
Universal	3.5	2.3	1.8	3.9	3.9	52.62
% Improvement	2.8	3.6	3.8	2.9	2.9	47.54
Benchmarking	2.4	2.6	2.9	2.2	2.8	41.60
External	3.4	2.5	2.0	2.7	1.6	30.88

Workshop 2

An engagement activity was not completed in workshop 2. Instead, a question period was offered. In addition, workshop participants were informed about how their feedback on the MCA weighting was integrated into the selection of the final recommended Threshold methodology.

Enhancing Climate Change Integration

Workshop 1 Engagement Activity

SSG presented four approaches for enhancing integration of climate change into the Sustainable New Communities Program and used a menti-poll to collect feedback on the workshop attendees' support for each approach. Participants were asked to rank their support for each approach on a scale of strongly disagree, disagree, agree, and strongly agree.

SSG advised that the poll would be used to inform the selection of the recommended approach. Participation was higher than in the engagement activity for the Threshold methodologies, with an average of 50% of stakeholders participating in the climate change engagement activities.

Minimum Climate Performance

Twenty stakeholders participated in the Minimum Climate Performance approach Menti poll:

- 50% strongly agreed;
- 30% agreed;
- 5% selected agreed; and
- 15% disagreed.

Climate Score

Seventeen stakeholders participated in the Climate Score approach Menti poll:

- 12% strongly agreed;
- 35% agreed;
- 35% disagreed; and
- 18% strongly disagreed.

GHG Calculation

Nineteen stakeholders participated in the GHG Calculation approach Menti poll:

- 5% strongly agreed;
- 63% agreed;
- 0% disagreed; and
- 32% strongly disagreed.

Climate Ranking

Eighteen stakeholders participated in the Climate Ranking approach Menti poll:

- 11% strongly agreed;
- 17% agreed;
- 22% disagreed; and
- 50% strongly disagreed.

Workshop 2

An engagement activity was not completed in workshop 2, Instead, a question period was offered. In addition, workshop participants were informed about how their feedback from the first workshop was used to select the final recommended approach for enhancing the integration of climate change into the Sustainable New Communities Program.

General Feedback

A post-workshop participant poll was available for stakeholders to provide general feedback. Two workshop participants provided the following feedback via this activity:

> *"A good sample of approaches to integrate climate action into the metrics, keeping in mind the goal of zero emissions by 2030 and the need to move toward that performance objective."*
>
> *"It was excellent to see a thorough and quantitative analysis that 'filled the variable space' so that a range of options were represented. This certainly makes the recommended approach more defensible."*

Additional Engagement

Following the Stakeholder Workshop #2, BILD requested a meeting with TAT and the BILD Working Group to discuss the recommendations presented at the first workshops. The BILD Working Group was initially established during the Sustainability Metrics updates phase. The Working Group is comprised of representatives of builders/developers who frequently work in York and Peel region, as well as a building science consultant. SSG did not facilitate this workshop; however, a project team member was available during the call as a resource and to answer questions pertaining to the recommendations.

During the meeting, the BILD Working Group provided feedback on the proposed Thresholds and building energy and GHG emission performance requirements, as well as the importance of reviewing implementation of the new Metrics and Thresholds, particularly before any transition to higher performance requirements is pursued. The meeting informed the final recommendations of this report.

Integrating Feedback

The feedback from the two stakeholder workshops/meetings was used to develop the final recommended Threshold approach and the final recommended approach for enhancing the integration and reporting of climate action into the Sustainable New Communities Program.

Updated Sustainability Score Thresholds for
new Block Plan, Draft Plan of Subdivision, and Site Plan applications
submitted as of July 1, 2022

	Bronze	Silver	Gold
Site Plan	41 - 61	62 - 75	76 - 241
Draft Plan	27 - 40	41 - 49	50 - 194
Block Plan	14 - 20	21 - 25	26 - 76

Building Performance Requirements for New
Block Plan, Draft Plan of Subdivision, and Site Plan Applications
Submitted as of January 1, 2023

Year	2023	2024	2028	2032
Building Performance Requirement	Achieve “Good” level	Achieve “Great” level	Achieve “Excellent” level	Achieve “Exceptional” level
IB-12: Energy Efficiency and GHG Reductions Metric requirements summary	**Part 9 Residential Buildings (3 storeys or less, and less than 600 m^2 in gross floor area).** Design the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys, or more than 600 m^2 in gross floor area).** Develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics:	**Part 9 Residential Buildings (3 storeys or less, and less than 600 m^2 in gross floor area).** Design, construct, and label the building(s) to achieve ENERGY STAR® for New Homes version 17.1 or R-2000® requirements, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m^2 in gross floor area).** Develop a whole-building energy model, and design and construct the building to achieve the following whole-building performance metrics:	**Part 9 Residential Buildings (3 storeys or less, and less than 600 m^2 in gross floor area).** Design and construct the building(s) to be Net Zero ready in accordance with the CHBA Net Zero Home Labelling Program, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m^2 in gross floor area).** Develop a whole-building energy model and design the building to achieve the following whole-building performance metrics	**Part 9 Residential Buildings (3 storeys or less and less than 600 m^2 in gross floor area).** Design and construct the building(s) in accordance with the CHBA Net Zero Home Labelling Program or Passive House standards, or equivalent. **Part 3 Buildings – Multi-Unit Residential, Office and Retail (more than 3 storeys or more than 600 m^2 in gross floor area).** Develop a whole-building energy model and design the building to achieve the following whole-building performance metrics

	• Total Energy Use Intensity (TEUI): 170 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 70 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 20 kgCO2/m2/yr. **All Other Part 3 Buildings** Develop a whole-building energy model, and design and construct the building to achieve at least a 15% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	• Total Energy Use Intensity (TEUI): 135 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 50 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 15 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model, and design and construct the building to achieve at least a 25% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	associated with a near-net zero emissions level of performance: • Total Energy Unit Intensity (TEUI): 100 kWh/m2/yr • Thermal Energy Demand Intensity (TEDI): 30 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 10 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model and design the building to achieve at least a 37% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.	associated with a near-net zero emissions level of performance: • Total Energy Unit Intensity (TEUI): 75 kWh/ m2 yr • Thermal Energy Demand Intensity (TEDI): 15 kWh/m2/yr • Greenhouse Gas Emissions Intensity (GHGI): 5 kgCO2/m2/yr **All Other Part 3 Buildings** Develop a whole-building energy model and design the building to achieve at least a 50% improvement in energy efficiency over the Ontario Building Code (OBC) SB-10, Division 3 (2017) reference building.

Proposed Sustainability Score Thresholds for
new Block Plan, Draft Plan of Subdivision, and Site Plan applications
submitted in 2026

	Bronze	Silver	Gold
Site Plan	55 - 81	82 - 101	102 - 241
Draft Plan	44 - 65	66 - 80	81 - 194
Block Plan	14 - 20	21 - 25	26 - 76

Minutes

Age-Friendly Brampton Advisory Committee

The Corporation of the City of Brampton

Tuesday, March 29, 2022

Members Present:	Saad Ali (Co-Chair) Bob Pesant (Co-Chair) City Councillor J. Bowman Elvira Brathwaite Umar Javed Angela Johnson Sushil Ninawat Elizabeth Pike Urwah Cheema Helen Prislinger Peter Howarth (CARP) Sandra Fitzpatrick, Manager, Region of Peel Public Health Laura Tribble, Advisor, Region of Peel, Housing Services Nellie Groenenberg, Coordinator, Social Service Worker, Gerontology
Members Absent:	City Councillor D. Whillans City Councillor Williams Tony Brookes Sonya Singh Vidhi Bhatt, Brampton Multicultural Youth Council Joelle Berube-Cheng, Peel Senior Link Myrna Adams, Brampton Seniors Council Rodrigo Merio, Brampton Multicultural Community Centre Ava Joshi, Community Investment Manager, United Way
Staff Present:	Mirella Palermo, Policy Planner Tristan Costa, Planner Chandra Urquhart, Legislative Coordinator

1. Call to Order

The meeting was called to order at 8:03 p.m. and adjourned at 8:12 p.m.

Council Members absent during roll call: Councillor Whillans (personal), Councillor Williams (other municipal business)

2. Approval of Agenda

AFC006-2022

That the agenda for the Age-Friendly Brampton Advisory Committee meeting of March 29, 2022 be approved.

Carried

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

Nil

4. Previous Minutes

4.1 Minutes - Age-Friendly Brampton Advisory Committee - January 25, 2022

The minutes were considered by Planning and Development Committee on February 14, 2022, and approved by Council on March 9, 2022. The minutes were provided for Committee's information.

5. Presentations\Delegations

5.1 Delegation by Raymond Applebaum, CEO of Peel Senior Link, re: Development of the Newly Formed Peel Council on Aging and Alignment with the Committee's work on Age-Friendly Communities

Raymond Applebaum, CEO of Peel Senior Link, provided a presentation, entitled, 'Development of the Newly Formed Peel Council on Aging and Alignment with the Committee's work on Age-Friendly Communities'. Highlights included the following:

- Vision and Mission
- Mandate and Values
- Provides the connection for Regional collaboration

- Structure and Board of Directors
- Round table topics include healthy aging, housing and safety
- Implementation

Mr. Applebaum responded to a question from Committee regarding costs for services associated with aging and advised cost implications and access to services are topics that are discussed at round table meetings.

The following motion was considered:

AFC007-2022

That the delegation by Raymond Applebaum, CEO of Peel Senior Link, to the Age-Friendly Brampton Advisory Committee meeting of March 29, 2022, re: **Development of the Newly Formed Peel Council on Aging and Alignment with the Committee's work on Age-Friendly Communities** be received.

Carried

5.2 Presentation by Mirella Palermo, Policy Planner, re: Age-Friendly Resource Directory and Video Testimonials

Mirella Palermo, Policy Planner, provided a presentation entitled, 'Age-Friendly Resource Directory and Video Testimonials', and a live demonstration of the resource directory available on the City's website and the steps to access the material on line.

The following motion was considered:

AFC008-2022

That the presentation by Mirella Palermo, Policy Planner, to the Age-Friendly Brampton Advisory Committee meeting of March 29, 2022, re: **Age-Friendly Directory & Video Testimonials – Staying Connected: Video Resource & Directory for Seniors and Caregivers,** be received.

Carried

5.3 Presentation by Mirella Palermo, Policy Planner, re: New Horizons for Seniors Program 2022 Grant – Designing Spaces for Seniors – Laneway Activation Pilot Program

Mirella Palermo, Policy Planner, provided a presentation entitled, 'New Horizons for Seniors Program 2022 Grant – Designing Spaces for Seniors – Laneway

Activation Pilot Program'. She advised that the City qualified for funding for the program which will begin in the next few months. The following was highlighted:

- Project overview
- Mandate and objectives - to reduce social isolation amongst seniors by providing programmable public space
- Program activities include promotion and outreach

Ms. Palermo suggested that members may email staff if they were interested in the project.

The following motion was considered:

AFC009-2022

That the presentation by Mirella Palermo, Policy Planner, to the Age-Friendly Brampton Advisory Committee meeting of March 29, 2022, re: **Designing Spaces for Seniors – Laneway Activation Pilot Program – New Horizons for Seniors Program 2022 Grant,** be received.

Carried

5.4 Presentation by Tristan Costa, Planner, re: Brampton Plan - Draft Policies Update

Tristan Costa, Policy Planner, provided a presentation entitled, 'Brampton Plan - Draft Policies Update', highlighting the following:

- Draft and final Brampton Plan - adopted end of June 2022
- Organization of the Plan
- City Structure - legend
- Guiding policies
- Age-Friendly policy directions
    - nurturing strong and connected neighborhoods
    - social matters and housing
    - health and wellness
- Age-Friendly, accessible and adaptable housing
- Next steps

- opportunity for feedback from Committee
- statutory open house and public meeting in May 2022

The following motion was considered:

AFC010-2022

That the presentation by Tristan Costa, Planner, to the Age-Friendly Brampton Advisory Committee meeting of March 29, 2022, re: B**rampton Plan – Draft Policies Update** be received.

Carried

6. Reports / Updates

Nil

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:

AFC011-2022

That the Age-Friendly Brampton Advisory Committee do now adjourn to meet again on May 24, 2022 at 7:00 p.m.

Carried

_____

Saad Ali (Co-Chair)

_____

Bob Pesant (Co-Chair)

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

June 7, 2021

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6R 4R2

Attention: **Mayor and Members of Planning Committee/Council**
Peter Fay, City Clerk
Richard Forward, Commissioner of Planning and Development

Subject: **FORMAL PUBLIC INPUT**
Official Plan and Zoning By-law Amendment Application
1317675 Ontario Inc.
25 Kings Cross Road, City of Brampton, Ward 7
City File: C04E05.032, GWD File: PN 1106 Public Input

To Whom It May Concern:

Gagnon Walker Domes Ltd. represents Kingscross Plaza Partnership (our 'Client') the registered owner of 17 Kings Cross Road in the City of Brampton. Kingscross Plaza Partnership has requested that we review the Amendment Application filed by 1317675 Ontario Inc. for the redevelopment of 25 Kings Cross Road (the 'Subject Site').

'Original' vs. 'Revised' Amendment Application

On July 26, 2019, 1317675 Ontario Inc. filed an Official Plan and Zoning By-law Amendment Application to facilitate the redevelopment of the Subject Site for one, 9-storey, 144-unit mixed-use residential commercial building. On December 2, 2019, a Statutory Public Meeting was held in connection with what is referred to as the 'Original' Application. At that time, our office filed a formal Public Input Letter summarizing our Client's comments, observations, concerns and recommendations with the Application (see attached).

The Applicant has since 'Revised' the Amendment Application and now contemplates the redevelopment of the Subject Site for five (5), multiunit, multistorey mixed-use residential commercial buildings, ranging in height from 4-to-22-storeys. At full build-out the existing commercial which currently occupies the southern half of the property will be demolished. The following contrasts the 'Original' versus the 'Revised' Amendment Application.

'Original' Application	'Revised' Application
1 Residential Building – 144 units	**5 Residential Buildings – 425 Units**
(9-storey with ground floor commercial)	• Building A 193 Units (17-storey with ground floor commercial)

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3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
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- Building B 161 Units
  (22-storey with ground floor commercial)
- Building C 47 Units (6-storey)
- Building D 12 Units (4-storey)
- Building E 12 Units (4-storey)

Floor Space Index 1.4

Total Parking – 334 Spaces
New Commercial GFA 1,808 sq.m. (19,464 sq.ft.)

Floor Space Index 3.34
(provided for Building A only)
Total Parking – 511 Spaces
New Commercial GFA 3,968 sq.m. (42,711 sq.ft.)

Public Input

We have reviewed the May 13, 2021 Planning Department Information Report and on behalf of our Client would like to take this opportunity to register with the City of Brampton our Client's comments, observations, concerns and recommendations with the proposed 'Revised' Amendment Application.

1. We note for the record that the Report on the 'Revised' Application does not include any references to (nor copies of) the public input we or anyone else may have filed with the City of Brampton prior to, at or following the December 2, 2019 Statutory Public Meeting. *We respectfully request copies of all public input received to-date on this Application.*

2. 25 Kings Cross Road is currently zoned 'Recreational Commercial (RC) - 399.' Whereas Appendix 7 to the Information Report lists three (3) of the permitted uses, the following is the comprehensive list of what is permitted on the Subject Site:

   - A recreation facility;
   - A day nursery;
   - A convenience store;
   - A restaurant;
   - A gift, craft and hobby shop;
   - A billiard parlour;
   - A bowling alley; and
   - Purposes accessory to the other permitted purposes.

3. The Information Report does not specify what Official Plan/Secondary Plan and Zoning By-law categories the Applicant is seeking to facilitate the proposed redevelopment. On request, Planning staff provided us with a copy of the proposed draft Official Plan/Secondary Plan and Zoning By-law Amendments (text and schedules). We note that the Applicant is seeking to redesignate the Subject Site from Service Commercial 'SC' to Central Area Mixed Use One 'CMU1'. The proposed draft Zoning By-law indicates that the Applicant is proposing to change the Zoning By-law designation from Recreational Commercial – Special Exception (RC-399) to Central Area Mixed Use One – Special Exception (CMU1-XXX) and Central Area Mixed Use One – Special Exception (CMU1-YYY).

4. The Applicant seeks to replace the list of Zoning By-law permitted uses within the 'Recreational Commercial' category with the uses permitted within the 'CMU1' category, along with a number of additional uses. The following is our interpretation of the universe of 'CMU1' land uses which the Applicant is seeking:

- A retail establishment;
- A service shop;
- A personal service shop;
- A bank, trust company or finance company;
- An office;
- A dry cleaning and laundry distribution;
- A laundromat;
- A parking lot;
- A dining room restaurant, a convenience restaurant, take-out restaurant;
- A printing or copying establishment;
- A community club;
- An art gallery or studio;
- An animal hospital;
- A religious institution;
- A day nursery; and
- Purposes accessory to the other permitted purposes.

In addition to the aforementioned 'CMU1' uses, the Applicant is also seeking approval for the following additional uses:

- An apartment dwelling(s);
- A townhouse dwelling(s);
- A recreation facility;
- A billiard parlour;
- A bowling alley;
- A fitness centre;
- A custom workshop;
- A private school;
- A medical office; and
- A daycare facility and associated outdoor play area.

5. Our Client's original concerns with the proposed scale and magnitude of commercial permissions have <u>not</u> been addressed. In fact, they have been magnified by virtue of the fact that the total amount of proposed commercial space has increased from 1,808 sq.m. (19,464 sq.ft.) to 3,968 sq.m. (42,711 sq.ft.); <u>more than double the amount originally proposed</u>.

6. The Application represents a fundamental change to the intent and purpose of the Zoning By-law. The Subject Site's current Zoning By-law limits the range of permitted uses. A similar approach applies to the Zoning By-law provisions for 27 Kings Cross Road and 17 Kings Cross Road (the Kingscross Plaza Partnership site); see below:

<u>27 Kings Cross Road</u> is zoned 'Institutional 1 (I1) – 346', the following are the **<u>only</u>** permitted uses:

- Institutional:
  - A day nursery; and,
  - Purposes accessory to the other permitted purposes.

- Non-Institutional:
  - Purposes accessory to the other permitted purposes.

17 Kings Cross Road is zoned 'Commercial One (C1) – 599', the following are the **only** permitted uses:

- A retail establishment having no outside storage;
- A convenience store;
- A service shop;
- A personal service shop;
- A bank, trust company or finance company;
- An office;
- A dry cleaning and laundry distribution station;
- A laundromat;
- A parking lot;
- A take-out restaurant not including a take-out restaurant with a drive-through facility, and
- Purposes accessory to the other permitted purposes.

7. In the context of the limitations included within Zoning By-law provisions, our Client is concerned with the potential undermining of the original intent and purpose of the Zoning By-law within the neighbourhood. The Zoning By-law does not contemplate broad, wide-open commercial land use permissions. To the contrary, the Zoning By-law provisions which apply to 17, 25, and 27 Kings Cross Road are meant to limit land uses, with the express purpose of ensuring that what is permitted on each of the individual properties is complementary.

8. Our Client respectfully requests that if the Municipality is inclined to support the Amendment Application, that the proposed Zoning By-law maintain the intent and purpose of the current in-force Zoning By-law as it relates to commercial land use permissions. More specifically, this would entail the inclusion of explicit language prohibiting the following uses (of which only a medical office is currently being sought by the Applicant):

- A grocery store/supermarket;
- A medical office;
- A sports/back clinic; and
- A pharmacy/drug dispensary.

9. Other than the concerns expressed regarding the inclusion (or potential inclusion) of specific land uses, our Client does not take issue with the proposed five (5), multiunit, multistorey mixed-use residential commercial buildings.

10. In regards to the draft Zoning By-law, in order to ensure that the future redevelopment reflects what is currently before the public, our Client requests that the wording of the Zoning By-law be revised to require that the proposed residential and commercial uses be included as part of mixed-use buildings. The Zoning By-law should expressly state that no standalone commercial buildings are permitted; save and except for the existing building located on the south half of the site at the time of the passage of the Zoning By-law (with the aforementioned land use prohibitions – see Point # 8 above).

11. The Queen Street Corridor Secondary Plan (Area 36) designates the Subject Site as 'Service Commercial', without any site-specific provisions. Our Client respectfully recommends that in order for the Secondary Plan to reflect the intent and purpose of the Zoning By-law that the wording of the proposed Site-Specific Special Policy Area provisions include specific language prohibiting the following land uses:

- A grocery store/supermarket;
- A medical office;
- A sports/back clinic; and
- A pharmacy/drug dispensary.

We reserve the right to provide additional comments on the proposed Amendment Application. *We respectfully request to be notified of any and all future Open House, Statutory Public, Planning Committee and Council meetings being held in connection with the Applicant's proposal.* We note for the record that a similar request was made in our December 2, 2019 correspondence and to the best of our knowledge we were not notified of the scheduling of the June 7, 2021 Statutory Public Meeting; we were informed of the meeting by our Client who did receive a copy of the Notice.

We wish to be provided with copies of all Staff Reports and decisions made pertaining to the Amendment Application. Please send the aforementioned and all Notices to the attention of Michael Gagnon mgagnon@gwdplanners.com .

Thank you.

Yours truly,

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

c.c.: A. Parsons, City of Brampton
S. Dykstra, City of Brampton
J. Rabba, Kingscross Plaza Partnership
M. De Nardis, Gagnon Walker Domes Ltd.
A. Sirianni, Gagnon Walker Domes Ltd.
M. Mascarenhas, Gagnon Walker Domes Ltd.

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

December 2, 2019

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6R 4R2

Attention: **Mayor and Members of Planning Committee/Council**
Peter Fay, City Clerk
Richard Forward, Commissioner of Planning and Development

Subject: **Formal Public Input, Request for Information,**
Notification Official Plan and Zoning By-law Amendments
1317675 Ontario Inc.
25 Kings Cross Road, City of Brampton
City File: C04E05.032, GWD File: PN 1106

Dear Mayor and Members of Planning Committee/Council:

Gagnon Walker Domes Ltd. (GWD) represents Kingscross Plaza Partnership (our Client) the registered owner of 17 Kings Cross Road in the City of Brampton. Our office was retained to represent Kingscross Plaza Partnership in connection with the Application filed by 1317675 Ontario Inc. for the development of their property located at 25 Kings Cross Road. The property located at 25 Kings Cross Road has an area of approximately 1.62 ha (4.0 ac) and is accessed via Kings Cross Road. An existing one-storey commercial building is located on the southerly portion of the property.

Amendment Application

On July 26, 2019 1317675 Ontario Inc. filed an Official Plan and Zoning By-law Amendment Application to facilitate additional development of the property as follows:

- One 9-storey mixed-use building (ground floor commercial plus 8-storeys residential) having a total gross floor area of approximately 21,693 sq. m. (233,509 sq. ft.);
- 1,808 sq. m. (19,464 sq. ft.) of new ground floor commercial space;
- A total of 144 residential units comprised of:
  - 80 two-bedroom units; and

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  - 64 one-bedroom units;

- A total of 334 parking spaces comprised of:
  - 97 existing surface parking spaces;
  - 25 additional surface parking spaces; and
  - 212 below grade parking spaces;

- A Floor Space Index of 1.4 over the entire site;

- Two (2) access points from Kings Cross Road; and

- A proposed severance to facilitate site servicing and a future draft plan of condominium application.

The proposed residential/commercial development is located approximately 54.0 m (177.16 ft) from our Client's property. Attached please find an air photo identifying the location of our Client's property, as well as 27 Kings Cross Road (located immediately north and adjacent to the Kingscross Plaza Partnership site) and 25 Kings Cross Road being the subject of the Official Plan and Zoning By-law Amendment Application. Also attached, please find a copy of the Applicants proposed Concept Site Plan.

Public Input

Our Client would like to take this opportunity to register with the City of Brampton the following comments, observations, recommendations and concerns with the proposed Amendment Application:

1. 25 Kings Cross Road is currently zoned 'Recreational Commercial (RC) - 399.' Listed below are the **only** uses currently permitted on the subject site:

   - A recreation facility;
   - A day nursery;
   - A convenience store;
   - A restaurant;
   - A gift, craft and hobby shop;
   - A billiard parlour;
   - A bowling alley; and
   - Purposes accessory to the other permitted purposes.

2. The Draft Zoning By-law submitted as part of the Amendment Application seeks to rezone the subject site to 'Service Commercial (SC) – XXX'. The Applicant seeks to replace the limited list of permitted uses within the 'Recreational Commercial' category with the **broad list of uses** permitted within the 'Service Commercial' category, along with other specific uses. The following is a comprehensive list of all of the uses the Applicant is seeking:

General 'Service Commercial' Uses:

- A retail establishment having no outside storage;
- A service shop;
- A personal service shop;
- A bank, trust company and finance company;
- An office;
- A dry cleaning and laundry distribution station;
- A laundromat;
- A parking lot;
- A dining room restaurant, a convenience restaurant, a take-out restaurant;
- A printing or copying establishment;
- A garden centre sales establishment;
- A community club;
- A health or fitness centre;
- A tavern;
- A custom workshop;
- An animal hospital;
- A place of worship;
- A day nursery;
- A group home type 2;
- A lodging house; and
- Purposes accessory to the other permitted purposes.

Additional 'Service Commercial' Uses:

- An apartment dwelling;
- A recreation facility;
- A convenience store;
- A gift, craft and hobby shop;
- A billiard parlour;
- A bowling alley;
- A private school;
- A medical office;
- A sports clinic;
- A back clinic;
- A commercial school;
- An adult secondary school; and
- A pharmacy.

3. Our Client is concerned with the prospect that the Application if approved will result in a fundamental change in the intent and purpose of the Zoning By-law as it applies to the subject site. It is evident from the information shared herein within point #1 above that the intent of the Zoning By-law as it exists is to limit the range of permitted uses allowed on the subject site. Truth be known, on the neighbouring sites; including, 27 Kings Cross Road and 17 Kings Cross Road

(the Kingscross Plaza Partnership site), the same approach applies; namely, the **limitation of permitted uses**; as follows:

27 Kings Cross Road is zoned 'Institutional 1 (I1) – 346', the following are the **only** permitted uses:

- Institutional:
  - A day nursery; and,
  - Purposes accessory to the other permitted purposes.

- Non-Institutional:
  - Purposes accessory to the other permitted purposes.

17 Kings Cross Road is zoned 'Commercial One (C1) – 599', the following are the **only** permitted uses:

- A retail establishment having no outside storage;
- A convenience store;
- A service shop;
- A personal service shop;
- A bank, trust company or finance company;
- An office;
- A dry cleaning and laundry distribution station;
- A laundromat;
- A parking lot;
- A take-out restaurant not including a take-out restaurant with a drive-through facility, and
- Purposes accessory to the other permitted purposes.

4. In the context of the aforementioned Zoning By-law our Client is concerned with the potential duplication of permitted uses and associated goods and services, which is clearly contrary to the **original intent and purpose** of the Zoning By-law. The Zoning By-law does not contemplate broad, wide open land use permissions. To the contrary, the Zoning By-law provisions which apply to 17, 25, and 27 Kings Cross Road are meant to limit land uses with the purpose being to avoid duplication and ensure that uses are complementary to one another. Our Client respectfully requests that if the Municipality is inclined to support the Amendment Application that the intent and purpose of the Zoning By-law be maintained by limiting the range of permitted uses **by specifically prohibiting** in the implementing Zoning By-law the following uses:

   - A grocery store/supermarket;
   - A medical office;
   - A sports/back clinic; and
   - A pharmacy/drug dispensary.

5. Our Client does not have any concerns in principle with the proposed addition of a 9-storey mixed-use building provided that the implementing Zoning By-law specify that permitted uses are limited to **only** the following:

    - A retail establishment having no outside storage;
    - A service shop;
    - A personal service shop;
    - A bank, trust company and finance company;
    - An office;
    - A dry cleaning and laundry distribution station;
    - A laundromat;
    - A parking lot;
    - A dining room restaurant, a convenience restaurant, a take-out restaurant;
    - A printing or copying establishment;
    - A garden centre sales establishment;
    - A community club;
    - A health or fitness centre;
    - A tavern;
    - A custom workshop;
    - An animal hospital;
    - A place of worship;
    - A day nursery;
    - A group home type 2;
    - A lodging house; and
    - An apartment dwelling;
    - A recreation facility;
    - A convenience store;
    - A gift, craft and hobby shop;
    - A billiard parlour;
    - A bowling alley;
    - A private school;
    - A commercial school;
    - An adult secondary school; and
    - Purposes accessory to the other permitted purposes.

6. In regards to the drafting of the Zoning By-law in order to ensure that the future development of the subject site reflects what is currently before the public, Planning Committee and Council the wording of the By-law should be revised to require that both the proposed residential and commercial uses be included as part of a mixed-use building. In addition, in accordance with the proposed Concept Site Plan the mixed-use residential and commercial building should be restricted to the northern half of the subject site.

7. Continuing with the Draft Zoning By-law, there is an inconsistency between the aforementioned and the November 8, 2019 City of Brampton Information Report. More specifically, the Information Report on page 4.4-3 states that the proposed

Floor Space Index is 1.4 over the entire site, whereas the Draft Zoning By-law suggests that development is permitted to a maximum Floor Space Index of 3.15. This inconsistency is significant, and if not corrected would allow for more than twice as much development to be built; well beyond that which is illustrated on the Concept Site Plan.

8. With respect to the Draft Zoning By-law, it contains a provision stating that apartment dwelling units are permitted on all storeys within the proposed development. If this provision of the Draft Zoning By-law is carried forward into the implementing Zoning By-law then the original proposal which contemplates a mixed-use building will fail to materialize.

9. The Queen Street Corridor Secondary Plan (Area 36) designates the subject site as 'Service Commercial', without any site specific provisions. Our Client recommends that in order for the Secondary Plan to reflect the intent and purpose of the Zoning By-law that the wording of the proposed site specific Special Policy Area provisions include specific language **prohibiting the following land uses:**

    - A grocery store/supermarket;
    - A medical office;
    - A sports/back clinic; and
    - A pharmacy/drug dispensary.

10. It would appear that the proposed Draft Special Policy Area provisions as advanced by the Applicant would allow for either residential and/or additional commercial to be built. In order to accurately reflect the Concept Site Plan filed in support of the Amendment Application our Client recommends that the wording of the Special Policy Area provisions require that any additional development be for residential and commercial in a mixed-use building format.

11. With respect to the proposed Site Specific Special Policy Area provisions and associated Draft Schedule 'A', as previously referenced in connection with the Draft Zoning By-law there seems to be an inconsistency between the description of the proposal on page 4.4-3 of the November 8, 2019 City of Brampton Information Report and the Special Policy Area provisions. The Information Report suggests that the proposed Floor Space Index is 1.4 over the entire site, whereas the Draft Official Plan Amendment Site Specific Special Policy Area provisions state that the permitted Floor Space Index can be as high as 3.15.

12. On page 4.4-15 of the November 8, 2019 City of Brampton Information Report there is a list of documents submitted in support of the Amendment Application. We note that a Market Impact Study was not submitted. Our Client believes that on account of the fact that the Applicant is fundamentally changing the intent and purpose of the Zoning By-law as it relates to the range of proposed permitted uses that a Market Impact Study should be prepared and filed in support of the proposal.

13. From a review of the Concept Site Plan and the November 8, 2019 Information Report, it appears that there is an inconsistency with the proposed total Gross Floor Area of the proposed development. The Concept Site Plan identifies a total Gross Floor Area of 22,718.16 sq. m. (244,544.25 sq. ft.) whereas the Information Report identifies a total Gross Floor Area of 21,693 sq. m. (233,509 sq. ft.). City Staff should confirm the size of the proposed development.

14. We are in the process of reviewing all of the technical Reports, Studies and Plans which were filed in support of the Amendment Application and reserve the right to provide additional comments thereon.

We respectfully request to be notified of any and all future Open House, Statutory Public, Planning Committee and Council meetings being held in connection with the Applicant's proposal. We also wish to be provided with copies of all Staff Reports and decisions made pertaining to the proposal. Please send the aforementioned to the attention of Anthony Sirianni asirianni@gwdplanners.com and Michael Gagnon mgagnon@gwdplanners.com .

Thank you for this opportunity to provide public input.

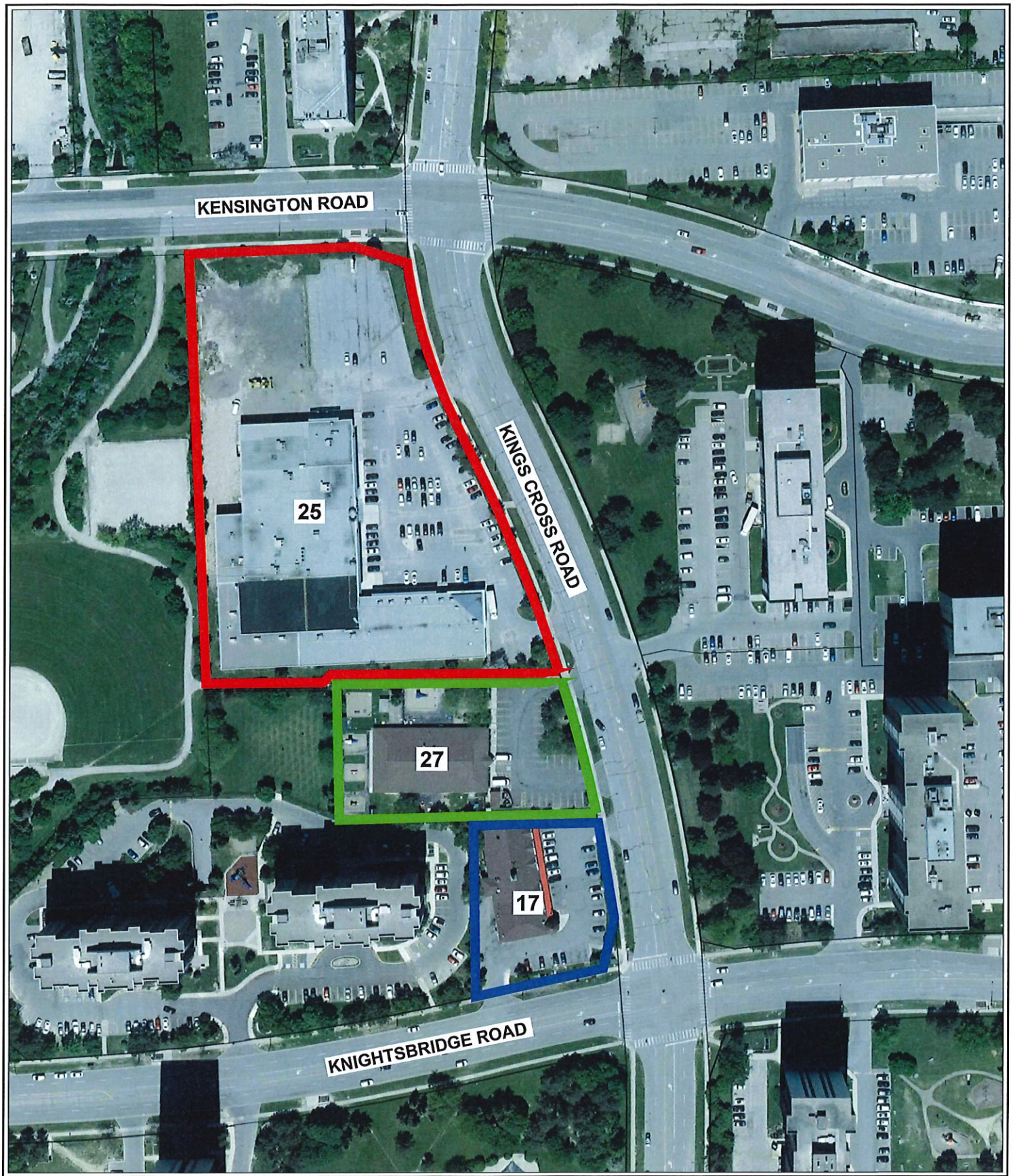
Yours truly,

for

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

Anthony Sirianni, B.A.
Associate Planner

c.c.: A. Parsons, City of Brampton
C. Caruso, City of Brampton
J. Rabba, Kingscross Plaza Partnership
M. De Nardis, Gagnon Walker Domes Ltd.
M. Mascarenhas, Gagnon Walker Domes Ltd.



AIR PHOTO - SUBJECT SITE
25 KINGS CROSS ROAD
CITY of BRAMPTON
REGION of PEEL

LEGEND

- SUBJECT SITE (1317675 ONTARIO INC.) (25 KINGS CROSS ROAD)
- CLIENT'S PROPERTY (KINGSCROSS PLAZA PARTNERSHIP) (17 KINGS CROSS ROAD)
- MINI-SKOOL 'A' CHILDS PLACE INC. (DAY CARE) (27 KINGS CROSS ROAD)

P.N.: 05.1106.00	Date: December 2, 2019
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 1106 Aerial_Images

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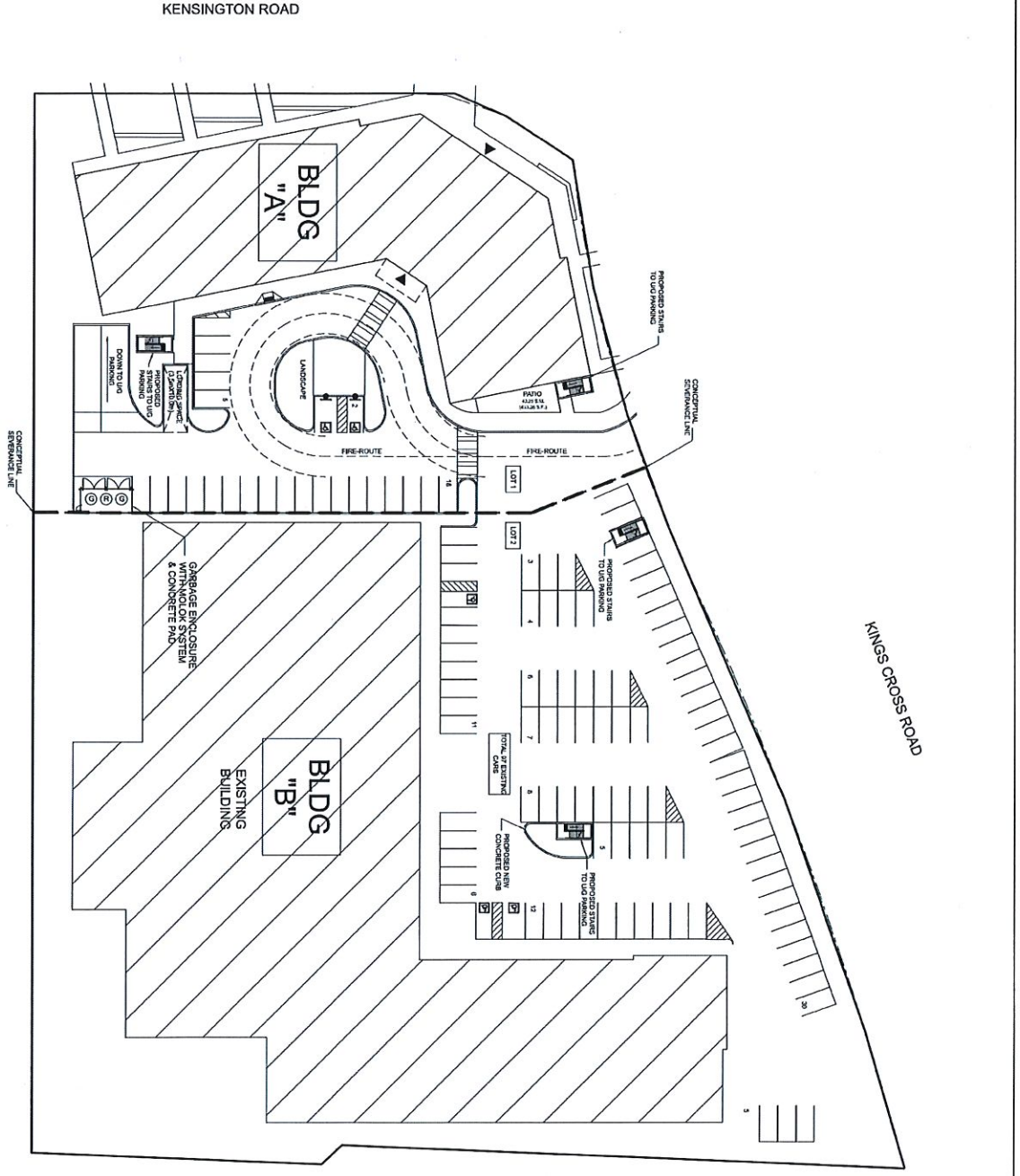
APPENDIX 1



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brampton.ca
PLANNING AND DEVELOPMENT SERVICES

Date: 2019 10 24 Drawn By: CJK

APPENDIX 1
CONCEPT SITE PLAN
GLEN SCHNARR & ASSOCIATES - 1317675 ONTARIO INC.

CITY FILE: C04E05.032

EXTRACT from CITY of BRAMPTON
INFORMATION REPORT dated NOVEMBER 8, 2019
APPENDIX 1
CONCEPT SITE PLAN
25 KINGS CROSS ROAD
CITY of BRAMPTON

P.N.: 05.1106.00	Date: December 2, 2019
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 1106 Aerial_Images

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MARKHAM
3601 Highway 7 East
Suite 310
Markham, ON
L3R 0M3
P (905) 477 - 6556

From: Satinder Malhotra
Sent: 2022/04/18 9:51 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]Re: virtual public meeting for city file: OZS-2022-0014

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

Hello Nitika,

This is in regards to a letter that we received regarding the above file wherein there is submission an an application to amend the official plan, Zoning By-law and for a proposed draft plan of the Subdivision. I also understand that a virtual meeting would be held on April 25, 2022 at the city regarding the same.

I am the owner of Pride Court and am not in favour of the above proposal at all. When we moved to this area in 2015 , one of the main reasons was the quiet green aura of the neighbourhood, especially the surrounding conservation area and the farm behind our property. These features mean a world for us and our neighbourhood and it's not fair to deprive the neighbourhood of its distinctive features.

Furthermore, as the plan proposes sixty additional relatively smaller dwellings, it is in sharp contrast to the beautiful spacious houses of the neighbourhood . Having so many small dwellings would rob the neighbourhood of its uniqueness.

Additionally, Creditview road is narrow with single lane for each direction. Having so many houses would make it very crowded and inconvenient for everyday commuting for all residents in the area.

I strongly suggest that it's very important to conserve the calibre of the neighbourhood by maintaining its standards in terms of the greenery of the place , the biodiversity and the size of the dwellings. If any questions kindly contact me at----------. Thankyou

Satinder Malhotra
Pride Court
Brampton ON

From: nash
Sent: April 19, 2022 2:18 PM
To: 'nitika.jagtiani@brampton.ca' <nitika.jagtiani@brampton.ca>; 'cityclerksoffice@brampton.ca' <cityclerksoffice@brampton.ca>
Subject: Application to Amend the Official,Plan,Zoning By-Law and for Draft Plan of Subdivision- Proposal to Develop 60 single dwellings) City File:OZS-2022-0014 Ward:4. West of Creditview Road and South of Queen Street W.

Hi Nitika,

I am a resident of Pride Court Brampton and I would like to pre-register to attend the city's virtual meeting on April.25.2022. I would like to be added as a party to any matters going forward in relationship to this proposal.

I have a few comments/suggestion to add to this matter.

COMMENTS:

1.The size of lots proposed.extremely small.

2.Vehicular Traffic.60 homes x3 = 180/200 cars.

3. Road to Exit directly to Creditview Road (Thru Lot 52 & 60)

3.These Lands were supposed to be Estate Lots 70ft. Zoning.(we have being paying high taxes for over 22 years)

4.No Green space allocated.

5.Drainage of the proposed Lots Environmental issues.

I did not have a chance for my lawyer to fully review due to time constraints.

Please acknowledge.

Thanks.

Nash Jeevraj
Goldcon Industries Ltd.
Torbram Rd, Unit 14
Mississauga,

" Building for the Best"

From: Paramjit Chahal
Sent: 2022/04/18 10:42 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]Regarding City File : OZS-2022-0014

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

Hi I do have some concern regarding 8940 Creditview Rd, Brampton .

1. Properties 8976,8956,8930,8910,8900,8892 Creditview Rd, left and right side of 8940 Creditview Rd having frontage of 100 feet more. Proposed house on lot 59,60,61 each 16.70 M (54.77 feet), so property facing on Creditview Road should be consistent width with the immediate adjacent properties on the west side of Creditview Road, otherwise it will devalue the price of the existing house.

2. Trees inside the boundary of 8930 Creditview Rd to be protected and no excavation allowed within 15 feet from the right hand side boundary of 8930 Creditview Rd to protect the roots of these trees .

3.Trees on the Right hand side of 8940 Creditview Road (near right hand side of lot 58) should be protected and not removed. The trees provide maturity to the neighbourhood .

4.The proposed house on Classic Drive and Street 'A' should be like the existing Kaneff developed homes on Classic Drive, Links Lane and Pride Court which are on 70 feet lots.
5. No Construction Truck or delivery trucks allowed from Creditview Rd any Sales office or Construction office to be built from the Pride Court side.

Please bring all these points in notice of the Committee.

Thanks

Paramjit Chahal
Creditview Rd , Brampton

Community Support for Input for City File: OZS-2022-0014

Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision (Proposal to develop 60 single-detached dwellings)
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc., 8940 Creditview Road
West of Creditview Road and South of Queen Street W.

Name	Initial / Signature	Address
NAVI BRAR	NB	[redacted] CREDITVIEW RD
LAL BRAR		[redacted] CREDITVIEW RD
KARMJEET BRAR	KB	[redacted] CREDITVIEW RD.
PREMJEET BRAR	PB	[redacted] CREDITVIEW RD
LAKHWINDER GILL	LG	[redacted] LLOYD SANDERSON
JAGJEET SRAN	JS	[redacted] BELLCREST RD
AMRINDER GILL	AG	[redacted] QUEENSTON CRT
MANJIT SRAN	manjit sran	[redacted] BELLCREST RD.

Community Support for Input for City File: OZS-2022-0014

Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision (Proposal to develop 60 single-detached dwellings)
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc., 8940 Creditview Road West of Creditview Road and South of Queen Street W.

Name	Initial / Signature	Address
MAHESH LAD	M.L	[redacted] CREDITVIEW ROAD
HEMA LAD	HL	[redacted] CREDITVIEW ROAD
HEMANT PATEL	[signature]	[redacted] CREDITVIEW RD
RANJAN PATEL	[signature]	[redacted] CREDITVIEW RD.
JASVIR BADWAL	[signature]	[redacted] CREDITVIEW - RD.
Gurleen Badwal	[signature]	[redacted] Creditview - RD.
Hardip Badwal	[signature]	[redacted] Creditview RD
Parmiv Badwal	Parmiv. B	[redacted] Creditview RD
Calvagna Maria Guido	M. C.	[redacted] Creditview RD
ALOK NAGPAL	[signature]	[redacted] Creditview RD.
Sonia Nagpal	[signature]	[redacted] Creditview RD.
Sukhvir Kaur	[signature]	[redacted] Creditview RD
HASMEET SINGH	HKL	[redacted] CREDITVIEW ROAD
Gurcharan Sandhu	G. Sandhu	[redacted] Creditview Rd.
Nataniel Perera	[signature]	[redacted] George Robinson Dr.
Ilenis Reyes	[signature]	[redacted] George Robinson Dr.
Paul Chawla	[signature]	[redacted] Creditview Road
Jaspreet Shi	[signature]	[redacted] Creditview Road
Maria Lumia	[signature]	[redacted] Creditview Road
Dan Zi Kaitz	[signature]	[redacted] Creditview Road

https://www.brampton.ca/EN/City-Hall/Documents/Planning%20Notices/2022/Item%201%20-%20Glen%20Schnarr%20and%20Associates%20Inc.%20-%20Branthaven%20Creditview%20Inc.%20(OZS-2022-0014)%20Item%204.pdf

From: P L
Sent: 2022/04/19 3:29 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>; Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]Application to Amend the Official,Plan,Zoning By-Law and for Draft Plan of Subdivision- Proposal to Develop 60 single dwellings) City File:OZS-2022-0014 Ward:4. West of Creditview Road and South of Queen Street W.

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

Dear sir or madam,

I am a resident of Pride Court Brampton and I would like to pre-register to attend the city's virtual meeting on April.25.2022. I would like to be added as a party to any matters going forward in relationship to this proposal.

I have a few comments/suggestion to add to this matter.

1. I think 60 dwellings is too many.

2. Traffic noice and air quality concern.

Regards,

Philip Lee

From: Sachin Kankran
Sent: 2022/04/19 11:09 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Cc: Meghna Kankran
Subject: [EXTERNAL] In response to Public Meeting on 24th Apr 2022 (From the Owner of Pride Crt, Brampton)

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

Dear Nikita,

I am writing this letter/email to express our (my wife and I, copied on the email above) that we are highly discouraged to know that the builder is planning to build 60 single dwelling units in the land that is directly behind our house - by looking at the map enclosed with the notice, we can tell that there will the 2 houses directly behind our house.

We do not have any concerns with the development, our concern is with converting this area into a high population density area. We, like many other owners, have paid a huge amount of money to buy our houses in low population density areas.

Also, the proposed extension of the road (classic drive) would cut right through where our neighborhood is, with 60 houses being in this area will end up increasing the crowd that this neighborhood is not developed to cope with.

We would request the City to consider limiting the permission to allow similar dwellings and support us by maintaining this as a low population density area that we moved here for, otherwise many of us may (at some point in future) may need to painfully reconsider our decision to continue to live here.

We would like to thank you for sending a notice to all the neighbours and allowing us to share our voices.

Regards,
Sachin and Meghna Kankran
Address: Pride Crt. Brampton, ON,

From: abi [redacted]
Sent: 2022/04/17 1:18 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]City File OZS-2022-0014 WARD 4

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

Dear Nitika Jagtiani,

I am writing to you on behalf of all of the owners residing at [redacted] Pride Court. This email is in regards to the proposed amendment of the zoning by law and the draft for the subdivision; we refuse to approve this draft of approval due to the concern for the safety of the nearby residing residents; especially children. The draft proposes to pave a road for classic drive which right now is a closed dead end street. We feel by opening up this road this will create high traffic flow into our existing neighborhoods; this neighborhood has many residents; especially young children who play on the streets often and by having vehicles constantly flowing through this new road that is now open will create safety concerns for the kids at play. As residents who reside in this neighborhood we feel that this proposal will create a very high traffic neighborhood with too many people living in the same area without enough roads and traffic regulations to control the flow of traffic emerging from the residents from the 60 lots.

Kindest Regards,

Anton Rajeev Amirthanathan
Abiramy Ravindran Bernard
Manchula Joseph

From: Anna [redacted]
Sent: 2022/04/07 10:26 AM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Cc: ANNA Cardoso, Medeiros, Martin - Councillor <Martin.Medeiros@brampton.ca>; Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>
Subject: [EXTERNAL]City file 0ZS-2022-0014 building proposal

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

Hello all ,

Regarding Building proposal of City File OZS-2022-0014 8940 Creditview Rd/Queen st Brampton

We may not be able to attend the zoom meeting but have the following concerns for the record:

From the papers sent to our subdivision, it shows that the entrance into these proposed home lots might be from Classic drive off of Links Lane.
(only????)

CONCERN #1
Too much traffic.

Suggestion : The south side of Classic dr by Pride Avenue MUST ALSO be an entrance from Creditview rd.

We already have an issue existing from Links lane to Queen street!

CONCERN #2
Suggest a REDUCTION of the number of lots as it may be hindering fire trucks and other large emergency vehicles to maneuver.
As well as the traffic problem for all residents involved.

Two MAJOR POINTS HERE. Please place them on your records to be discussed.

Thank you and sorry we aren't able to voice these in person at the meeting of April 25th.
By the way, we aren't the only ones thinking this. Many in this area are worried.

Anna & Jorge Cardoso
Champion Crt

From: Khalid Khokhar
Sent: 2022/04/18 10:34 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]VIRTUAL PUBLIC MEETING

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

I strongly oppse this crowded subdivision as it will create privacy problems for the houses in the neighbourhood. Credit Ridge
Community is very calm place. Had the owners of this land joined the community at start I would had no objection. But this subdivision is being created purely on commercial grounds. This subdivision should not be allowed.

Khalid Latif Khokhar
Ingleborough Drive
Brampton

From: Mahesh Lad **Sent:** 2022/04/17 10:22 AM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Cc: Myers, Jeanie <Jeanie.Myers@brampton.ca>; Hemon-Morneau, Francois <Francois.HemonMorneau@brampton.ca>
Subject: [EXTERNAL]Re: Comments for City File: OZS-2022-0014

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

Additional comments,

10. The proposed Branthaven Creditview Inc. development does not meet the stated Springbrook Tertiary Plan – "The Springbrook Tertiary Plan is located at the intersection of Queen Street West and Creditview Road. Properties within the tertiary plan area consist of mainly low density residential properties. The vision for this area directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area's natural heritage features and hamlet character." Ref. By-law 217-2020, Springbrook Settlement Area Tertiary Plan. Was the Springbrook Tertiary Plan considered, even if its not within the boundary?

11. Do the recommendations outlined in https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=3998 need to be reconsidered?

12. There are no community parks serving Links Lane, Creditview Road west side south of Queen, Pride Court, Classic Drive residents. Suitable open parklands should be considered within this proposed development area.

13. My understanding was that Creditview Road was to have a multi-use pathway on the east side of Creditview Road south of Queen to Eldorado Park when the new subdivision was built (approximately 8 years ago). This never transpired and we have a walkway. A multi-use pathway should be considered to integrate bike paths through the area and connectivity to hiking trails. Consideration should be given for connected multi-use pathways and hiking trails within the development area.

On Mon, Apr 11, 2022 at 11:50 AM Mahesh Lad <> wrote:
Goodday.

1. Using the existing 8940 Creditview Road entrance on Creditview Road by the developer may create additional traffic during sales, excavation, build etc, and safety concerns. When the sales office is busy, the overflow parking will be problematic in that Creditview Road is a 2 way street only and narrow. This is also a bus route. Additionally, I feel this entrance from Creditview Road will be used by the developer for their vehicles and heavy equipment onto the development lands. I really don't want to see that. This intersection is already of concern as motorists tend not to stop at the stop sign. I believe this concern has been raised to Peel Police and they periodically monitor.

2. Property facing on Creditview Road should be consistent width with the immediate adjacent properties on the west side of Creditview Road, that is. minimum 100 feet wide lots. Anything less will not fit into the neighbour style.

3. There should be a consideration of a walkway into the proposed subdivision at George Robinson Drive and Creditview Road to allow for pedestrians to access Queen Street and bus routes easily.

4. Trees and Shrubs on the entrance sides of 8940 Creditview Road should be protected and not removed. The trees and shrubs provide maturity to the neighbourhood and enhance the look and feel for the Springbrook Settlement Area.

5. The proposed home on Classic Drive and Street 'A' should be like the existing Kaneff developed homes on Classic Drive, Links Lane and Pride Court which is an executive upscale neighbourhood that attracts upper income class families. Therefore, I suggest that the minimum property width inside the subdivision be 60 feet.

6. The lands directly behind the homes on Creditview Road (house numbers 8930, 8920, 8910, 8900, 8892, 8884) where the proposed development is to take place should have privacy from the subdivision behind. Evergreen trees and shrubs are required on the proposed Classic Drive behind these properties, therefore, land is required to accomodate this as a boulevard to the road.

7. The development on the lands should consider reducing the amount of rainfall runoff onto the existing properties on Creditview Road and Pride Court. Too much runoff exists today as there has never been a grading requirement for these lands.This needs to be in place before development begins.

8. Will both entrances for the proposed Classic Drive and Street 'A' be open prior to development of the area?

9. Will utilities for the subdivision development allow for the underground services to the existing homes on Creditview Road (house numbers 8930, 8920, 8910, 8900, 8892, 8884) ? Specifically, Bell fibre, Rogers and hydro. These services are above ground currently for these homes.

Mahesh
Creditview Road, Brampton,

-----Original Message-----
From: Sumit S
Sent: 2022/04/14 8:15 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Subject: [EXTERNAL]City file OZS -2022-0014 ward 4

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

Hi There

I am resident in the area and this is regarding 8940 Creditview drive .

This is surprising that the whole appearance and uniformity of Creditview road is being disturbed .

The unit 58,59 and 60 would not only make the Creditview road ugly as all other existing residential are bigger lots . Why can't they be made on lot as uniformity is as important as we are living in developed country and planning department shouldn't ignore this. It is not a good decision and it will affect my area , my house value and overall beauty of the Area .

You should not be allowing unit 58,59 and 60 .hope you will consider public opinion and not just builder profits

Thanks
Sumit
george robinson drive

From: arya patel
Sent: Sunday, April 24, 2022 9:37 AM
To: Brown, Patrick - Mayor <Patrick.Brown@brampton.ca>
Subject: [EXTERNAL]Pride Court and Classic Drive Construction

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

Hi Mayor,

As discussed in our twitter messages

I live on Pride Court, Brampton. Recently it was announced that there will 60 new homes built behind our property with a road that cuts through our neighbour hood. Based on the estimated number of car garages and expecting a traffic of 120 - 180 cars, causing huge traffic jams and delays as our street is very narrow and 2 stop signs leading up to credit view. Not only will this hinder us but also the possibility of emergency vehicles to access areas, especially during rush hour. This does not include the current cars in the neighbourhood.

Secondly this construction will ruin the biodiversity of the area and cause ruin the beautiful greenery of the area.

Finally, having a road cut through the middle of the neighbourhood will also ruin the community aspect of this neighbourhood where kids are allowed to roam and play without the fear of being hit by vehicles.

The planing is extremely poor and it will ruin the community vibe we have and our entire community is opposed to this. Please look into this for us!

Thank you
Arya Patel

From: Frank Vani
Sent: 2022/04/20 4:28 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Cc: Santos, Rowena - Councillor <Rowena.Santos@brampton.ca>; Whillans, Doug - Councillor <Doug.Whillans@brampton.ca>; Palleschi, Michael - Councillor <Michael.Palleschi@brampton.ca>; Vicente, Paul - Councillor <Paul.Vicente@brampton.ca>; Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>; Medeiros, Martin - Councillor <Martin.Medeiros@brampton.ca>; Williams, Charmaine - Councillor <Charmaine.Williams@brampton.ca>; Fortini, Pat - Councillor <Pat.Fortini@brampton.ca>; Singh, Harkirat - Councillor <Harkirat.Singh@brampton.ca>; Dhillon, Gurpreet - Councillor <Gurpreet.Dhillon@brampton.ca>
Subject: [EXTERNAL]Zoning By-Law Amendment for Sun Pac Blvd

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

Good evening, my name is Frank Vani and I'm the President B/A of Atu1573 and we own 11 Sun Pac units 3-4 and would like to delegate on our behalf on the Zoning By-Law Amendment and some concerns that we have. Meeting on April 25.2022 @ 7pm, thank you so much.

In Solidarity

Frank Vani

President B/A

Amalgamated Transit Union Local 1573

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http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx

From: Sakeena Kaley <Sakeena.Kaley@fsresidential.com>
Sent: 2022/04/20 3:34 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Cc: Chadda, Neil <Neil.Chadda@brampton.ca>; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Michael Francolla <Michael.Francolla@fsresidential.com>
Subject: [EXTERNAL]PSCC 1046 - City Initiated Application for Zoning By-Law Amendment, 7,11, 15 Sun Pac Blvd , Brampton.

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

Good afternoon,

We would like to defer Item no: 7.1 on the Agenda (Staff re: City-Initiated zoning by-law amendment , 7,11,15 Sun Pac Blvd) which is scheduled for April 25, 2022.

The reason for asking to defer this item is that the corporation is currently working with City Staff to make some adjustments to the proposed amendment.

Kindly confirm that this item is deferred.

Thank you,

<image001.png>

SAKEENA KALEY
Property Manager

2645 Skymark Avenue Suite 101 | Mississauga, ON L4W 4H2
Direct 647-258-8224
sakeena.kaley@fsresidential.com

24/7 Customer Care Center: 855.244.8854
Facebook | LinkedIn | YouTube

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April 22, 2022

To: Planning and Development Committee

From: Peter Fay, City Clerk

Subject: Brampton Cycling Advisory Committee Recommendation from its April 21, 2022 Meeting

The Brampton Cycling Advisory Committee, at its April 21 meeting, passed the following Recommendation for Planning and Development Committee's consideration at its April 25 meeting, in consideration of Ontario School Travel Funding Program:

1. That the correspondence from the Dayle Laing, Citizen Member, re: Ontario Active Travel Program Continuation, to the Cycling Advisory Committee meeting of April 21, 2022 be received; and,

2. That it is the position of the Cycling Advisory Committee that the correspondence be sent to all Brampton MPP's to request that the funding for the Ontario Active School Travel Program be included in the Government of Ontario's 2022/2023 budget.

At the request of the Committee, and based on the timing of the Government of Ontario's 2022/2023 budget, this matter is provided to Planning and Development Committee in advance of the Cycling Advisory Committee minutes being presented to the May 16 meeting.

Peter Fay
City Clerk
Legislative Services

2022 04 21 BCAC letter to local MPPs re Ontario School Travel Funding

Dear MPP Last Name,

In the riding of Riding Name, local schools have become safer, healthier, and more sustainable thanks to support from the Ontario Active School Travel (OAST) program.

The OAST program is led by Green Communities Canada, with funding from the Ontario Ministry of Education. The OAST Program includes a Fund that directly invests in local communities, offering grants that increase opportunities for students to travel by active modes, support safe accessible schools, improve student transportation services, and reduce traffic congestion in school zones.

Since 2017, OAST has invested $2.8M into 61 communities. The City of Brampton has benefited directly by working with Green Communities Canada, who have tasked Toronto and Region Conservation Authority's educational team to work with BikeBrampton to deliver excellent active school travel programming to our local schools. **The Government of Ontario has been a champion of this important work, and our community has been the direct beneficiary.**

We have received an indication that funding for OAST has not been included in the 2022-2023 Ministry of Education Budget. **We implore the Government of Ontario to recommit funding for this program as a high-impact and high-visibility investment in children's health and safety.** City of Brampton has a diverse group of students, many of whom are recent immigrants. Active School Travel creates life-long positive behaviours that benefits the physical and mental health of our community.

We know COVID-19 has increased rates of driving for the trip to school, and decreased rates of active school travel and school bus ridership. As we work to reverse this trend and support schools to safely return to normal operations, your ongoing support for OAST is vital. This support is needed now to ensure that critical momentum and local capacity is not lost.

We are requesting that funding for the Ontario Active School Travel program be included in the Government of Ontario's 2022-2023 budget. Please do not hesitate to reach out to learn more about the positive impact this program has had in our community.

Your Sincerely,

Clean Air Partnership

Planning & Development Committee
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

April 21st, 2022

Re: Updates to the Sustainable New Communities Program

We at the Clean Air Partnership are writing to provide our support for the City of Brampton's update to its Sustainable New Communities Program.

Clean Air Partnership is a charitable environmental organization that helps municipalities take bold sustainability and climate action through network facilitation, research, and climate action implementation. We have supported many municipalities with their green standards, including Toronto, Whitby, Halton Hills, and Ajax.

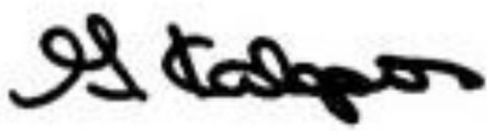
The City of Brampton has been a leader in encouraging sustainable new development, being one of the first municipalities in Ontario to launch green standards for new development in the form of the Sustainable New Communities Program.

Green standards for new development are an important tool for municipalities, enabling them to achieve their Official Plan objectives, greenhouse gas reduction targets, as well as goals related to sustainability, public health, and economic development.

We are particularly supportive of the introduction of mandatory building energy and GHG performance targets. Buildings are the second largest contributor to GHG emissions and energy consumption in Brampton. Facilitating high performance buildings will be critical in achieving your energy and emissions targets, while also contributing toward lower utility costs for home owners/occupants, and reduced infrastructure costs for the City. It will also help avoid adding new inefficient buildings to Brampton's building stock that will require costly energy retrofits in the near future.

Congratulations and thank you to the City of Brampton for updating and improving the effectiveness of the Sustainable New Communities Program. Continuous improvement and ambition is absolutely critical to ensuring that our buildings and communities are environmentally, socially, and economically sustainable and address climate change for years to come.

Regards,



Gabriella Kalapos, Executive Director
Clean Air Partnership
gkalapos@cleanairpartnership.org

Planning and Development Committee
The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON

April 22, 2022.

Re: Updating the Sustainable New Communities Program (RM 43/2020)

Dear Brampton Council Members,

The Atmospheric Fund (TAF) is pleased to see Brampton moving forward with its Sustainable New Communities Program. The proposed program will ensure future buildings in the city are designed and constructed in accordance with sustainable best practices, supporting a greener future in Brampton. The program follows Brampton's 2019 Climate Emergency Declaration and will support the city in achieving its climate goals of reducing greenhouse gas (GHG) emissions by 80% by 2050.

In Peel Region, buildings are the largest source of GHG emissions, accounting for 42% of total emissions in the region. As climate threats increase and population growth continues to soar, this program is a vital and urgent next step for Brampton towards reducing its emissions and creating a greener city for its citizens.

We thank staff for engaging us and other stakeholders in an inclusive and thorough consultation process. The resulting program represents a major step forward towards sustainable low-carbon development in Brampton. In particular, TAF supports the proposed integration of minimum energy and carbon performance standards, as well as the recommendation to update and strengthen these guidelines in 2024 and 2028. Publishing a clear update schedule will allow for industry to adjust to the new requirements and prepare for increased efficiency requirements over the coming years. Additionally, the collaboration with other participating municipalities in Peel and York regions to harmonize sustainability metrics will benefit all stakeholders.

We recommend strengthening the program's EV charging targets. The program's EV charging targets lag behind those outlined in other leading GTHA green standards. Ajax recently set a minimum standard for EV ready of 50% for mid- to high-rise residential projects with over 20 parking spots. And Toronto recently set requirements of 100% EV ready parking spots in all residential developments. We recommend the city report back to Council in 2023 on the possibility of setting a more ambitious EV charging requirement to keep Brampton aligned with leading jurisdictions in the GTHA. A recent study found that it is about **5 times more expensive** to retrofit buildings for EV charging than to include it at the point of construction. Further, the federal government announced in its 2022 budget that it plans to introduce an EV sales mandate requiring 20% of new light-duty vehicle sales be zero emission vehicles by 2026 and 60% by 2030. Thus, future buildings must be built to accommodate the coming EV transition.

Overall, TAF is very supportive of Brampton's proposed Sustainable New Communities Program and **we strongly recommend Council implement these important guidelines**.

Doing so will lead to significant emissions reductions in Brampton and will help the city achieve its climate goals.

Sincerely,
Bryan Purcell

VP of Policy and Programs
The Atmospheric Fund

About the Atmospheric Fund

The Atmospheric Fund (TAF) is a regional climate agency that invests in low-carbon solutions for the Greater Toronto and Hamilton Area (GTHA) and helps scale them up for broad implementation. Please note that the views expressed in this submission do not necessarily represent those of the City of Toronto or other GTHA stakeholders. We are experienced leaders and collaborate with stakeholders in the private, public and non-profit sectors who have ideas and opportunities for reducing carbon emissions. Supported by endowment funds, we advance the most promising concepts by investing, providing grants, influencing policies and running programs. We're particularly interested in ideas that offer benefits in addition to carbon reduction such as improving people's health, creating local jobs, boosting urban resiliency, and contributing to a fair society.

From: Notice Review <NoticeReview@infrastructureontario.ca>
Sent: 2022/04/25 1:43 PM
Subject: [EXTERNAL]Request to Update Notice Review Distribution List for Infrastructure Ontario

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

To whom it may concern:

Ontario Infrastructure and Lands Corporation ("IO") is a Crown agency of the province of Ontario, responsible for providing a range of services that support the Ontario government's initiatives to modernize and maximize the value of public infrastructure and realty. IO strategically manages the government's real estate portfolio on behalf of the Ministry of Government and Consumer Services (MGCS), which includes government-owned and leased properties.

IO is proactively reaching out to ensure that we are receiving all of the relevant information that municipalities are diligently providing to update their stakeholders. We are asking that your Municipal office confirm or update its distribution list to ensure that IO receives *Planning Act* and other applicable notices which may apply to Infrastructure Ontario and the former Ontario Realty Corporation (ORC).

IO monitors and comments as appropriate on municipal and third-party initiatives which may impact IO-managed lands. Given the breadth of this real estate portfolio and historical changes in ownership (i.e. predecessor ministry name on title; outdated mailing address), IO is not always successfully notified of such initiatives that may impact its managed lands. Accordingly, IO hereby requests that it be provided notices for all properties where the registered owner is Her Majesty the Queen/King in Right of Ontario as represented by the Ministry of Government and Consumer Services (MGCS), or any of its predecessors, which may include the following entity names, or some variation of the following:

- Ministry of Government Services (MGS)
- Ministry of Public Infrastructure Renewal (MPIR)
- Ministry of Energy and Infrastructure (MEDEI)
- Management Board of Cabinet (MBC)
- Chair of the Management Board of Cabinet
- Department of Public Works
- Management Board Secretariat (MBS)
- Ministry of Infrastructure (MOI)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

IO is requesting to be added to relevant distribution lists to receive notices for the following:

- Municipal Comprehensive Reviews
- Municipally initiated Official Plan Amendments
- Secondary Plans/Processes
- Comprehensive Zoning By-law Reviews
- Any development applications for sites within 120 m of IO-managed lands (mentioned above)

We are requesting notices be sent virtually to the following email address:
NoticeReview@infrastructureontario.ca

Where virtual notices are not possible, please send them by mail to:

Infrastructure Ontario
Land Use Planning
1 Dundas Street West, Suite 2000
Toronto, ON M5G 2L5

Please be advised that this is not meant to change any distribution list for any other ministry or agency property owners that may already be in your distribution list.

Should you have any questions or require clarification, please do not hesitate to contact us.

Infrastructure Ontario

www.infrastructureontario.ca

Follow IO at: