

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

Date: Time: Location:	Monday, December 12, 2022 5:00 p.m. Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall
Members:	Regional Councillor M. Palleschi - Wards 2 and 6 Deputy Mayor Singh - Wards 9 and 10 Regional Councillor R. Santos - Wards 1 and 5 Regional Councillor P. Vicente - Wards 1 and 5 Regional Councillor N. Kaur Brar - Wards 2 and 6 Regional Councillor D. Keenan - Wards 3 and 4 Regional Councillor M. Medeiros - Wards 3 and 4 Regional Councillor P. Fortini - Wards 7 and 8 Regional Councillor G. Toor - Wards 9 and 10 City Councillor R. Power - Wards 7 and 8 Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact: Clara Vani, Legislative Coordinator, Telephone 905.874.3858, 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

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

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

6. Public Delegations (5 minutes maximum)

6.1 Possible Delegation re: Amendment to Sign By-law 399-2002, Downtown Revitalization

Notice regarding this matter was published on the City's website on November 25, 2022.

(See Item 7.6)

7. Staff Presentations and Planning Reports

7.1 Staff Report re: Application to Amend the Official Plan and Zoning By-law, Digram Developments – Glen Schnarr & Associates Inc., Ward 9, File: OZS-2021-0004

To Facilitate: A residential subdivision with 16 single detached dwellings, 8 townhouse units, 19 residential reserve blocks for single and townhouse units, a medium density block for 263 units, a park, valley land with associated buffers and a road system.

Location: East of Bramalea Road and South of Mayfield Road

Recommendation

7.2 Staff Report re: Application to amend the Zoning By-law, IBI Group – Peel Housing

Corporation, 10 Knightsbridge Road, Ward 7, File: OZS-2022-0018

To Permit: A twenty-storey (20) affordable rental apartment building, consisting of 200 units, one level of underground parking and outdoor amenity space.

Location: 10 Knightsbridge Road

Recommendation

7.3 Presentation re: Bill 109: More Homes for Everyone Act, 2022

Presenter: David Vanderberg, Manager, Development Services

To be distributed prior to the meeting.

(See Item 7.4)

7.4 Recommendation Report - City-Initiated Amendment to the Official Plan – Response to Bill 109, City-wide

Recommendation

(See Item 7.3)

7.5 Staff Report re: Application to Amend the Zoning By-law and Draft Plan of Subdivision, Maplequest Investments Inc. – KLM Planning Partners Inc., West of Torbram Road, north of Countryside Drive and south of Inspire Boulevard, Ward 9, File: OZS-2021-0022

To Permit: A residential development consisting of 41 single detached dwellings, approximately 7 townhouses, future residential blocks for single detached dwellings and townhouses, an open space block, a walkway block and a road network.

Location: West of Torbram Road, north of Countryside Drive and south of Inspire Boulevard.

Recommendation

7.6 Staff Report re: Proposed Amendment to the Sign By-law 399-2002, as amended, for the Downtown Revitalization Plan.

Recommendation

(See Item 6.1)

8. <u>Committee Minutes</u>

9. Other Business/New Business

9.1 Discussion at the Request of Councillor Singh re: Goods Movement Road Network Expansion within the Highway 427 Industrial Secondary Plan Area

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 <u>Referred Matters List</u> for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

11. Correspondence

- 11.1 Correspondence from City of Mississauga re: Resolution 0231-2022, adopted by Council, Bill 23, More Homes Built Faster and Implications for the City of Mississauga
- 11.2 Correspondence from the Town of Caledon re: Bill 23, More Homes Built Faster Act
 - 1. Small Urban GTHA Mayors Call on Province to Pause Proceeding with Bill 23, More Homes Built Faster Act, dated November 28, 2022
 - 2. Corporation of the Town of Caledon Position Proposed Bill 23, More Homes Built Faster Act, dated November 25, 2022

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

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

14.1 Open Meeting exception under Section 239 (2) (e) of the Municipal Act, 2001:

Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board - Ontario Land Tribunal matter

15. <u>Adjournment</u>

Next Regular Meetings

Monday, December 12, 2022 at 7:00 p.m.

Monday, January 23, 2023 at 7:00 p.m.





Notice of Intention to Amend Sign By-law 399-2002: Downtown Revitalization

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

On **Monday, December 12, 2022, at 7:00 p.m**., in the Council Chambers, City Hall, during a regular meeting (with the option of electronic participation), the Planning and Development Committee will consider the following proposed amendment to the Sign By-law:

- Removal of additional restrictions that apply to wall signs only to the Downtown and Garden Square Districts.
- Updating the By-law to reflect current trends in the sign industry.
- Updating signs and murals that are exempt from requiring permits.
- Updating exceptions applicable to city projects and expanding these to include Police, Ambulance and Hospital facilities.
- Implementing maximum illumination requirements for signs.
- Updating indirect illumination to include halo lighting.
- Implementation of safety assessments for some digital signs.
- Updating sign regulations to be align with Ontario Building Code regulations.
- Additional updates to remove the need for common site-specific amendments.

Notice:

Members of the public may attend the meeting in person or watch the meeting live from the City of Brampton website at:

https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx or http://video.isilive.ca/brampton/live.html

Correspondence related to agenda business to be considered at the Planning and Development Committee Meeting may be submitted via email to the City Clerk at <u>cityclerksoffice@brampton.ca</u> up until the start of the meeting.

During the Planning and Development Committee Meeting, the public may submit questions regarding decisions made at the meeting via email to the City Clerk at <u>cityclerksoffice@brampton.ca</u>, to be introduced during the Public Question Period section of the meeting.

Anyone interested in speaking to this matter at the Planning and Development Committee meeting or making a written submission, should contact the City Clerk's Office, no later than 4:30 pm, on December 9, 2022.

Information is available for review on the City website. Further information is available by contacting:

Ross Campbell Acting Manager of Zoning & Sign By-law Services, Building Division, 905-874-2442, ross.campbell@brampton.ca

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

Dated November 25, 2022

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



Report Staff Report The Corporation of the City of Brampton 2022-12-12

Date: 2022-11-23

File: OZS-2021-0004

Subject: Recommendation Report
 Application to Amend the Official Plan and Zoning By-law, and Draft
 Plan of Subdivision
 (To permit a residential subdivision with 16 single detached
 dwellings, 8 townhouse units, 19 residential reserve blocks for
 single and townhouse units, a medium density block for 263 units, a
 park, valleyland with associated buffers and a road system)
 Digram Developments – Glen Schnarr & Associates Inc.
 Part of Lot 17, Concession 5 E.H.S.
 East of Bramalea Road and South of Mayfield Road
 Ward: 9

 Contact:
 Stephen Dykstra, Development Planner
 Planning, Building and Growth Management

905-874-3841, Stephen.dykstra@brampton.ca

Report Number: Planning, Bld & Ec Dev-2021-1151

Recommendations:

- THAT the report titled: Recommendation Report, Draft Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law, Digram Developments – Glen Schnarr & Associates Inc., Part of Lot 17, Concession 5 E.H.S., Ward 9 (OZS-2021-0004 and Planning, Building and Growth Management-2021-1151), dated November 23, 2022 to the Council Meeting of December 12, 2022 be received;
- 2. THAT the application for a draft plan of subdivision and Applications to Amend the Official Plan and Zoning By-law, as subject to this report, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, has regard to Section 51(24) of the Planning Act, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan for the reasons set out in this report;
- 3. **THAT** the amendments to the Official Plan, as generally in accordance with the information attached as Appendix 11 to this report be adopted;

4.

THAT the amendments to the Zoning By-law, as generally in accordance with the information attached hereto as Appendix 10 be adopted; and,

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

Overview:

- This report recommends approval of an amendment to the Official Plan and Zoning By-law and endorsement of the Draft Plan of Subdivision for this application.
- The proposal includes a residential development consisting of 16 single detached dwelling lots, 12 single detached dwelling blocks, 1 townhouse dwelling units, 8 townhouse dwelling block with 8 potential units, a medium density residential block (263 units), a park block, valleylands and associated buffers and a road system.
- The property is designated "Residential" and "Open Space" in the Official Plan. There are no changes required for the designation as part of this application.
- An amendment to the Secondary Plan (Area 48-2) is required to accommodate the proposed medium density block located north of Inspire Boulevard for the increase in density. The proposed development meets the general intent of the Block Plan and its associated policies.
- The property is zoned "Agricultural (A)" by By-Law 270-2004, as amended. An amendment to the Zoning By-law is proposed to allow residential development. A Holding (H) provision is being recommended as the property does not have direct access to a street or servicing, the Holding provision can be lifted once the development has capacity for servicing (water and stormwater management) and vehicular access.
- The development proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region and City's Official Plans.
- 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 subject lands are located southeast of Bramalea Road and Mayfield Road. The lands are designated "Residential" and "Open Space" on Schedule 'A' of the Official Plan. The lands are designated 'Low Density Residential', 'Medium Density Residential', 'Medium/High Density Residential' and 'City Wide Park' in the Countryside Village Secondary Plan Area 48-2.

This application has been reviewed for completeness and found to be complete in accordance with the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on March 19, 2021. A Public Meeting was held on June 7, 2021.

The application includes an Official Plan and Zoning By-law which creates four residential zones with Holding (H) provisions, a floodplain zone and an open space zone. The accompanying Draft Plan of Subdivision will create the roads, lots and blocks.

Current Situation:

Proposal (Refer to Appendix 1 and Appendix 1a):

The applicant is proposing to amend the Official Plan and Zoning By-law to permit residential, and open space (park), and valleyland uses. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the roads, lots and blocks. Further details of this are noted below:

- 16 lots and 12 blocks for single detached residential dwelling units;
- One (1) townhouse block with 8 units and one (1) townhouse block with 8 future residential units;
- One (1) medium density residential block to accommodate an apartment building along Inspire Boulevard. It is proposed to have a maximum of 12 storeys and reducing to 6 storeys at the rear. A total of 263 units permitted. The development of the medium density block will be facilitated through a future site plan.
- One (1) park block;
- Valley land and associated buffer; and
- Public roads and laneways.

Application to Amend the Zoning By-law:

The subject property is zoned "Agricultural (A)" by By-law 270-2004, as amended. This zoning designation does not permit the intended development. The proposed development requires several new zones to be created. A complete list of all of the zones and associated setback requirements can be found in the Draft Zoning By-law in Appendix 10 of this Recommendation Report.

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that vehicular access and servicing are satisfied prior to the as of right land use permissions being applied. This property is located in the northwest sector of Block Plan Area 48-2, and as such, servicing and roads will not be available to accommodate the proposed development in the short term. The H provision will be removed at a future time once the services are available.

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

The lands have the following characteristics:

- has a total site area of approximately 3.97 hectares (9.81 acres),
- has frontage onto Mayfield Road and future Inspire Boulevard,
- is currently vacant.

The surrounding land uses are described as follows:

North: Mayfield Road, beyond is Caledon (vacant lands);

South: Valleylands, beyond is Sesquicentennial Park;

East: Vacant lands;

West: Vacant lands, beyond is commercial lands (Smart Centres).

Summary of Recommendations

This report recommends that Council enact the Zoning By-law and Official Plan Amendments attached hereto as Appendix 10 and 11 respectively.

Analysis

The proposed Official Plan and Zoning By-law Amendment is consistent with the Provincial Policy Statement and is 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.

Staff are recommending that a Holding (H) provision be included within the Zoning Bylaw, which will be able to be lifted in the future when servicing and vehicular traffic is available to the development. Staff, including Traffic and Engineering are satisfied that the proposed development can function well, however, since the lands to the east and west have not developed, these services are not available at this time. Applying the Holding provision permits the development to advance while surrounding parcels are developed in a comprehensive manner aligning land use with infrastructure servicing.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the following matters of Provincial interest subject to the recommended holding provisions 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 proposed infrastructure and provides additional density along Inspire Boulevard. The additional density is proposed to be located on a transit route, and will create a more vibrant streetscape along an important road, and is directly across from a significant park.

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 the PPS, including with respect to the land designations, the environment and employment opportunities subject to the recommended holding provisions.

Section 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) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- c) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- d) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

The subject lands will use future infrastructure and effectively use the lands. The environmental integrity of the lands are upheld. By providing the proposed built form typologies, the City and community are able to take advantage of the services in the area.

Section 1.1.3.1 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.

The proposed development is with the Countryside Villages Block Plan. It reflects the land uses that were proposed as part of the overall Block Plan. While the increase in density along Inspire Blvd. slightly differentiates from the Block Plan, the policies within the Block Plan, Secondary Plan and Official Plan support density in these locations.

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 (residential 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 'Residential' and 'Open Space' on Schedule A of the Official Plan. The residential designation permits a range of dwelling typologies, including single detached dwellings, townhouses and apartments. The Open Space designation permits very limited 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 Residential 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.

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. A copy of all department/agency comments and conditions are attached as Appendix 10 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 Zoning By-law had been filed with the City. A statutory Public Meeting for this application was held on June 7, 2021. No members of the public attended the Statutory Public Meeting to speak to the application and no written submissions were made.

Corporate Implications:

Financial Implications

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

Other Implications

There are no other corporate implications associated with this application.

2018-2022 Term of Council Priority: A Compass for our Community:

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 Division undertook a circulation of the application to ensure that all technical and financial matters have been satisfactorily addressed. Staff is satisfied that the proposed Zoning By-law and Official Plan amendment application and Draft Plan of Subdivision, is appropriate subject to the Conditions in Appendix 10 and 11 respectively.

The proposal represents good planning, including that it is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the Peel Region Official Plan. Further, the application is consistent with the principles and overall policy direction of the Brampton Official Plan.

This report recommends that Council enact the Zoning By-law and Official Plan Amendments attached hereto as Appendix 10 and 11 respectively. The application for a Draft Plan of Subdivision approval facilitates future land division into individual detached dwellings, and is appropriate for the orderly development of the lands. The Official Plan and Zoning Amendment and Plan of Subdivision is appropriate considering the following:

- the proposed development is an efficient use of land resources and the density is appropriate for this area;
- that the Holding provision recommended for the Zoning By-law will accommodate the timely development of the lands once the services are available for the subject property;

- the application for a draft plan of subdivision is necessary to facilitate future land division into individual detached dwellings, and is appropriate for the orderly development of the lands;
- the proposed development respects the environmental lands;
- 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 Residential and Open Space designations; and,
- as confirmed through the circulation of the applications, financial and technical requirements have the opportunity to be addressed with the inclusion of the holding provisions.

In summary, the application is appropriate for the orderly development of the lands, and represent good planning. Staff recommend approval of the Official Plan Amendment, Zoning By-law Amendment and endorsement of the Draft Plan of Subdivision as the proposal represents good planning and is in the public interest.

Authored by:

Reviewed by:

Stephen Dykstra, MCIP, RPP Development Services Planning, Building and Growth Management

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

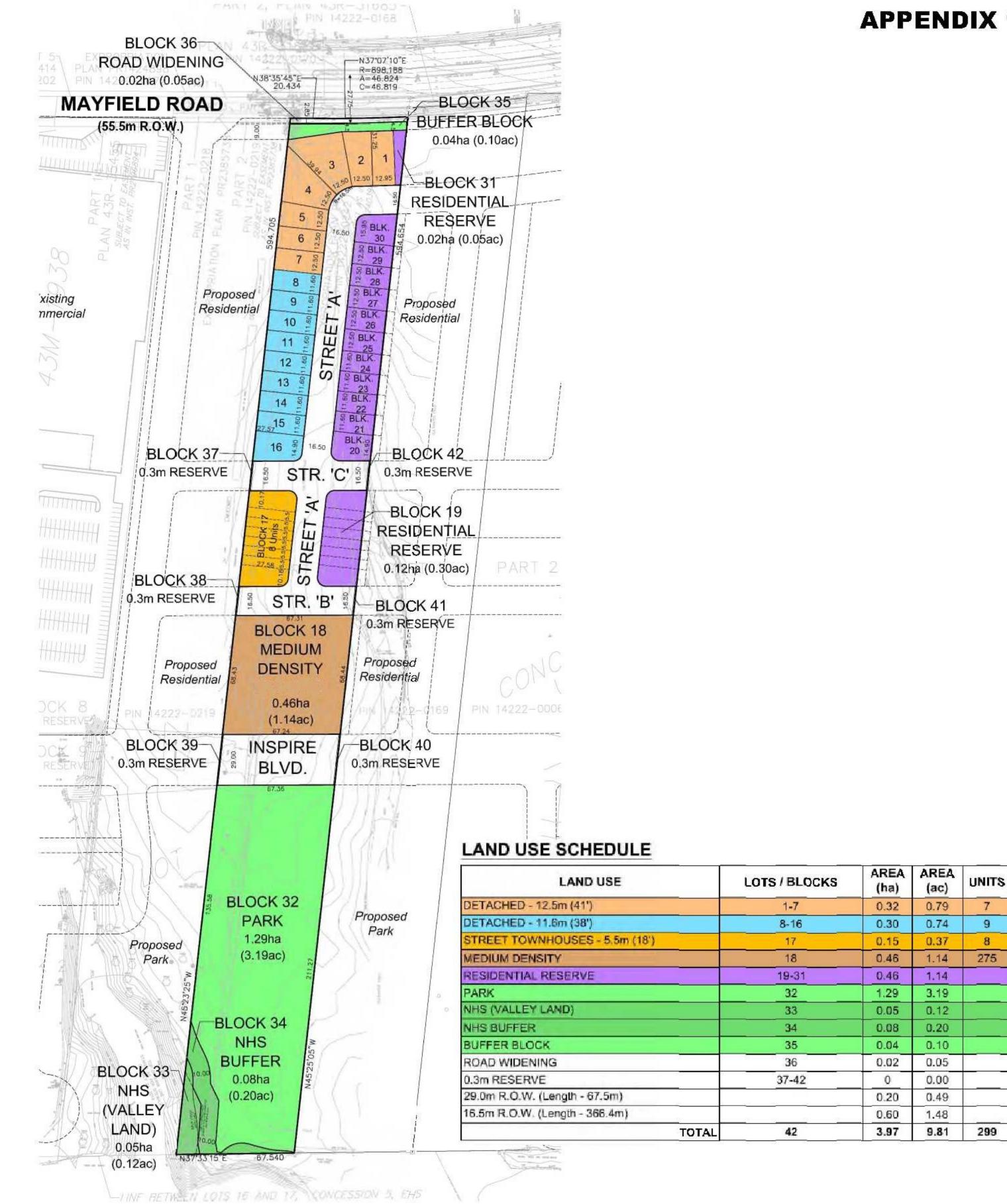
Approved by:

Steve Ganesh, MCIP., RPP. Commissioner (Acting), Planning, Building and Growth Management City of Brampton

Appendices:

- Appendix 1: Proposed 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 & Existing Land Use
- Appendix 7: Block Plan
- Appendix 8: Detailed Planning Analysis
- Appendix 9: Results of Public Meeting
- Appendix 10: Draft Zoning By-law Amendment
- Appendix 11: Draft Official Plan Amendment
- Appendix 12: Sustainability Snapshot
- Appendix 13: Draft Plan of Subdivision and associated Conditions

APPENDIX 1



APPENDIX 1 DRAFT PLAN OF SUBDIVISION **DIGRAM DEVELOPMENTS INC.**

CITY FILE: OZS-2021-0004

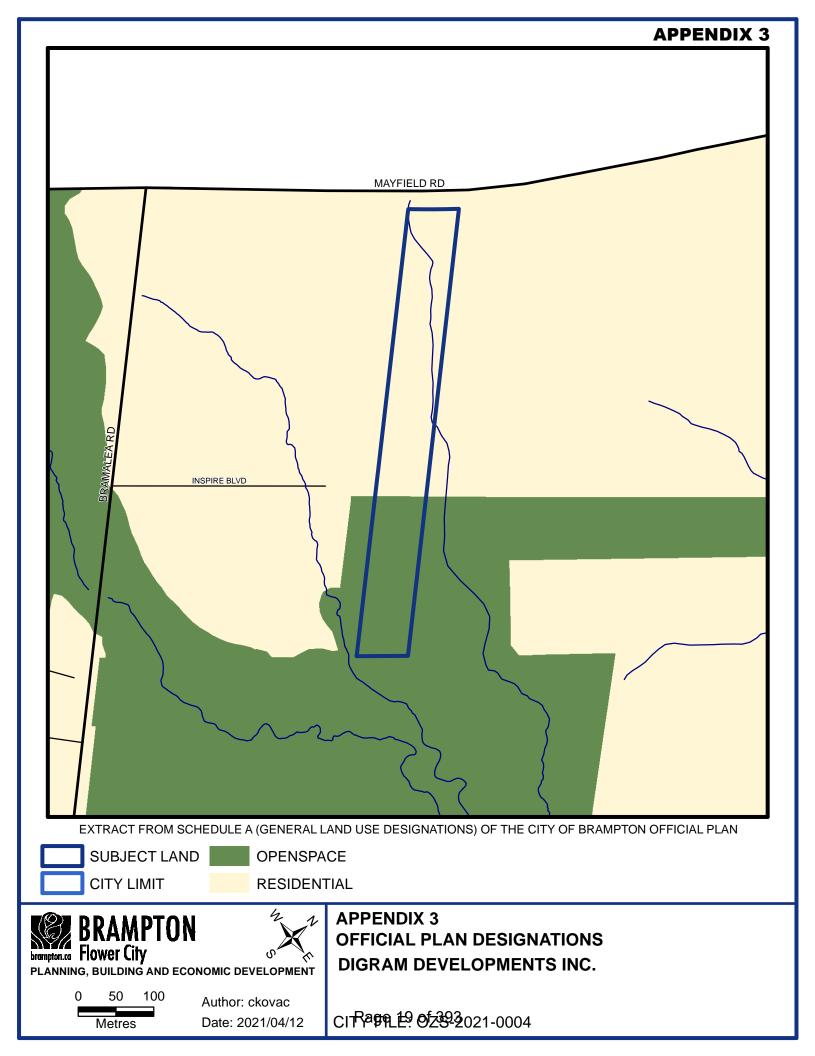
BRAMPTON Brampton.cc Flower City PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

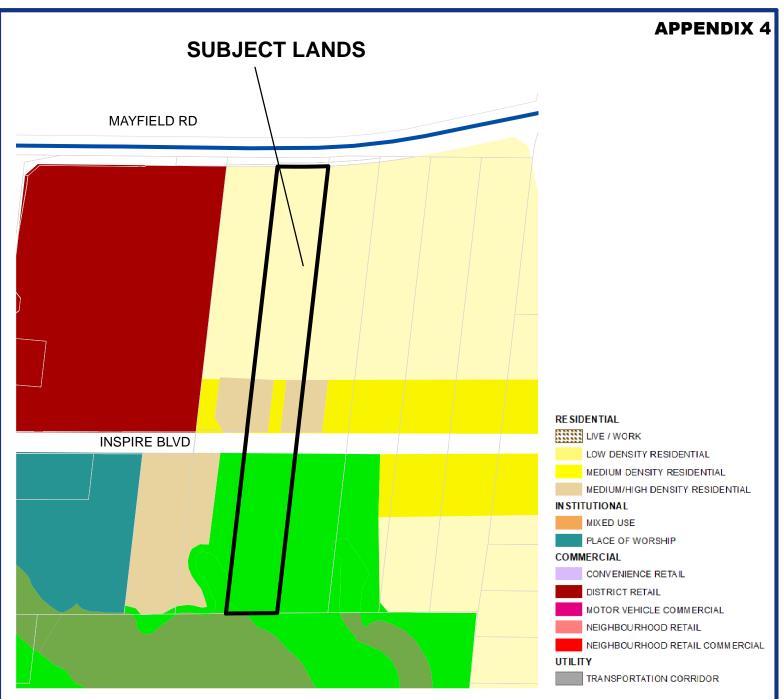
Author: ckovac

Date: 2022/06/22

APPENDIX 2







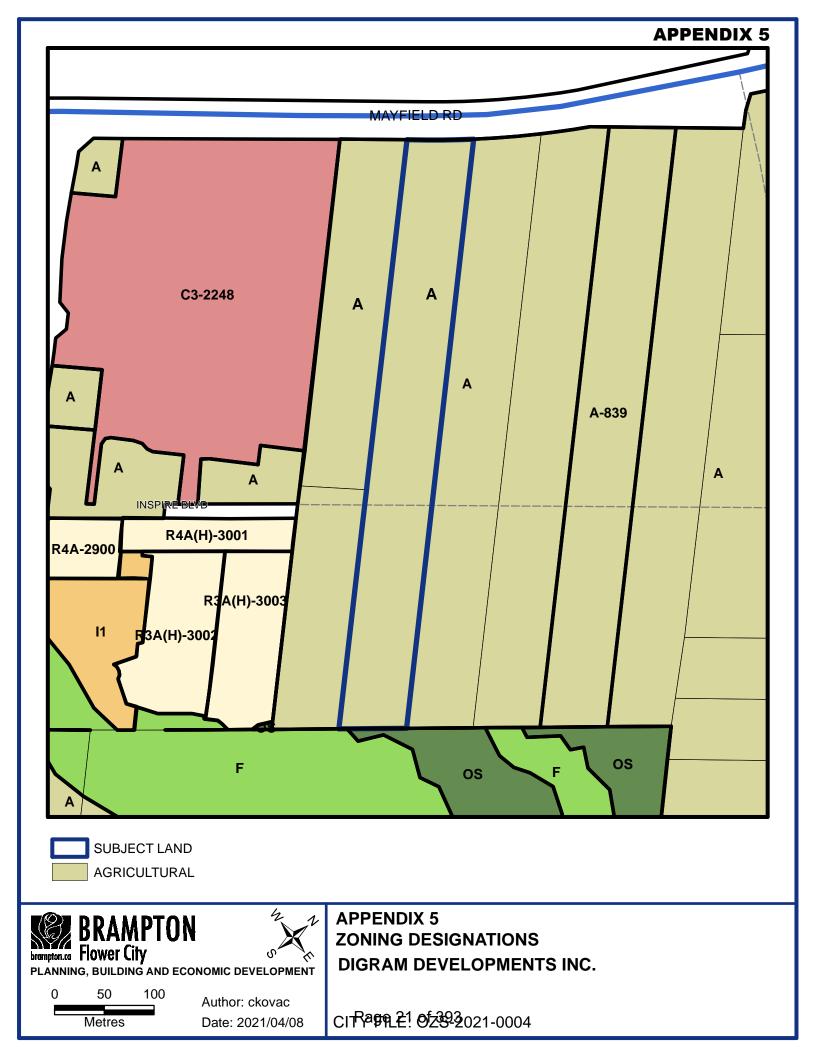
EXTRACT FROM SCHEDULE SP48(b) OF THE DOCUMENT KNOWN AS THE COUNTRYSIDE VILLAGES SECONDARY PLAN



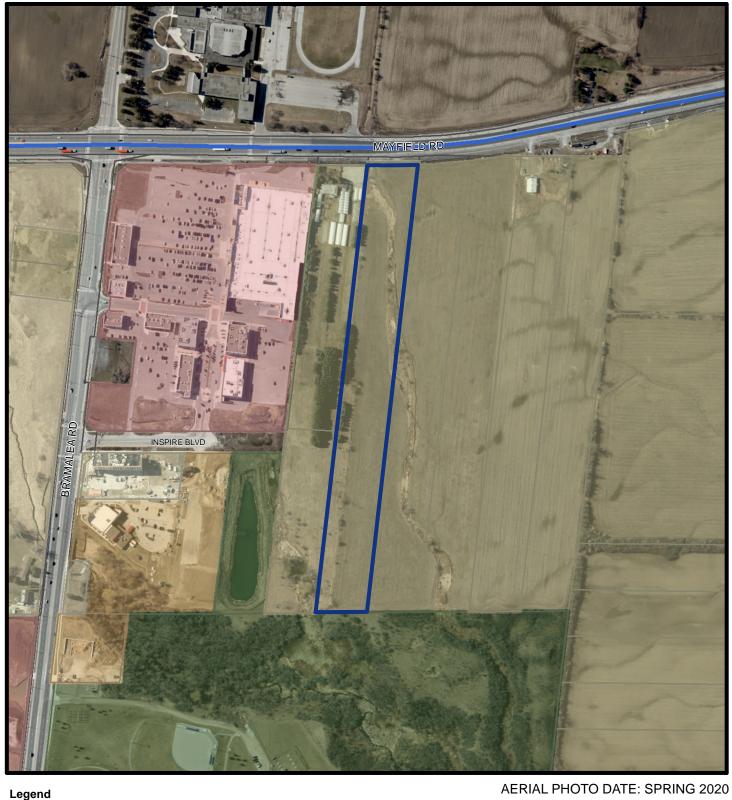
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac Date: 2021/04/12 APPENDIX 4 SECONDARY PLAN DESIGNATIONS DIGRAM DEVELOPMENTS INC.

CIRAPPLE 0539-2021-0004



APPENDIX 6



SUBJECT LAND

50

Metres

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AGRICULTURAL COMMERCIAL INDUSTRIAL

Author: ckovac

Date: 2021/04/12

INSTITUTIONAL ROAD OPEN SPACE UTILITY RESIDENTIAL CITY LIMIT

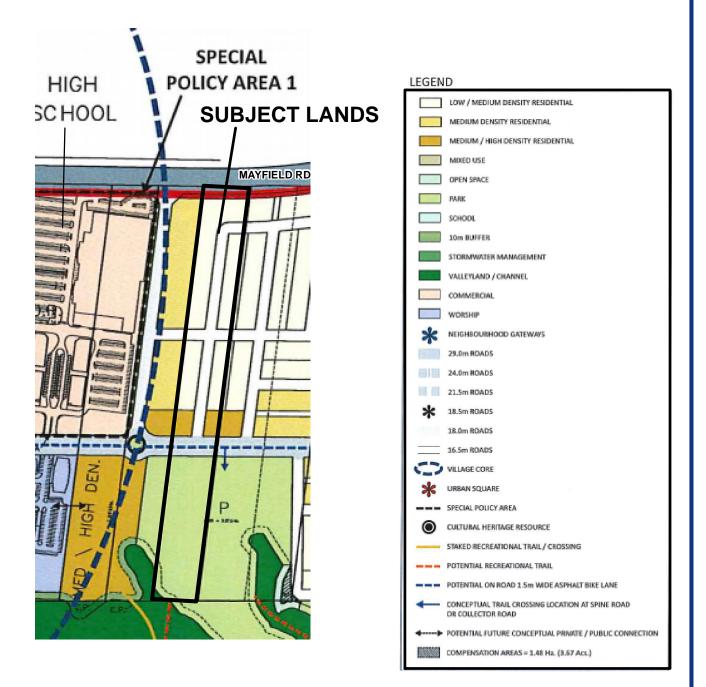


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APPENDIX 6 AERIAL & EXISTING LAND USE DIGRAM DEVELOPMENTS INC.

CIRAPPLE? 02392021-0004

APPENDIX 7



EXTRACT FROM SCHEDULE SP48-2 OF THE DOCUMENT KNOWN AS THE COUNTRYSIDE VILLAGES BLOCK PLAN



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac Date: 2021/04/28 APPENDIX 7 BLOCK PLAN DESIGNATIONS DIGRAM DEVELOPMENTS INC.

CIRAPPLE 02392021-0004

DETAILED PLANNING ANALYSIS

City File Number: OZS-2021-0004 Subdivision File: 21T-21001B

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.

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

Section 51.24 of the *Planning Act* provides criteria for the consideration of a draft plan of subdivision. The application has regard for the following matters:

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

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

The allocation of lands within the Draft Plan of Subdivision provide lots and blocks for the residential portion, block for the open space portion and a block for an apartment. The Draft Plan of Subdivision creates the lots and blocks required for the road and the individual residential lots.

The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate

the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources as there are lands that are being created that will be zoned open space and will be dedicated to the city as part of the processing of this application.

The application fulfills the requirements as identified within the *Planning* Act, specifically Section 2 and 51(24). The application is generally in conformity with the Official Plan and is suitable for the lands. It is also acknowledged that the proposed plan respects the conservation of natural resources and flood control.

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.
- 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 and respects the adjacent valleyland conditions.
- 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 in a Secondary Plan area that is within the Brampton settlement area.
- e) promoting the integration of land use planning, growth management, transitsupportive 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 layout of the development optimizes the future road pattern, servicing and infrastruture.

The proposed development is located within Block Plan Area 48-2, which is a planned area. In doing such, the applicant is optimizing the land resources within the city. The applicant has completed an environmental assessment of the subject lands and is providing buffers that meet 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 road pattern and 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 redevelopment while avoiding or mitigating risks to public health and safety.

The development of these lands for low, medium and medium high density residential is appropriate and avoids risks to public health and safety in respecting the adjacent existing 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 does not meet the minimum density target. This figure is slightly lower than the requirement; this is due to the large park that is provide on site which accounts for 1/3 of the total land area.

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 valleylands and includes a portion of a park.

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 along Inspire Boulevared 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 highest density will be benefit as well as enhance the adjacent park to the south.

Official Plan

The property is designated as "Residential" and "Open Space" on Schedule A – General Land Use in the Official Plan. The "Residential" designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal generally conforms to the "Residential" designation of the Official Plan. The proposed density for the proposed development is estimated at 46 people and jobs per hectare (ppj/ha), which does not meet the Official Plan minimum required density. The Official Plan requires a minimum density target of 51 people and jobs per hectare (ppj/ha). Staff is satisfied that the objectives of the Official Plan have been achieved as the overall plan will achevie the required density. In addition the density for this subdivision is significantly squewed by the large park that is part of this development.

The proposal is consistent with the "Residential" land use designations. An amendment to the Official Plan "Residential" land use designation is not required.

The lands that are designated "Open Space" within the Official Plan are zoned as such. An amendment to the Official Plan "Open Space" land use designation is not required.

Secondary Plan – Countryside Villages Area 48

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The applicant has demonstrated that the proposed development meets most of the policies within the Secondary Plan. For the policies that the proposal does not conform to, an Official Plan Amendment has been submitted to address this. Provided below are some of the highlighted policies that the development adheres to. The lands are designated "Residential Low Density", "Residential Medium Density", "Residential Medium / High Density", "Neighbourhood Park" and "City Wide Park". An additional designation "Residential High Density" is proposed to accommodate the apartment building along Inspire Boulevard.

Low Density Residential

The Secondary Plan designates a portion of the lands as Residential Low Density. Within the Low Density residential designation approximately 50% of the units are to be single detached dwellings. This application provides a balance of single detached dwellings and townhouses. At this time, there are no issues with the typologies provided. The townhouses are located closest to the proposed High Density Residential designation to provide a transition from single detached dwellings to an apartment.

The applicant is proposing to increase the density for the Low Density Residential designation from 30.1 units per net residential hectare (12 units per net acre) to 35 units per net hectare (14 units per net acre). This is a reasonable increase in density as the proposed uses and lotting reflects the intended land use pattern and density as identified on the Countryside Villages Block Plan.

Medium Density, Medium / High Density and High Density Residential The areas that are designated for Medium Density and Medium Density are zoned to permit townhouses, stacked townhouses and apartments. The applicant is requesting to replace these two designations with a new 'High Density Resdential' designation that would permit an increase to the permitted height and density.

The proposed additional height and density for this parcel represents good planning as there is ample transit (Insprie Boulevard), parkland in close proximilty and will be compatible with the surrounding areas. In addition, this will assist with the Provincial initiatives to create additional housing to help improve housing affordability.

Valleylands / Open Space

The Zoning By-law and Plan of Subdivision allocate the areas as generally identified on the Secondary Plan. Staff are satisfied with the location and amount of lands located within these designations.

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.

Block Plan – Countryside Villages Block Plan Area 48-2

The development application is similar to the details noted in the approved Block Plan. However, there is some modest deviation with respect to the lands located immediately north of Inspire Boulevard, the applicant is proposing a high density development. This altered the designation as well as the road pattern. The proposed changes will not require an amendment to the Block Plan as they are minor in nature. In addition, Block Plan policies do not require an amendment if the alteration is minor.

The applicant has demonstrated that this application meets the requirements of the Block Plan.

Zoning

The property is currently zoned "Agricultural (A)" by By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the proposed residential and open space 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 four site specific residential zones. The proposed Zoning By-law Amendment includes a portion of lands to be zoned Open Space and Floodplain which will not be able to be developed in order to accommodate environmental lands to be protected.

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

Residential Single Detached E-12.5 (H)

- Permits single detached dwellings
- Front yard width requirement of 12.5 metres
- Includes holding provisions related to vehicular access and servicing

Residential Single Detached F-11.6 (H)

- Permits single detached dwellings
- Front yard width requirement of 11.6 metres
- Includes holding provisions related to vehicular access and servicing

Residential Townhouse E-5.5 (H)

- Permits townhouses
- Front yard width requirement of 5.5 metres
- Includes holding provisions related to vehicular access and servicing

Residential Apartment A (H)

- Permits apartment building
- Maximum of 263 units

- Building to be pushed back as it gets higher to be less obtrusive
- Maximum of 12 storeys along the front and maximum of 6 storeys at the rear
- Maxiumum of 30 above ground parking spaces
- Includes holding provisions related to vehicular access and servicing

Land Use

The proposed residential designation is appropriate for the subject lands given that the Block Plan identified these lands for their specific uses. The applicant has adhered to the land uses as identified on the Block Plan. The only deviation is the block that faces Inspire Boulevard, where the density has been increased.

A portion of lands are proposed to be zoned Open Space. These lands are to be part of a Park that will be developed with the adjacent lands.

A Holding (H) symbol has been placed on this parcel and the Holding can be lifted once the applicant has demonstrated that servicing and grading will be satisfactory. The lands are serviced from the southeast, so once those lands have services, then this parcel will be able to be developed and the holding provision can be lifted.

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. Staff are in agreement with the Report and the increase in density along Inspire Boulevard.

For the proposed high density residential block, it requires a Site Plan application where staff will review additional details of the proposal, including but not limited to architectural, landscape and traffic aspects of the proposal.

Urban Design

The Block Plan includes a Community Design Guidline document that the applicant is required to adhere to. The applicant was required to complete an Urban Design Brief for this application to provide some additional information on the high density block, and the landscaping for the proposal.

Urban Design staff are satisfied with the application.

Transportation/Traffic

The Traffic Impact Study (Cole Engineering Group) was submitted for this development and was approved by City staff. Transportation Engineering has provided a comments and conditions memo that includes conditions to ensure that the transportation needs within the community are fulfilled. The lands will be accessed from Inspire Boulevard to the south. Two roads go to the north to access future development. The report demonstrates that the traffic counts are acceptable. The report also provides the measurements to ensure that fire truck movements can be accommodated.

Traffic staff support the need for the blanket holding provision as there are no roads at this time that can be constructed that have access onto an existing road. They are satisfied that the proposed road layout will work, once the roads to access the site are provided.

Noise

The Noise and Vibration Study (HCG; December 21, 2020) has been reviewed. City staff is satisfied with the conclusions of the study at this time.

Servicing

A Functional Servicing Report prepared by Urbantech has been submitted in support of this application. The Functional Servicing Report concluded that the proposed residential development can be fully serviced and connected.

The property is located in an area that does not have access to servicing at this time, but is part of a larger servicing strategy for Block Plan 48-2. Holding provisions have been included within the zoning by-law to ensure that the use permissions are not applied until the appropriate services are available for the proposed development.

Phase 1 Environmental Site Assessment (ESA)

A Phase 1 Environmental Site Assessment was submitted in support of the application. The City's Building Division has reviewed the study and found that it is completed at this time. The applicant will be required to complete an RSC prior to building permits being issued.

Vegetation Study Environmental Impact Study Tree Evaluation Report

The three reports as noted above are being grouped as one document as they provide an overall assessment on the environment that the development will have on these lands.

Significant work has been undertaken by the applicant to ensure that both City as well as Toronto and Regional Conservation Authority staff are satisfied with the outcome.

The Vegetation Assessment Report provides the current status of vegetation on the site and also provides some preliminary finding as to what could be best protected.

The Tree Evaluation Report provides an overall view of the tree material that currently exists (or did exist in certain circumstances). 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.

The Scoped Environmental Impact Study reviews the development as a whole and determines whether the impacts as a whole are being mediated. The results are generally that the retention of the valleylands and their associated buffers as well as the wetland compensation area and the off-site tree compensation area are sufficient to create a net balance ecologically.

Geotechnical / Soils Report

A Geotechnical Investigation prepared by Golder Assocaites dated June 22, 2016 was submitted in support of the application. Generally, the Geotechnical Investigation report provides an analysis of the soil substrate to determine construction requirements for infrastructure such as roads, sewer, and engineered fill requirements. This information is used in determining the viability of the soils and whether additional fill needs to be brought in or taken away. The soils on the property can be utilized, but the report cautions that additional soil analysis will have to be completed during construction.

City staff have reviewed the document and are satisfied with its conclusions.

Archaeological Assessment

Stage 1 and 2 Archaeological Assessments were completed for the lands. The Stage 1 assessment required the additional Stage 2 assessment as the lands are within a 300 metre distance of a water source. The assessment did not reveal and items that were of archaeological value and not additional assessment was determined to be required.

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.

The Draft Plan Conditions include a condition that will recognize a score that meets or exceeds the Bronze Threshold and requires that the applicant uphold this score through to the registration of the Plan of Subdivision. The proposed condition is provided below.

"Prior to Registration, the owner shall provide documentation to the satisfaction of the Commissioner of Development Services verifying that the sustainability score achieves the equivalent or higher than the threshold indicated prior to the approval of the Draft Plan."

APPENDIX '9' RESULTS OF PUBLIC MEETING City File Number: OZS-2021-0004 Subdivision File:21T-21001B

Members Present

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

Staff Present

D. Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R. Forward, Commissioner

A. Parsons, Director, Development Services

R. Conard, Director of Building, and Chief Building Official

B. Bjerke, Director, Policy Planning

E. Corazzola, Manager, Zoning and Sign By-law Services

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 ClerkC. Gravlev, Deputy City ClerkS. Danton, Legislative Coordinator

Members of the Public:

None

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.

There were no members of the public that were in attendance for this item.

No correspondence was received from the public.



THE CORPORATION OF THE CITY OF BRAMPTON



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

The Council of the Corporation of the City of Brampton ENACTS as follows:

- 1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on <u>Schedule A</u> to this by-law:

From	То
Agricultural (A)	RESIDENTIAL SINGLE DETACHED E (H)-12.5- SPECIAL SECTION 3604 (R1E(H)-12.5-3604)
	RESIDENTIAL SINGLE DETACHED (H)- 11.6 SPECIAL SECTION 3605 (R1F(H)-11.6-3605)
	RESIDENTIAL TOWNHOUSE- RE3 (H)-5.5 – SPECIAL SECTION 3606 (R3E(H)-5.5-3606)
	RESIDENTIAL APARTMENT A (H) SPECIAL SECTION 3607 (R4A(H)- 3607)
	OPEN SPACE (OS)
	FLOODPLAIN (F)

- (2) By adding the following sections:
- "3604 The lands designated R1E (H) -12.5 Section 3604 on Schedule A to this By-law:
- 3604.1 Shall only be used for purposes permitted by the R1E-x zone.
- 3604.2 Shall be subject to the following requirements and restrictions:

- 1) Minimum Lot Area:
 - a) Interior Lot: 322 m²
 - b) Corner Lot: 372 m²
- 2) Minimum Lot Width:
 - a) Corner Lot: 12.9 m
- 3) Minimum Lot Depth: 25 metres
- 4) Minimum Front Yard Depth
 - a) 3.5 metres to the main wall of the building but 6.0 metres to the front of a garage door;
 - a porch and/or balcony with or without foundation or cold cellar (including eaves and cornices) may encroach 2.0 metres into the minimum front yard; and,
 - c) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.
- 5) Minimum Exterior Side Yard Width
 - a) 3 metres;
 - a porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and
 - c) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum exterior side yard.
- 6) Minimum Rear Yard Depth
 - a) 7.0 metres for an interior lot;
 - b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line and that a minimum interior side yard width of 1.2 metres is maintained between that portion of the building that is less than 6 meters from the rear lot line;
 - c) 4.5 metres for open roofed porches and or uncovered terraces;
 - d) 4.5 metres to a deck off the main floor, provided that the deck is not more than 1.5 metres in height; and,
 - e) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum rear yard.
- 7) Minimum Interior Side Yard Width
 - a) 1.2 metres on one side;
 - b) 0.6 metres provided that the combined total of the interior side yards is not less than 1.8 metres.
- 8) Maximum Building Height: 12.0 metres
- 9) Garage Control
 - a) for lots 14.0 metres wide or greater the maximum cumulative interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater; and,
 - b) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.90 metres greater than the maximum cumulative garage door width permitted on the lot.
- 10) The following shall apply to a bay, bow or box window:
 - a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;

- b) A bay, bow or box window have a maximum depth of 0.6 metres does not need to include side windows; and,
- A bay, bow or box window having a a depth greater than 0.6 C) metres shall include side windows."

3604.3 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - b) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."

"3605 The lands designated R1F (H) -11.6 - Section 3605 on Schedule A to this By-law:

- 3605.1 Shall only be used for purposes permitted by the R1F-x zone:
- 3605.2 Shall be subject to the following requirements and restrictions:
 - 1) Minimum Front Yard Depth
 - 3.5 metres to the main wall of the building but 6.0 metres to the a) front of a garage door;
 - b) a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach 2.0 metres into the minimum front yard including eaves and cornices; and,
 - a bay window, bow window or box window with or without C) foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.
 - 2) Minimum Exterior Side Yard Width
 - a porch and/or balcony with or without foundation or cold cellar a) including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,
 - a bay window, bow window or box window with or without b) foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum exterior side yard.
 - 3) Minimum Rear Yard Depth
 - 7.0 metres for an interior lot; a)
 - 3.0 metres for a corner lot provided that not less than 50% of b) the unit width is setback 6.0 metres from the rear lot line and that a minimum interior side yard width of 1.2 metres is maintained between that portion of the building that is less than 6 meters from the rear lot line;
 - 4.5 metres for open roofed porches and or uncovered terraces; c)
 - d) 4.5 metres to a deck off the main floor, provided that the deck is not more than 1.5 metres in height; and,
 - a bay window, bow window or box window with or without e) foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum rear yard.
 - 4) Minimum Interior Side Yard Width
 - 1.2 metres on one side; and a)
 - 0.6 metres provided that the combined total of the interior side b) yards is not less than 1.8 metres.
 - 5) Maximum Building Height: 12.0 metres

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- 6) Garage Control:
 - for lots 14.0 metres wide or greater the maximum cumulative a) interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater; and,
 - the interior garage width, as calculated 3.0 metres from the b) garage opening shall be a maximum 0.90 metres greater than the maximum cumulative garage door width permitted on the lot.
- 7) The following shall apply to a bay, bow or box window:
 - Notwithstanding Section 6.13 Table 6.13.A the maximum width a) of a bay, bow or box window with or without foundation shall be 4.5 metres:
 - Notwithstanding Section 6.13 Table 6.13.A the maximum depth b) of a bay, bow or box window with or without foundation shall be 1.0 metres:
 - A bay, bow or box window with a maximum depth of 0.6 metres C) does not need to contain side windows; and,
 - A bay, bow or box window with a depth greater than 0.6 metres d) up to a maximum depth of 1.0 metres does need to contain side windows.

3605.3 Holding (H):

- 3) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 4) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - d) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."

"3606 The lands designated R3E (H) -5.5 – Section 3606 on Schedule A to this By-law:

- 3606.1 Shall only be used for purposes permitted by the R3E zone.
- Shall be subject to the following requirements and restrictions: 3606.2
 - 2) Minimum Dwelling Unit Width 5.5 meters a)
 - 3) Minimum Front Yard Depth
 - 4 metres; a)
 - b) 6.0 metres to the front of a garage door;
 - a porch and/or balcony with or without foundation or cold cellar C) including eaves and cornices may encroach 2.0 metres into the minimum front yard including eaves and cornices; and,
 - d) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.
 - 4) Minimum Exterior Side Yard Width
 - a porch and/or balcony with or without foundation or cold cellar a) including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,

- a bay window, bow window or box window with or without b) foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum exterior side yard.
- Minimum Interior Side Yard Width 5)
 - 0.6 metres provided that the combined total of the interior side b) yards is not less than 1.8 metres;
 - c) 0.0 metres when abutting side lot line coincides with a common wall; and,
 - a bay window, bow window or box window with or without d) foundation or cold cellar including eaves and cornices may encroach 0.7 metres into the minimum interior side yard.
- 6) Maximum Building Height: 14.0 metres
- 7) The following shall apply to a bay, bow or box window:
 - Notwithstanding Section 6.13 Table 6.13.A the maximum width a) of a bay, bow or box window with or without foundation shall be 4.5 metres:
 - b) Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
 - c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
 - A bay, bow or box window with a depth greater than 0.6 metres d) up to a maximum depth of 1.0 metres does need to contain side windows.

3606.3 Holding (H):

- 5) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 6) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - b) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."
- "3607 The lands designated R4A (H) – Section 3607 on Schedule A to this By-law:
- 3607.1 Shall only be used for purposes permitted by the R4A zone.
- 3607.2 Shall be subject to the following requirements and restrictions:
 - 1) Maximum Number of Dwelling Units: 260 units
 - 2) For the purpose of this zone. Inspire Boulevard shall be deemed to be the front lot line:

3)	Minimum Front Yard Depth:	3.0 metres; for storeys One to Three
4)	Minimum Front Yard Depth:	4.5 metres; for storeys Four and

above

	5)	Minimum East Interior Side Yard Width:	5.5 metres; for storeys One to Three
	6)	Minimum East Interior Side Yard Width:	7.0 metres; for storeys Four to Six
	7)	Minimum East Interior Side Yard Width:	8.5 metres; for storeys Seven and above
	8)	Minimum Landscaped East Interior Side Yard Width:	3 metres
	9)	Minimum West Interior Side Yard Width:	10 metres
	10)	Minimum Rear Yard Depth:	4.5 metres
	11)	Maximum Building Height:	12 storeys within 40 metres of the Front Lot Line; 6 storeys beyond;
	12)	Maximum Above Ground Parking Spaces:	30 spaces
	13)	Parking Ratio:	1.1 space per unit (including visitors)
	14)	Minimum Amenity Area:	300 m ²
	15)	Maximum Lot Coverage	47%
	16)	Minimum Landscaped Open Space	25% of the lot area
	17)	Maximum Floor Space Index	3.75
3607	7.3 Hold	ling (H):	

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - b) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."

ENACTED THIS ______ day of _____, 2022.

Approved as to form. Year/month/day

Dir. Dev.

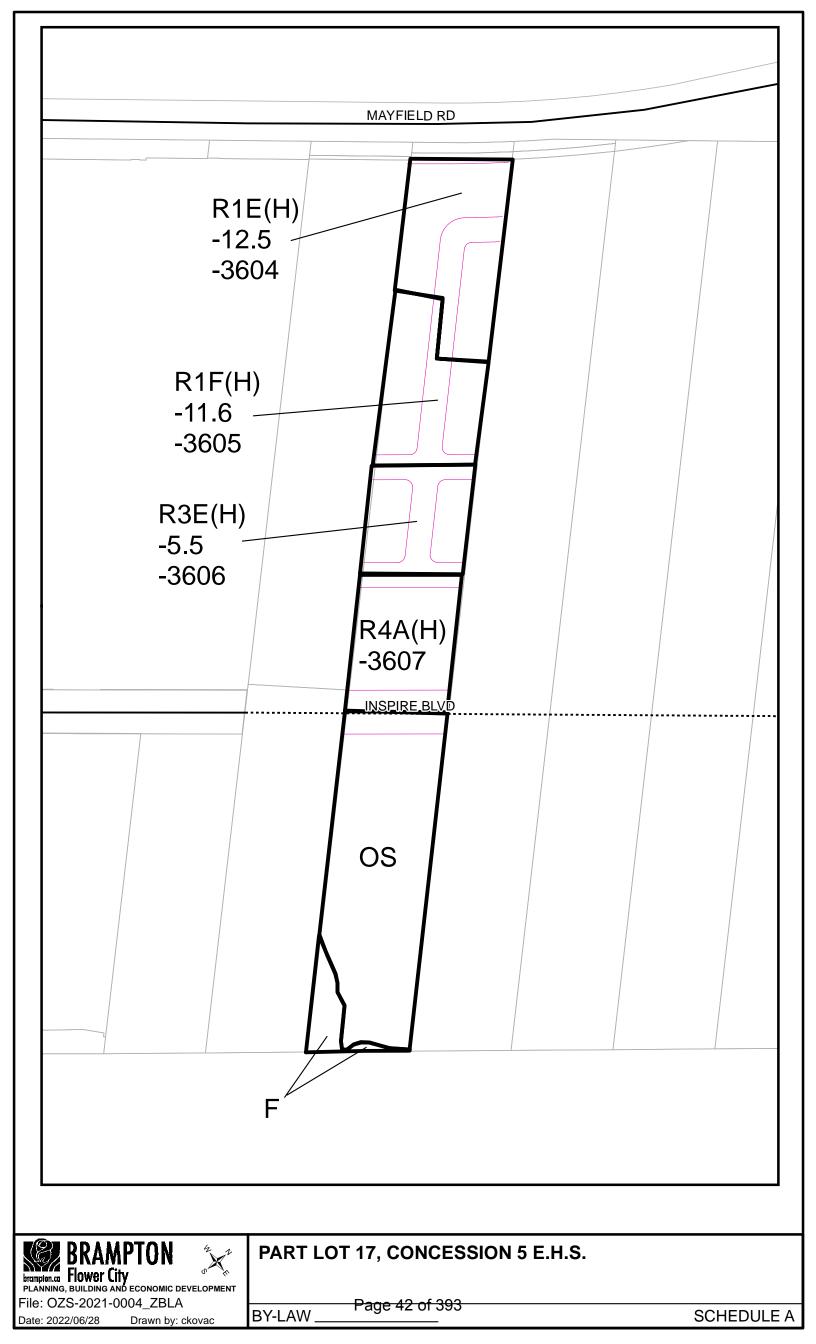
Patrick Brown, Mayor

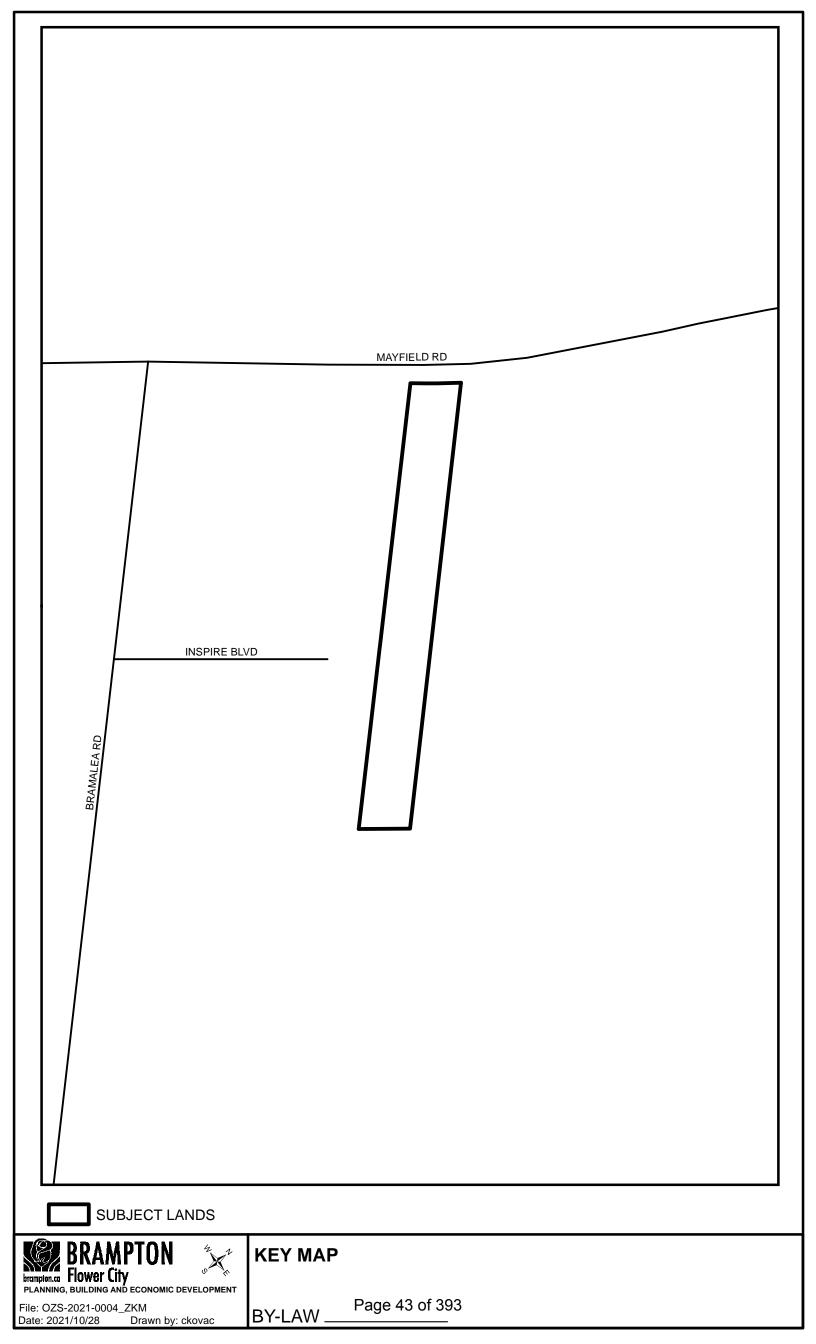
Peter Fay, City Clerk

Approved as to content. Year/month/day

Legal

(OZS-2021-0004)







THE CORPORATION OF THE CITY OF BRAMPTON



Number _____- 2021

To Adopt Amendment Number OP 2006to 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 <u>Planning Act</u>, 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 FIRS	ST, SECOND ar	d THIRD TIME,	and PASSED	in OPEN COUNCIL
this	day of	2021	l.	

Approved as to form.

20__/month/day

[insert name]

Approved as to content. 20_/month/day

[insert name]

Peter Fay, City Clerk

Patrick Brown, Mayor

File: OZS-2021-0004

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 <u>PURPOSE</u>

The purpose of this amendment along with the schedules is to implement the policies of the Official Plan and the Countryside Villages Secondary Plan 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 48(b) of the Countryside Villages Secondary Plan is based on the findings of several component studies completed to address environmental, servicing, community design and growth management 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 3.97 hectares (9.81 acres) in area, located on the south side of Mayfield Road, east of Bramalea Road and west of Torbram Road. The lands have a frontage of approximately 67.2 metres (220.5 feet) on Mayfield Road.

The lands are legally described as Part of Lot 17, Concession 5, East of Hurontario (Chinguacousy) Street City of Brampton, Region of Peel. The lands subject to this amendment are specifically indicated on Schedule A to the Countryside Villages 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:

- by adding to the list of amendments pertaining to Secondary Plan Area Number 48b: Countryside Villages 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 Countryside Villages Secondary Plan (being Part Two Secondary Plans, as amended) is hereby further amended:
 - (1) by adding the following as 5.2.6:

"5.2.6 High Density Residential

5.2.6.1 In areas designated High Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

i) Permitted use is apartment buildings;

ii) A maximum density of 601 units per net hectare (244 units per net residential acre) shall be permitted; and,

iii) A minimum building height of 6 storeys and a maximum building height of 12 storeys shall be permitted."

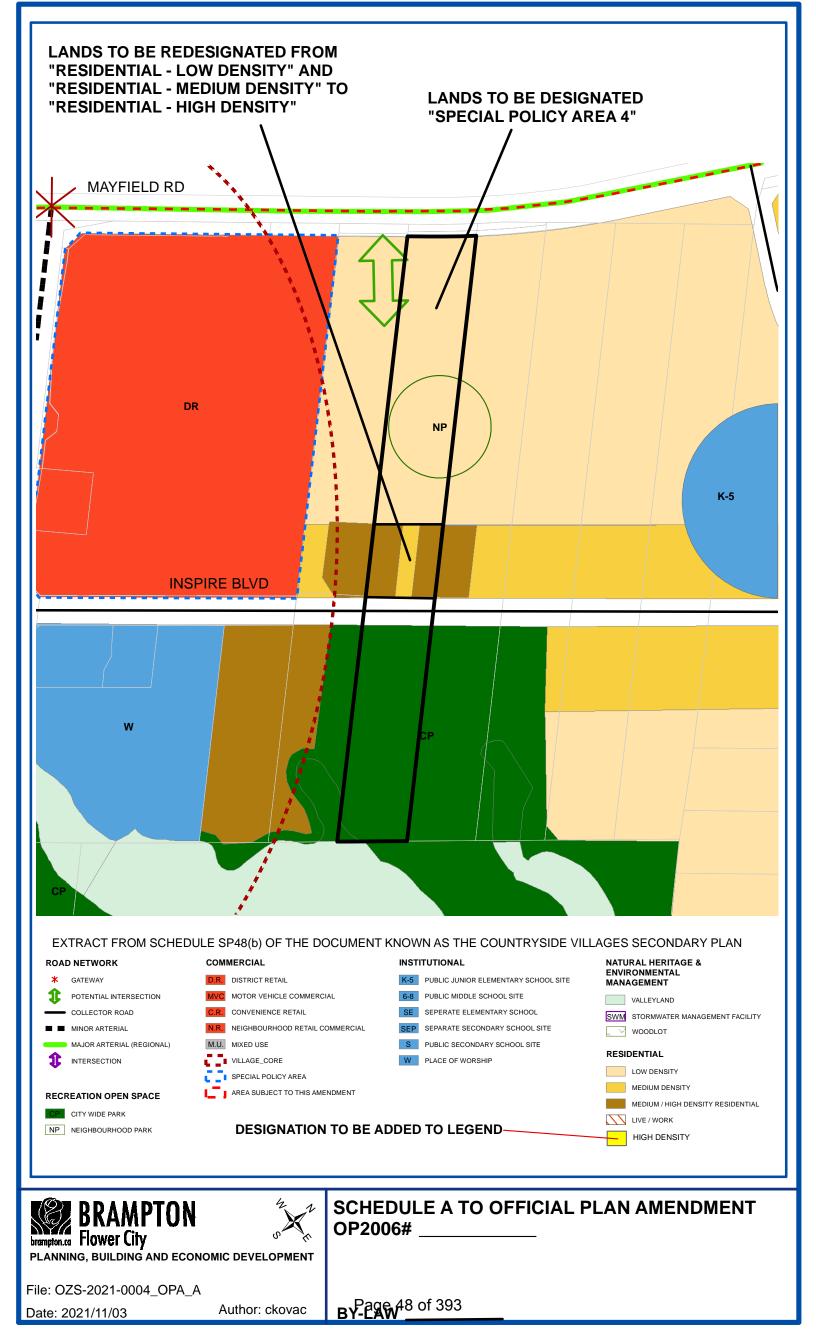
(2) by adding the following as 6.4 Special Policy Area 4:

"6.4 Special Policy Area 4

6.4.1 Notwithstanding Section 5.2.2.1 ii) in the "Low / Medium Density Residential" designation, lands within Special Policy Area 4 are permitted to

have a maximum density of up to 35 units per net hectare (14 units per net acre)."

- (3) by changing on Schedule 48(a) of Chapter 48 (b) of Part Two : Secondary Plans, the lands shown on Schedule A to this amendment from "Medium Density" and "Medium/High Density" to "High Density" and adding the "High Density" designation to the legend.
- (4) by adding to Schedule 48(a) of Chapter 48 (b) of Part Two: Secondary Plans, the lands shown on Schedule A to this amendment as "Special Policy Area 4".



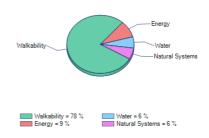
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Mayfield and Torbram Road City File Number: 2022-0014 Plan Type: Site Plan

SUSTAINABILITY SCORE: 36

THRESHOLD ACHIEVED: BRONZE



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).

• [Aspirational] 30% 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.

Landscape and Street Tree Planting/Preservation - % Tree Canopy Within Proximity to Building/Pedestrian Infrastructure

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

Pedestrian Connections - Traffic Calming

• [Minimum] 75% of new residential-only streets are designed with traffic calming strategies.

• [Minimum] 50% of new non-residential and/or mixed-use streets are designed with traffic calming strategies.

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 dwellings units are within 1000 m of public/private high schools.

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.

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.

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.

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

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

• [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 - Site Plan

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

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

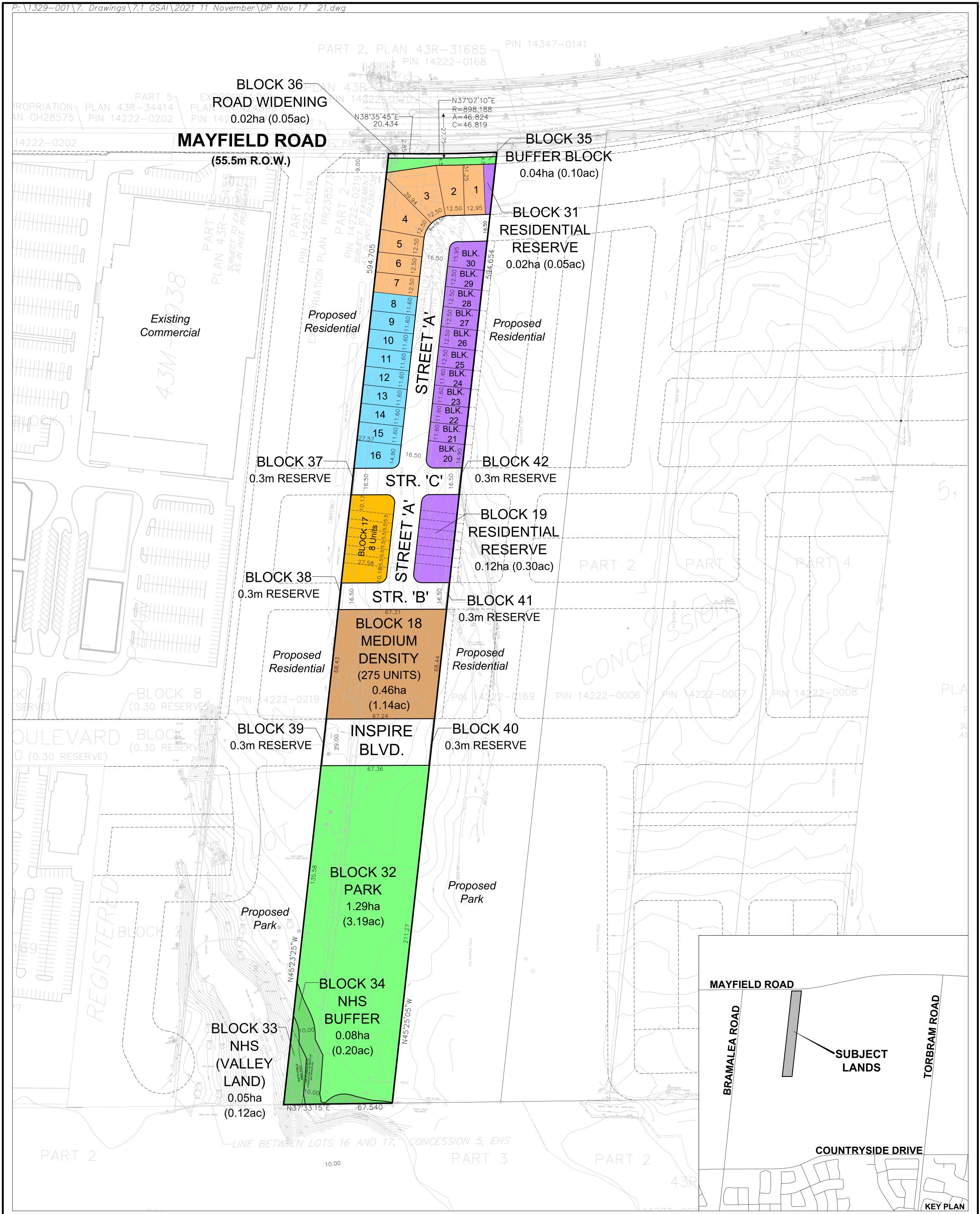
• [Minimum] 50% of potable water for irrigation has been reduced as compared to a mid-summer baseline.

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.

Materials and Solid Waste Management - Material Re-used and Recycled Content

- [Minimum] 5% of reused content in building materials and/or landscaping materials has been used.
- [Minimum] 10% of reused content in building materials and/or landscaping materials has been used.



DRAFT PLAN OF SUBDIVISION DIGRAM DEVELOPMENTS BRAMPTON 3 INC. FILE # 21T-21001B

PART OF LOT 17, CONCESSION 5 EAST OF HURONTARIO STREET (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY) CITY OF BRAMPTON **REGIONAL MUNICIPALITY OF PEEL**

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY

CLAUSES A, B, C, D, E, F, G, J, L ARE SHOWN ON THE DRAFT AND KEY PLANS.

SIGNED GARY VANDERVEEN

DATE: February 18, 2022

Holding Jones Vanderveen Inc 1700 Langstaff Road - Unit 100 Vaughan, ON L4K 3S3 PHONE: (905) 660-4000 EMAIL: hjv@hjv-ols.ca

ADDITIONAL INFORMATION

I) SANDY LOAM AND CLAY LOAM

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED

K) SANITARY AND STORM SEWERS TO BE PROVIDED

С.			
02			

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 12.5m (41')	1-7	0.32	0.79	7
DETACHED - 11.6m (38')	8-16	0.30	0.74	9
STREET TOWNHOUSES - 5.5m (18')	17	0.15	0.37	8
MEDIUM DENSITY	18	0.46	1.14	275
RESIDENTIAL RESERVE	19-31	0.46	1.14	
PARK	32	1.29	3.19	
NHS (VALLEY LAND)	33	0.05	0.12	
NHS BUFFER	34	0.08	0.20	
BUFFER BLOCK	35	0.04	0.10	
ROAD WIDENING	36	0.02	0.05	
0.3m RESERVE	37-42	0	0.00	
29.0m R.O.W. (Length - 67.5m)		0.20	0.49	
16.5m R.O.W. (Length - 366.4m)		0.60	1.48	
TOTAL	42	3.97	9.81	299

GSAI SCALE 1:1000 1 (24 x 36) November 17, 2021 Glen Schnarr & Associates Inc.

ABUBAKAR MASOOD **DIGRAM DEVELOPMENTS BRAMPTON 3 INC.** DATE: March 18, 2022

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SCHEDULE "A" CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL DATE:	(Day After Last Day for Filing an Appeal if No Appeal has been Filed)
APPLICANT:	Digram Developments – GSAI Glen Schnarr & Associates Inc.
SUBJECT:	Draft Plan of Subdivision 21T-21001B City of Brampton City File: OZS-2021-0004 Planner: Stephen Dykstra

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr and Associates Inc. dated November 17, 2021:

Subdivision Agreement

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

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

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

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

Fees

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

<u>Zoning</u>

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

Easement and Land Dedication within the Plan

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

External Easements and Land Dedications

- 7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
- 8. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its





sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

9. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Studies

10. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

- 11. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
- 12. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

13. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

Servicing

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

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Plan Requirements for All Public Lands

15. The Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along the properties of non-participating landowners where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Development of Public Lands

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

Maintenance Fees

17. The Subdivision Agreement shall provide that the owner shall contribute a maintenance fee for any landscape item deemed necessary by the owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.

Municipal Addressing

18. The applicant shall forward the final version of the proposed plan of subdivision to be registered in digital format (Autocad) to the Digital Innovation & Information Technology department for uploading to the City's GIS system.

Building Removal

19. The Subdivision Agreement shall provide that the owner shall remove any existing buildings on the site.

0.3m Reserves

20. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to be later extended, and at the ends of Culde-sacs.





Residential Reserve Block

- 21. The Subdivision Agreement shall provide that Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning bylaw. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.
- 22. That Block 98 Future Residential Reserve shall not be developed until it is demonstrated to the satisfaction of Public Works & Engineering that the block can be adequately services and graded.

Architectural Control

- 23. In accordance with the "Architectural Control Guidelines for Ground Related Residential Development", Chapter 7 of the "Development Design Guidelines", and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree in the Subdivision Agreement to the following:
 - 23.1 Selection of an approved Control Architect from the short list of firms established by the Citv:
 - 23.2 The approval of Community Design Guidelines (CDG's) or an Addendum to the CDG's, ideally to be prepared by the selected Control Architect, to the satisfaction of the City:
 - 23.3 That the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City's expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants' attendance and their understanding of the entire process will be provided to the City;
 - 23.4 That the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
 - 23.5 To pay all associated fees to the City as per the applicable fee by-law;
 - 23.6 After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;
 - 23.7 Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

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Servicing

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

Access & Site Servicing – Sale of Lots / Blocks

- 25. The Owner acknowledges and agrees in the Subdivision Agreement that the registration and development of this plan is dependent on the services provided on the adjacent plans for access and servicing. The Owner agrees to:
 - 25.1 Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement or provided in full to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners, as required, for a storm water management facility, outlet, and overland flow route supporting the servicing of this plan.
 - 25.2 Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement or satisfactory arrangements to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners as required, for vehicular access.
 - 25.3 Not offer for sale to the public any Lots or Blocks in this plan until the holding provisions within the Zoning By-law have been lifted.

Prior to the Sale of Units

26. The Owner acknowledges and agrees in the Subdivision Agreement that prior to the sale of any units within the subdivision, to update any and all plans, studies, and reports required to be updated in the discretion of the City, to the satisfaction of the applicable commissioner. Furthermore, the Owner shall implement all recommendations of such updated plans, studies and reports, including but not limited to gratuitously conveying additional lands and easements to the City, all to the satisfaction of the applicable Commissioner prior to the sale of any units within the subdivision.





Cost-share Agreement

27. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

28. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

29. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

30. These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

"Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

- 31. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's

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Transportation Policy.

 b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

32. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

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

- 33. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- 34. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- 35. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- 36. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
- 37. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.





- 38. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
- 39. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
- 40. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

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

- 41. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
- 42. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
- 43. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
- 44. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

- 45. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
- 46. 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.





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Bell Canada

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

- 47. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
- 48. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilites

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

- 49. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
- 50. Observe all aerial and underground clearances, as may be required.
- 51. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
- 52. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
- 53. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Toronto and Region Conservation Authority

54. **Red-line Revisions**

The final Plan shall be in general conformity with the draft plan prepared by Glen Schnarr & Associates Inc., dated March 18, 2022, prior to a request for clearance of any phase of this plan, to:

- a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
- b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of

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required studies.

- c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
- 55. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA

Prior to Works Commencing

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

- a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.

ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines

iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.





 BRAMPTON

iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.

vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.

vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.

viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.

ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.

b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.

c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA

d. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between

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untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA. No permanent dewatering of groundwater or interflow associated with any component of this development shall be permitted. All underground construction and infrastructure must be designed to not require permanent dewatering, and any potential impacts to the groundwater system that may result from development must be assessed and mitigated.

- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.
- i. That an extensive enhancement planting plan be provided to the satisfaction of the TRCA for Block 33 (NHS Valley Land), and 34 (NHS Buffer).

Subdivision Agreement

57. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.

b. To implement the requirements of the TRCA's conditions in wording acceptable to the

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TRCA.

c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.

d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.

e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.

f. To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).

g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.

h. To design a monitoring protocol, obtain approvals, monitor, and maintain the site level water balance measures on this site (including LIDs) and to provide for the long-term monitoring of this system for a period as agreed to once the facilitate are operational, to the satisfaction of the TRCA.

i. To provide for planting, and enhancement of all-natural heritage features and buffer areas in accordance with the drawings approved by the TRCA. And that monitoring and replanting of these areas be completed for a minimum 3-year period, to the satisfaction of the TRCA, with sufficient funds being secured through Letter of Credit in favour of the City of Brampton, or other appropriate measure.

j. To provide for the warning clauses and information identified in TRCA's conditions.

k. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.

I. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.

m. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long- term maintenance, and any restrictions to uses on any portion of their property that these may require.

n. To gratuitously dedicated Block 33 (NHS Valley Land) and Block 34 (NHS Buffer) to the





City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.

o. That all community information maps and promotional sales materials for blocks adjacent to Block 33 and Block 34 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

That the implementing Zoning By-law recognize all natural heritage features in a 58. suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA

Hydro/Telecommunications

59. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Administrative — Clearance of Conditions

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

NOTE 1:

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

NOTE 2:

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

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

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

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L5R 105

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

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

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

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

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

Region of Peel **10 Peel Centre Drive** Brampton, Ontario L6T 4B9

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

NOTE 3:

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

NOTE 4:

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

OZS-2021-0004/21T-21001B Date: (Date of Draft Approval)

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COMMENTS AND CONDITIONS MEMO

June 22, 2022 Date:

File: OZS-2021-0004 (21T-210001B)

- From: Stephen Dykstra
- Subject: Requirements for Plan of Subdivision 21T-21001B (To permit a residential development consisting of 27 single detached residential lots/blocks, 16 townhouse residential lots/blocks, a medium density residential block for approximately 256 units, a park, a valleyland and associated buffers) Digram Developments Brampton Inc. – Glen Schnarr & Associates Inc. South of Mayfield Road between Bramalea Road and Torbram Road File: OZS-2021-0004 & 21T-21001B Ward: 9

Circulation Date:

Plan: Plan Dated: Comment Revision #: 2nd Set of Comments

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Development Services Division of the Planning, Building and Growth Managment Services Department with respect to matters dealing with community information maps, warnings, notices, growth management, and other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

N/A.



B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as conditions of draft plan approval.

Zoning – Special Provisions

- 1. The applicant shall demonstrate that the property can be adequately serviced and graded to permit the development of the lands in accordance with the draftapproved plan of subdivision including:
 - a) A Holding Zone shall be included within the Zoning By-law as the property does not have servicing available at this time.
 - The Holding Zone can be lifted once it can be demonstrated that the b) subdivision can be adequately serviced and graded.

Homebuyers Information Map

- 3. The developer shall ensure that each builder selling homes within the subdivision:
 - a) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

- The applicant shall include the following warnings in **bold** type in all offers of 4. purchase and sale for all lots and blocks within the plan:
 - A statement indicating that NHS (Valleyland) Blocks 33 and 34 shall be a) left in a naturalized state and will have minimal maintenance such as the periodic removal of paper and debris. This statement shall also advise purchasers that for more information the Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email planning.development@brampton.ca.
 - A statement advising prospective purchasers that Streets "A", "B", "C" and b) Inspire Boulevard (as the case may be) will be extended in the future.
 - A statement indicating that Lots 1 to 3 inclusive and Block 31 have a c) noise attenuation fence and/or berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.
 - d) Statement(s) which advises the prospective purchasers of the requirements regarding trails, buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.



- e) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City rightof-way as determined by Brampton Transit to provide effective service coverage.
- f) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- g) A statement indicating that the City of Brampton's Zoning By-law regulates the width of driveways and that owners are not to widen their driveway before inquiring about the permitted driveway width for the lot.
- A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.
- i) Statement(s) which advises the prospective purchasers of the requirements regarding buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.
- j) The following specific statements must be included:
 - i. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
 - ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Urban Design Brief and associated addendum(s) may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Urban Design

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Brief or the as-built drawings. The City has no control over builders' sales brochures."

- "There are a number of homes being constructed in the area. v. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- vi. "There may be catch basins or utility easements located on some lots in this subdivision."
- e) The following clauses from the Dufferin-Peel Catholic District School Board, in all offers of purchase and sale of residential lots:
 - i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
- f) The following clauses from the Peel District School Board in any agreement of purchase and sale entered into with respect to any units on this plan for a period of five (5) years from the date of registration of the plan:
 - i. "Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."
 - ii. "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 of at another designated place convenient to the Board."
- 5. The applicant shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.



Land Notices: Signage

- 6. The applicant shall erect and maintain signs in the following locations and in the following manner:
 - To the satisfaction of Open Space Development on Block 32 indicating that a) Block 32 will be for Park purposes.
 - b) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - to the satisfaction of The Dufferin-Peel Catholic District School Board at all C) major entrances to the proposed development the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

b) to the satisfaction of the Peel District School Board at all major entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy. These signs shall be to the Board's specifications, at locations determined by the Board and erected prior to registration.

Cost Sharing

Prior to registration the owner shall sign the Landowners Cost Share 7. Agreement, and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Site Alternate Use

In the event that any block proposed for school purposes is not acquired by the 8. Peel District School Board or The Dufferin-Peel Roman Catholic School Board, as the case may be, the block, or blocks, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.

School Site Acquisition and Cost

9. The school board shall be offered the school site at a price that does not exceed the value of the land determined as of the day before the day of the approval of the draft plan of subdivision.



Site Plan Approval

10. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Block 18.

Telecommunications

- 11. The applicant shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act of a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the applicant shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the applicant directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The applicant shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the applicant shall provide evidence of same satisfactory to the City. Until such installation is completed, the applicant shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The applicant shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The applicant acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.
- 12. Prior to commencing any work within the plan, the applicant must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the applicant is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the applicant elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the applicant shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.



C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

 \square N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Stephen Dykstra, MCIP, RPP **Development Planner, Development Services** Planning, Building and Growth Management Services Tel: (905) 874-3841 Fax: (905) 874-2099 stephen.dykstra@brampton.ca





COMMENTS AND CONDITIONS MEMO

Date: May 18, 2022

File: OZS-2021-0004 and 21T-21001B

To: Stephen Dykstra

From: Anthony Magnone

Subject: Requirements for Digram Developments Brampton Inc.

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

Prior to registration of the Plan, or any phase thereof, provide a **final version** of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

Prior to registration, the applicant shall remove any existing buildings on the site.

Exposed Basements

Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

Prior to registration, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.

The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)

- **Prior to registration** and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.
- **Prior to the issuance of any building permits**, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

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Municipal Addressing

• **Prior to registration and/or site plan approval**, the applicant shall provide confirmation that the digital submission requirements and GIS requirements for the submission of the proposed final M-plan (CAD file) are complete and uploaded in the City's GIS system. Refer to the attached link for clarification:

https://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

In support of having building permits issued in an expedited manner, please provide the anticipated Production Builder names and allotments believed to be submitting building permit applications to construct residential dwellings within this subdivision development. The Builder information can be emailed directly to <u>documentservicesbldg@brampton.ca</u> titled "Production Builder Information for Proposed Residential Plans of Subdivision; 21T-____B", referencing the 21T plan number.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Anthony D. Magnone Regulatory Co-ordinator Tel: (905) 874-2415 Fax: (905) 874-2499 anthony.magnone@brampton.ca



	COMMENTS & CONDITIONS MEMO		
Date:	May 18, 2022		
File:	OZS-2021-0004		
То:	Stephen Dykstra, Development Services		
From:	Saghar Massah, Park Planning & Development		
Subject:	REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT Proposed Official Plan Amendment and Draft Plan of Subdivision		
	UPDATED (To permit the development for residential use and park)		
	Conditions from the Park Planning & Development Section		
Consultant:	GLEN SCHNARR AND ASSOCIATES INC.		
Owner:	DIGRAM DEVELOPMENTS BRAMPTON INC.		
Location:	Part of Lot 17, Concession 5 EHS Chinguacousy. Circulation Date: April 9, 2021 Ward: 9		

In response to the circulation of the above noted (name type of application) dated (date), the following represents a summation of conditions from the **Park Planning and Development Section** in the Parks Maintenance & Forestry Division – Community Services Department.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

1. NIL

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City.

a) **Prior to 1st Engineering Submission:**

Hoarding of Natural Features:

2. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts a park, along the outer limits of the Natural Heritage System (NHS) buffer and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Pathway Locations:

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

"Purchasers are advised that a multi-purpose path will be constructed. For more information, please call the City of Brampton Public Works & Engineering Department at (905) 874-2050."

Notification Signage – Public Lands:

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

b) **Prior to Registration:**

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. <u>Items are listed alphabetically.</u>

Sustainability – Park and Open Space Requirements:

5. The Sustainability Score and Summary shall be finalized and approved to the satisfaction of the Director, Development Services. The Sustainability Score and Summary shall comply with the latest requirements set out by the City for the development of such documents.

Community Information Maps:

6. The Owner shall prepare a detailed Homebuyers' Information Map, based on the final M-plan, to the satisfaction of the City.

Fencing:

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

Maintenance Fees:

- 8. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.
- 9. The Owner shall agree to provide a cash-contribution in accordance with Council Resolution181-2014 towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

Parkland Dedication:

10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.

The current Plan yields a projected Parkland Dedication requirement of 0.7ha (1.67ac.) based on Section 51.1 of the Planning Act and in accordance with By-law 41-2000 (as amended). The Owner shall convey Block 32 totaling 1.33 ha (3.2ac.) in fulfillment of the projected Parkland Dedication requirements. This results in a projected parkland over-dedication of 0.39 ha (0.9ac.) which the City agrees to provide compensation for. Final calculations and final arrangements for compensation for the projected over-dedication will be detailed in the Subdivision Agreement.

Plan Requirements for all Public Lands:

11. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Digram Developments Brampton Inc. OZS-2021-0004

- 12. The Developer agrees that proposed Park Block 32, which is shared between the subject plan and the adjacent plans PIN 14222-0269- Part 1, Plan 43R-36311, shall be designed and to form a complete park, in accordance with the approved Urban Design Brief/Community Design Guidelines.
- 13. The Developer agrees to coordinate the completion of the entire park with the adjacent owners of the shared Park Block 32, OZS-2021-0004); and Park Block under the land ownership of Malplequest Ventures Inc.- PIN 14222-0269, Part 1, Plan 43R-36311 within twenty-four (24) months of the latest registered (*Digram Developments Inc- PIN 14222-0242- 21T-21001B*) plan, unless this time is extended in writing by the City.
- 14. The Developer agrees to coordinate the completion of a partial park on the respective conveyed park parcels prior to assumption if the adjacent landowners have not registered their respective plans within twenty-four (24) months following the plan registration of Maplecrest Developments. The City maintains the right to extend the delivery timeline as is appropriate.
- 15. The Developer agrees to coordinate with the owners of the shared Park Blocks to submit a design for approval to the City through Maplecrest Developments for the entire park.

Signage for NHS:

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

Streetscape Plans:

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

Summary Requirements:

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

Digram Developments Brampton Inc. OZS-2021-0004

Tableland Tree Compensation:

19. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

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

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

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

21. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park, Natural Heritage System (NHS) open space and/or stormwater management blocks (Park Block 32 and NHS Block33) that state:

"The subject blocks may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.

Warning Clauses – Street Trees

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

"The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.

Woodland Development Plan:

23. The Owner shall submit a Woodland Development Plan to the in accordance with the City's Woodland Management Plan Guidelines and to the satisfaction of the City.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. <u>Items are listed in typical order of completion</u>:

Conveyance of Public Lands:

24. All identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

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

Streetscape Implementation:

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

Woodland Management Plan Implementation:

27. The Owner will be responsible for implementing all identified short-term woodland management measures in accordance with the approved Woodland Management Plan. In this regard, the Owner shall submit detailed landscape plans and cost estimates to the satisfaction of the City. The short-term management measures shall be completed within one (1) year of the date of registration of the Plan, unless the City extends such time in writing. All works will be subject to the City's standard 2-year maintenance and warranty period for landscape works.

Reimbursement for Creditable Work:

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

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most Digram Developments Brampton Inc. OZS-2021-0004 recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twelve (12) months of the first building permit being issued for any lot or block in the plan of subdivision, unless an extension has been granted in writing by the City or unless a more rapid delivery of the (e.g. park/valleyland) block(s) is required to service existing residents.

As-Built Drawings:

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

d.) **Prior to Assumption:**

Hazard Removal:

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

C. <u>GENERAL COMMENTS</u>

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Parks and Open Space Naming:

- 31. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:
 - a) Park Block '32' shall be decided at later date.
 - b) NHS Valley Block '33' shall identified as shall be decided at later date.

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

Digram Developments Brampton Inc. OZS-2021-0004

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah Park Planner, Park Planning & Development Section Parks Maintenance & Forestry Division Community Services Department Saghar.massah@brampton.ca

cc. (via email only): J, Mete, R. da Cunha, W. Kuemmling, G. Serravite & P.Cooper



COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date:	Apr 12, 2022			
File:	OZS-2021-0004 and 21T-21001B			
То:	Stephen Dykstra			
From:	Scott McIntyre (Transportation Development Engineering)			
Subject:	Requirements for Plan of Subdivision 21T-21001B			
	(Description)			
	Applicant Name -			
	Developer Name - Digram Developments Brampton Inc.			
	Location – Mayfield, btwn Bramalea & Ernest Forster Blvd.			

Circulation Date:	Aug 13, 2021
Plan:	Draft Plan of Subdivision
Plan Dated:	Dec 18, 2020
Comment Revision	#: #5

A. PRIOR TO DRAFT PLAN APPROVAL

Designs are to adhere to the City subdivision requirements as found within the Corporation of The City of Brampton Subdivision Design Manual. To that end, prior to draft plan approval, the applicant will be required to demonstrate that Transportation Development Engineering requirements have been achieved. In this regard, the following is a list of some of the respective design requirements that will need to be demonstrated prior to draft approval being issued.

- 1. The following studies shall obtain approval status, where applicable:
 - a. Traffic Brief addressing the changes from the approved Block Plan. Cleared July 16, 2021 SM
 - b. Parking Justification study if the plan does not supply parking as per City requirements. (completed by a recognized traffic engineering consultant) Cleared July 16, 2021 SM
- 2. The applicant will submit fully dimensioned functional design drawings for any permanent or temporary cul-de-sacs, roundabouts, intersections and road connections proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214. Satisfied in Digram July 2021 response letter SM
- 3. A separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii, road elbows and driveway locations. Daylighting, curb radii, road elbows and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E. Apr 12, 2022 Driveway & Intersection Plan Cleared Apr 12, 2022 SM



• Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

- 1. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to be later extended, and at the ends of Cul-de-sacs.
- 2. The applicant is required to provide a drawing depicting Canada Post community mailbox locations and identifying their catchment areas. This drawing is required with the first engineering submission.
- Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245. Where applicable this includes laneways where the minimum allowable curb radius is 7.5 metres.
- 4. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.
- 5. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.
- 6. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
- 7. Single Garage width requirement is 3.5m minimum.
- 8. Driveways must measure a minimum 6.0 metres between the garage and the property line.
- Spine Roads Prior to registration of the plan of subdivision, the developer shall make arrangements for the acquisition and delivery of Inspire Boulevard, between Bramalea Road and Ernest Forster Boulevard in its entirety. This includes all daylighting at the Inspire Boulevard intersections exterior to the plan.
- 10. Spine Roads Prior to registration of the plan of subdivision, the developer shall make arrangements for the acquisition and delivery of the north-south public road immediately west of the proposed development that runs between Mayfield Road and Inspire Boulevard in its entirety. This includes all daylighting at the north-south road intersections exterior to the plan.
- 11. A separate drawing is to be submitted depicting on-street parking supply. Developer must supply 50% ratio (50% of on-street parking to the number of units).

C. GENERAL COMMENTS

- 12. The practice of providing driveways and garages than measure less than the recommended dimensions within the city's subdivision review guidelines has increased the demand for on-street parking. The demand for on-street parking has reached the office of city councillors. Driveways less than 3.5m width and garages less than 3.5m width are not sufficient to adhere with the city's minimum two parking spaces per unit minimum requirement. As a result, our office will no longer approve any draft plan of subdivision that proposes driveways and garages that measure less than 3.5 metres width for single vehicle driveways.
 - a. Similarly, driveway requirements for double (6.0 metres) and shared (7.3 metres) will also be enforced.

- 13. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide culde-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
- 14. Staging & Sequencing yet to be determined
- 15. The applicant is required to provide for Canada Post community mailbox locations and identify locations on a separate drawing. This may include providing lay-bys for locations at or near intersections. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.
- 16. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.
- 17. Vertical curves grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
- 18. Road alignments the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
- 19. Parking supply is to be as per the City zoning requirements.
- 20. Prior to registration, the City, at its own discretion, may require the early dedication of all roads, or portions thereof.
- 21. Registration of the Plan will be dependent of the prior registration of the plan to the west for access, and possibly servicing reasons.
- 22. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
- 23. Utility clearance of 1.5 metres from residential driveways is required.

Regards, Scote Mª Contigne

Scott McIntyre

Transportation Engineering | Engineering Division | Public Works & Engineering Dept | City of Brampton

T: 905.874.2540 | F: 905-874-2599 | 2 Wellington Street West | ON L6S 6E5



Planning, Building, & **Economic Development Urban Design**

COMMENTS AND CONDITIONS MEMO

Date: Friday, May 20th, 2022

File: OZS-2021-0004, 21T-21001B

To: Stephen Dykstra

From: Kanwal Aftab

Subject: Requirement for Draft Plan Approval 21T-21001B

Consultant: Glenn Schnarr and Associates.

Owner: Digram Developments Brampton Incorporated

Location: 0 Mayfield Road

Circulation Date: Friday, May 20th, 2022

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Urban Design Section with respect to matters dealing with urban design:

A. PRIOR TO DRAFT PLAN APPROVAL

N/A

B. CONDITIONS OF DRAFT PLAN APPROVAL

 Please be advised that ground related residential developments are subject to architectural control compliance review process. As such, the following represents a summation of conditions from the Urban Design:

In accordance with the "Architectural Control Guidelines for Ground Related Residential Development", Chapter 7 of the "Development Design Guidelines", and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 -Architectural Control Report), as per By-Law 177-2008, the following conditions shall be fulfilled:

1. Select an approved Control Architect from the short list of firms established by the City;

> The Corporation of The City of Brampton 2 Wellington Street West, Brampton, ON L6Y 4R2 Page 89 of 393



2. That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City's expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants' attendance and their understanding of the entire process will be provided to the City;

3. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;

4. To pay all associated fees to the City as per By-law 110-2010;

5. After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;

6. Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues:

• N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Kanwal Aftab M.Arch, MLA Urban Designer Urban Design Planning, Building, & Economic Development Department City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2 Tel: 905-874-2310 | E-Mail: <u>kanwal.aftab@Brampton.ca</u>



COMMENTS AND CONDITIONS MEMO

Date:	November 10, 2022
File:	(OZS-2021-0004 File and 21T- 21001B)
То:	Stephen Dykstra
From:	Olti Mertiri
Subject:	Requirements for Plan of Subdivision 21T-21001B
Owner Name:	Digram Developments
Location:	0 Mayfield Road
Circulation Date:	November 2022
Plan:	Draft Plan of Subdivision
Plan Dated:	November 17, 2021

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 - 1. Functional Servicing Report (FSR) Cleared by Environmental Engineering
 - 2. Feasibility Noise Report Cleared by Development Engineering.
 - 3. Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required – Condition 9

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. <u>Registration Timing</u>

2.1. The developer acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plan to the east for access and servicing.

3. Road Reconstruction/Cash Contributions

3.1. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

5. Sidewalks

5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications and Easements

6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

7. 0.3 Metre Reserves/Reserve Block(s)

7.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

8. Warning Clauses

- 8.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
 - 8.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
 - 8.1.2. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

9. <u>Soil</u>

9.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 <u>Insurance</u>, 24 <u>Financial</u> and 17 <u>Maintenance Periods</u> respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. <u>Signs</u>

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. <u>Removal of Existing Buildings</u>

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,

Olti Mertiri, P.Eng. Supervisor, Development Approvals Engineering Division Public Works and Engineering Department Tel.(905) 874-5 273 Fax (905) 874-3369 <u>olti.mertiri@brampton.ca</u>

Cc: Accela Frank Mazzotta (Manager, Development Engineering)



August 5, 2022

Stephen Dykstra Planner III City of Brampton 2 Wellington Street West Brampton ON, L6Y 4R2 Stephen.Dykstra@brampton.ca

Public Works

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

peelregion.ca

RE: Draft Plan of Subdivision 0 Mayfield Road Diagram Developments Brampton Inc. City File: OZS-2021-0004 Region File: 21T-21001B

Dear Mr. Dykstra,

The Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan for the above-noted applications. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21001B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 525mm diameter sanitary sewer on Torbram Road.
- A revised Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the neighbouring lands will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction will be required.

Water Facilities

- The lands are located in Water Pressure Zone 6.
- Existing infrastructure consist of a 400mm diameter watermain on Torbram Road, a 300mm diameter watermain on Countryside Drive at Moldovan Drive, a 400mm diameter watermain on Bramalea Road, a 300mm diameter watermain on Mayfield Road, a 750mm diameter sub-transmission main on Mayfield Road and a 400mm diameter watermain on Inspire Boulevard at Bramalea Road.



- A revised Functional Servicing Report (FSR) showing proposed watermain servicing plans for the development and provision for the neighbouring lands will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction will be required.
- The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominium (Block 18).

Regional Roads

- The proposed development abuts Mayfield Road, Regional Road #14. Land dedication requirements are specified in the draft plan conditions.
- The Region of Peel will not permit any changes to grading within Mayfield Road along the frontage of proposed development.
- No lots or blocks shall have direct access to Mayfield Road. Any future access shall be in accordance with The Region Access Control By-law.
- Storm water flow shall be looked at in a holistic manner for all developments along Regional roadways. The relocation of storm systems across Regional roadways shall be done symmetrically, so that the distance between the inlet and outlet of the system onto the Regional roadway are the same or less as compared to the pre-development condition. Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the Regional right of way, without the prior written consent of the Region.

Functional Servicing Report

The Region has reviewed the revised functional servicing report (dated July 2021) prepared Urbantech Consulting. The report must be revised to address the following:

- The proposed Draft Plan of Subdivision has significantly increased number of units for Block 18 compared to an approved FSR for Block Plan 48-2. Given the proposed intensification the Developer is required to revise the submitted FSR as well as FSR for the entire Block 48-2 demonstrating an impact of the proposed intensification on the proposed sanitary sewer system within the Block 48-2 as well as an impact on the existing 525mm sanitary sewer downstream of Block 48-2.
- Construction of external 525mm diameter sanitary sewer and 400mm diameter watermain along future Inspire Boulevard east of the subject development will be required.
- Populations projections need to be updated as per latest Region's population guidelines as follows: singles – 4.202PPU, townhomes – 3.328PPU and apartment units – 2.7PPU. The sanitary design sheet didn't consider the proposed population for the future residential Blocks. Revised sanitary design sheet, sanitary drainage plan as well as population numbers for the subject Development must be provided
- No stormwater overland flow or additional flows are permitted onto Mayfield Road.

Development Charges

• The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

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Servicing of this Plan will require construction of oversized 525mm dia. sanitary sewers
and oversized 400mm dia. watermains which are the financial responsibility of the
Region as per Development Charges By-law. Should the Developer wish to proceed with
these works in order to obtain clearance of the Draft Plan conditions at a time when the
Region is not prepared to fund the works, then the Developer shall be required to enter
into a Front-Ending Agreement prior to the construction of the works. This Agreement
will be subject to the Region's determination that it has or will have sufficient funds to
justify entering into the Front-Ending Agreement and Regional Council approval. The
following required oversized sanitary sewers, watermain and intersection improvement
works are included in the Five Year Capital Budget and Forecast.

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Sanitary Sewers, Watermains and Regional roads

Component	Project	Construction	Description
No.	No.	Year	
3856	22-2156	2022	525mm dia. sanitary sewer on future Inspire Boulevard from Torbram Road to the west limit of the proposed development.
29739	18-1159	2022	400mm dia. watermain on future Inspire Boulevard from Torbram Road to the west limit of the proposed development.

Waste Management Requirements

- The Region of Peel will provide curbside collection of garbage, recycling, and organics materials for the detached and street townhouses provided that future submissions satisfy the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.
- Waste collection for the medium density block will be reviewed as part of a future development application.
- For more information, please consult the Waste Collection Design Standards Manual available at: https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf

Conditions of Draft Approval

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

- 1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan.
 - Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
- 2. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges.



b. Collection of development charges for future residential development blocks (nonfreehold townhouses or apartment blocks);

pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

- 3. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees Bylaw, as amended from time to time for residential building lots (singles, semidetached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands.
 - b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non–freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time.
 - c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

- 4. As a condition of registration of the plan of subdivision or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
 - a. A road widening pursuant to the Region's Official Plan along Regional Road #14 ("Mayfield Road"). The Region's Official Plan road widening requirement for midblock along Mayfield Road is 50 metres right-of-way (25.0 metres from the centerline). Additional property pursuant to the Region's Official Plan will be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 55.5 metres for a single left turn lane intersection configuration (27.75 metres from the centerline of Mayfield Road).
 - b. 4.5m buffer block along the frontage of Mayfield Road, in front of Lots 1 to 3 and Block 31.
- 5. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All temporary and permanent easements required in support of the Mayfield Road Environmental Assessment (EA) and Detail Design (DD).
 - ii. A temporary easement for a tunnelling compound in respect of the Region's watermain project pursuant to the Region's design drawings.
 - iii. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Access

6. Clauses shall be included in the Subdivision Agreement stating that: Page 101 of 393

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- a. Prior to the Registration of the plan of subdivision the Developer shall remove any existing driveway/accesses along the frontages of Mayfield Road that do not conform to the approved plans at its sole cost.
- b. No lots or blocks shall have direct access to Mayfield Road.
- c. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.

Traffic Engineering

7. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer.

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

- 8. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.
 - b. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement repot and on all applicable drawings.
 - c. A revised Functional Servicing Report (FSR) showing proposed sanitary sewer, watermain and stormwater servicing plans for the development and provision for the neighbouring lands will be required for review and approval by the Region prior to the engineering submission.
 - d. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. Under no circumstance shall the flow of storm water from external lands and Lots/Blocks abutting Mayfield Road be diverted to or along the Mayfield Road's right of way (by pipe or channel).
 - e. The Region will not permit any alteration to grading within Mayfield Road right-ofway along the frontage of the Lands.
- 9. Servicing of the subdivision will require:
 - a. Construction of oversized 400mm dia. watermain which is the financial responsibility of the Region as per Development Charges By-Law. A 400mm dia. watermain is included in the Five Year Capital Budget and Forecast.
 - b. Construction of oversized 525 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 525mm dia. sanitary sewers are included in the Five Year Capital Budget and Forecast.
 - c. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works.



10. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

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

Public Works Drawings – Servicing and "As Constructed"

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- 11. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
- 12. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual".

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

General Conditions

- 13. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
- 14. Due to significant intensification of Block 18 compared to the approved Functional Servicing Report for Block 48-2, prior to the first engineering submission the Developer is required to submit a revised Functional Servicing Report for the entire Block 48-2 demonstrating there is no adverse impact on the proposed sanitary sewer system within the Block 48-2 as well as on the existing 525mm sanitary sewer downstream.
- 15. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval.
- 16. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
- 17. Prior to registration of the plan of subdivision, the Developer shall ensure that:a. All lots and blocks must be serviced via an internal road network.

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

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



19. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law.

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

20. The Developer will maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law.

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

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- a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis Total coliform and E-coli counts
 - b) Chemical Analysis Nitrate Test
 - c) Water level measurement below existing grade
- In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

Clauses shall be in de in de Subgigision Agreement in respect of same.

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21.



22. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.

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

- 23. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Mayfield Road.
- 24. Provision shall be made in the Subdivision Agreement that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed /existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.
- 25. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
- 26. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the **Region's Legal Services Division:**
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s).
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (abiral.homagain@peelregion.ca 905.791.7800 x8730) at your earliest convenience.

Yours truly,

Abiral Homagain Planner, Planning and Development Services **Region of Peel**

John Hardcastle, Manager Development Services

cc.

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Suite A



Report Staff Report The Corporation of the City of Brampton 2022-12-12

Date: 2022-11-15

File: OZS-2022-0018

Subject: Recommendation Report
 Application to amend the Zoning By-law. (To permit a twenty-storey (20) affordable rental apartment building, consisting of 200 units, one level of underground parking and outdoor amenity space).

 IBI Group – Peel Housing Corporation, 10 Knightsbridge Road, Ward: 7 (OZS-2022-0018)
 Contact: Alex Sepe, Development Planner, Planning and Development Services, 905-874-3557, Alex.Sepe@Brampton.ca; and

Report Number: Planning, Bld & Growth Mgt-2022-949

Recommendations:

- That the report titled: Recommendation Report, Application to amend the Zoning By-law. (To permit a twenty-storey (20) affordable rental apartment building, consisting of 200 units, one level of underground parking and outdoor amenity space). IBI Group – Peel Housing Corporation, 10 Knightsbridge Road, Ward: 7 (OZS-2022-0018), dated November 15th, 2022, to the Planning and Development Committee meeting of December 12, 2022 be received;
- 2. **That** the Zoning By-law Amendment submitted by IBI Group on behalf of Peel Housing Corporation, File: OZS-2022-0018 be approved, on the basis that it represents good planning, is consistent with Section 34 of the Planning Act, is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Brampton's Official Plan, and for the reasons set out in this Recommendation Report.
- 3. **That** the amendments to the Zoning By-law, generally in accordance with the attached Appendix 13 to this report be adopted.
- 4. **That** no further notice of public meeting be required for the attached Zoning By-law Amendment as per Section 34(17) of the Planning Act.

Overview:

- This report recommends approval of a Zoning By-law amendment to develop the subject lands to permit a twenty-storey rental apartment building containing 200 units. Approximately 41% of the units will be affordable and rented below 60% of the City of Brampton's median market rental rate. A total of 77 parking spaces are provided, 37 of which are for residents and 40 for visitor parking. Outdoor amenity space is proposed in the rear yard of the subject site.
- The property is designated "Central Area" in Schedule A of the City of Brampton Official Plan, an amendment to the Official Plan is not required.
- The subject property is located within Queen Street Corridor Secondary Plan and sub-designated "High Density", an amendment to the Secondary Plan is not required.
- The subject property is located in the Central Park/Bramalea Terminal Major Transit Station Area (MTSA).
- The subject property is zoned "Residential Apartment A(3) R4A(3) Section 485" through by-law 270-2004, as amended. The draft Zoning Bylaw attached as Appendix 13 will implement the proposed residential development.
- A Statutory Public Meeting for this application was held on June 6th, 2022. Written submissions from six (6) residents were received. Details of the Statutory Public Meeting and land owner concerns are included in Appendix 10 of this report.
- The proposal is consistent with the "2018-2022 Term of Council Priorities" by supporting "A City of Opportunities" Theme. The proposal is consistent with the direction of building complete communities to accommodate growth for people and jobs.
- The proposed Zoning By-law Amendment represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City of Brampton Official Plan.

Background:

The lands subject to this Zoning By-law amendment application are located at 10 Knightsbridge Road. IBI Group submitted the aforementioned development application

on behalf of Peel Housing Corporation, the application has been reviewed for completeness and found to be complete in accordance with Section 34 (10.4) of the Planning Act. A formal Notice of Complete Application was provided to the applicant on March 23, 2022.

Current Situation:

The applicant is proposing to amend the Zoning By-law to permit a high-rise apartment building, details of the proposal are as follows:

- A twenty-storey (20) affordable rental apartment building on the northern portion of the property. This will be the third apartment building on the subject lands;
- The apartment structure will contain 200 units. Approximately 41% of the units will be affordable and rented below 60% of the City of Brampton's median market rental rate;
- The proposed structure will have a Gross Floor Area (GFA) of 15,053 square metres resulting in a total site Floor Space Index (FSI) of 2.58.
- The proposed apartment building will be located at the northern portion of property on approximately 0.21 hectares of vacant land;
- A total of 77 parking spaces are provided, 37 spaces are allocated for residents and 40 spaces are allocated for visitor parking. Six (6) spaces will be provided at grade, the remainder of parking will be provided by extending the existing below grade parking structure.
- The subject development will have vehicular access from the existing driveway that services the two existing 13-storey apartment buildings fronting Knightsbridge Road.

Application to Amend the Zoning By-law

The subject property is zoned "Residential Apartment A (3) - R4A (3) Section 485" as per by-law 270-2004, as amended. The proposed Zoning By-law amendment seeks to delete and replace Section-485 to permit a twenty-storey apartment building. The table below provides a high level comparison of the existing and proposed Zoning By-law performance standards.

The proposed Zoning By-law is attached as Appendix 13 – Draft Zoning By-law. The detailed planning analysis (Appendix 9) includes a comprehensive overview of the Zoning By-law Amendment.

	Existing Zoning Provisions	Proposed Zoning Provisions
Maximum dwelling units	250	450
Minimum interior side yard	15 metres	6 metres
Minimum rear yard depth	15 metres	8 metres
		Maximum encroachment of structural support columns is 2.2 metres into the required rear yard.
Minimum distance between buildings	22 metres	20 metres
Maximum building height	13 storeys	20 storeys
Minimum lot area per dwelling unit	64 square metres	35 square metres
Minimum landscaped open space	55%	45%
Maximum Floor Space Index	1.5	2.60
Parking	A minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per dwelling unit shall be surface visitor parking spaces.	Maximum of 26% of the total parking may be provided at grade within a surface parking lot.

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

The lands have the following characteristics:

- Has a total site area of approximately 1.61 hectares (3.9 acres);
- Has a total frontage of approximately 170 metres (557 feet) on Knightsbridge Road;
- The property currently contains two (2), thirteen-storey Peel Housing Corporation affordable rental apartment buildings (4 and 10 Knightsbridge Road) and have a combined total of 250 units. Both structures are to remain on the subject property.

The surrounding land uses are described as follows:

North: Knightsbridge Park, child care facility, and a one-storey commercial plaza.

- East: A one-storey commercial plaza and three (3) high-rise apartment buildings east of Kings Cross Road.
- South: South of Knightsbridge Road contains three (3) high-rise residential buildings and Knightsbridge park.

West: Chinguacousy Trail, Brampton Library and Bramalea City Centre.

Summary of Recommendations

This report recommends the approval of the Zoning By-law Amendment. The proposed Zoning By-law is attached hereto as Appendix 13.

Planning Analysis Summary

Staff have reviewed the proposed Zoning By-law Amendment application and found that this application represents good planning, including that it is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and City of Brampton Official Plan. Staff has reviewed this application relative to the provisions prescribed within Section 2 and Section 34 of the Planning Act and advises that the proposed development satisfies these criteria. A detailed analysis of these policies can be found in Appendix 9 – Detailed Planning Analysis of this report.

Community Engagement

The proposed Zoning By-law amendment was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. A copy of all comments are included in Appendix 11 of this report. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on June 6, 2022. There were zero delegations from members of the public at the meeting and 6 written submissions were received. While details of the submissions are highlighted in Appendix 10, a summary is provided below:

Key Issue	High level Response
Quantity of parking spaces provided	Total of 77 parking spaces are provided, tenants of the proposed development will have access to surplus spaces within the existing surface lot and parking garage.
	City of Brampton Zoning Bylaw 45-2021 states there shall be no minimum required parking for any use within the boundaries of schedule B-7 and visitor parking will be provided at a rate of 0.20 spaces per dwelling unit. The proposed development provides 0.19 spaces per dwelling unit for residents and 0.20 spaces per dwelling unit for visitors.
Increased traffic	The traffic impact study concludes the existing road network can accommodate traffic associated with the proposal. The subject property is conveniently located approximately 300 metres from Bramalea Bus Terminal, providing residents with access to local and regional transit networks. The proposed development also encourages active transit by providing 120 bicycle parking spaces.
Potential flooding due to proximity to Humber River	The Toronto Region Conservation Authority (TRCA) provided their approval of the zoning by-law amendment application and will conduct an additional review of Storm Water Management (SWM) and Low Impact Development (LID) criteria through the forthcoming Site Plan application.
Additional students to school network	Comments provided by Dufferin-Peel Catholic District School Board and Peel District School Board noted that some students from the proposed development may need to be accommodated in temporary school buildings or bussed to a school outside of the neighborhood.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

Other Implications:

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal (See Appendix 12). The proposal achieves an overall sustainability score of 41 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets, and have found it satisfactory. The site plan process presents an opportunity for staff to work with the Peel Housing Corporation to increase the score where feasible.

Term of Council Priorities:

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

Conclusion:

Staff have undertaken a thorough review of this application to ensure that all technical and financial matters have been satisfactorily addressed. Staff is satisfied that the Zoning By-law amendment application represents good planning. This application has regard for the Planning Act, is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, the Peel Region Official Plan, and the City's Official Plan. Staff therefore recommend that the proposed Zoning By-law amendment be approved.

Authored by:

Alex Sepe, MCIP, RPP Development Planner III Planning, Building & Growth Management

Approved by:

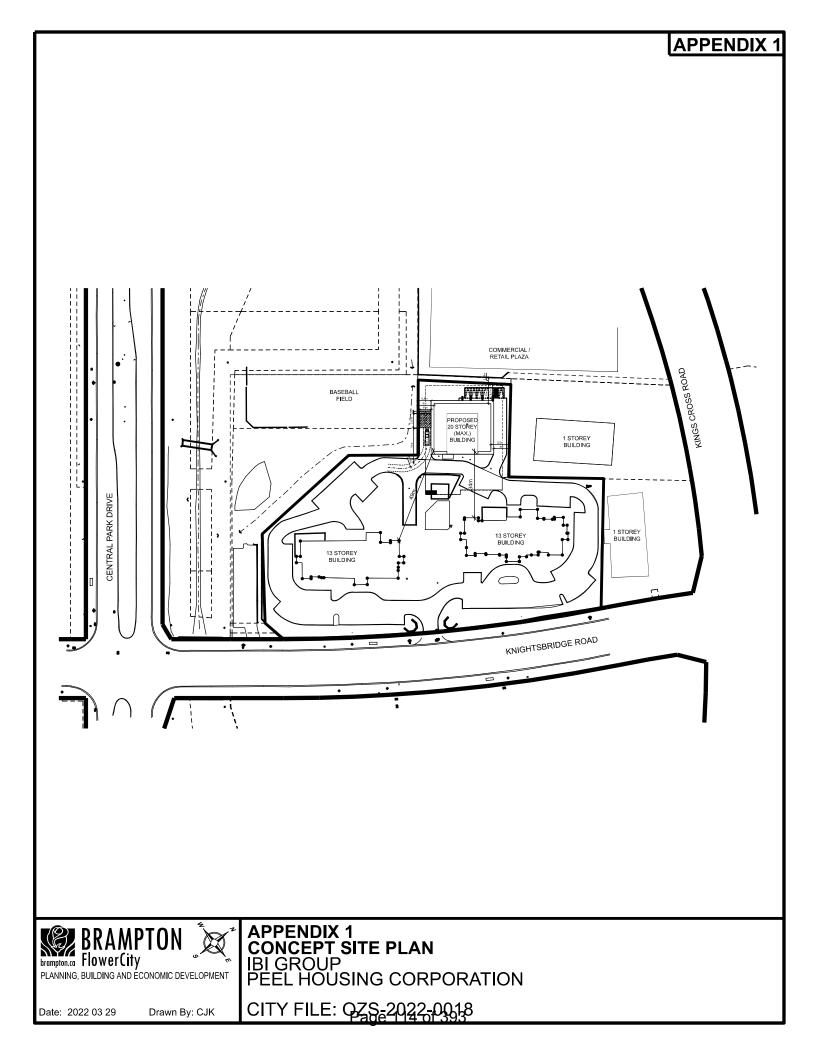
Steve Ganesh, MCIP., RPP. Commissioner (Acting) Planning Building and Growth Management

Attachments:

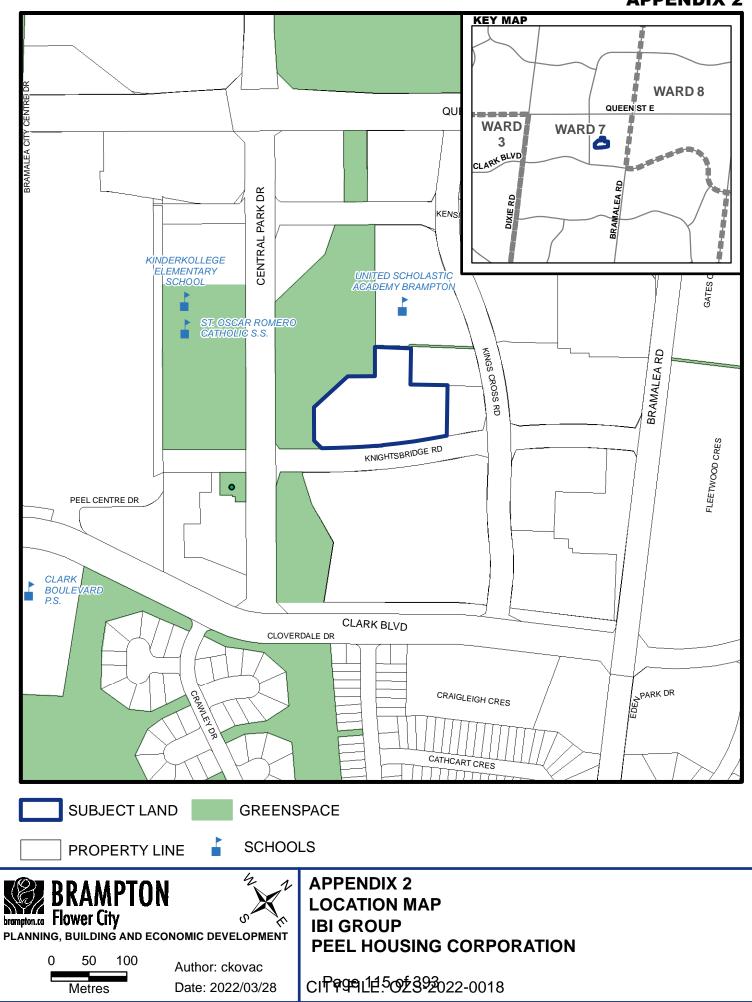
- Appendix 1: Concept Site Plan
- Appendix 2: Location map
- Appendix 3: Official Plan Designation
- Appendix 4: Secondary Plan Designation
- Appendix 5: Existing Zoning Designation
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Heritage Resources
- Appendix 8: Propane Facilities
- Appendix 9: Detailed Planning Analysis
- Appendix 10: Results of Public Meeting and Correspondence Received
- Appendix 11: Results of Application Circulation
- Appendix 12: Sustainability Summary
- Appendix 13: Zoning By-law Amendment

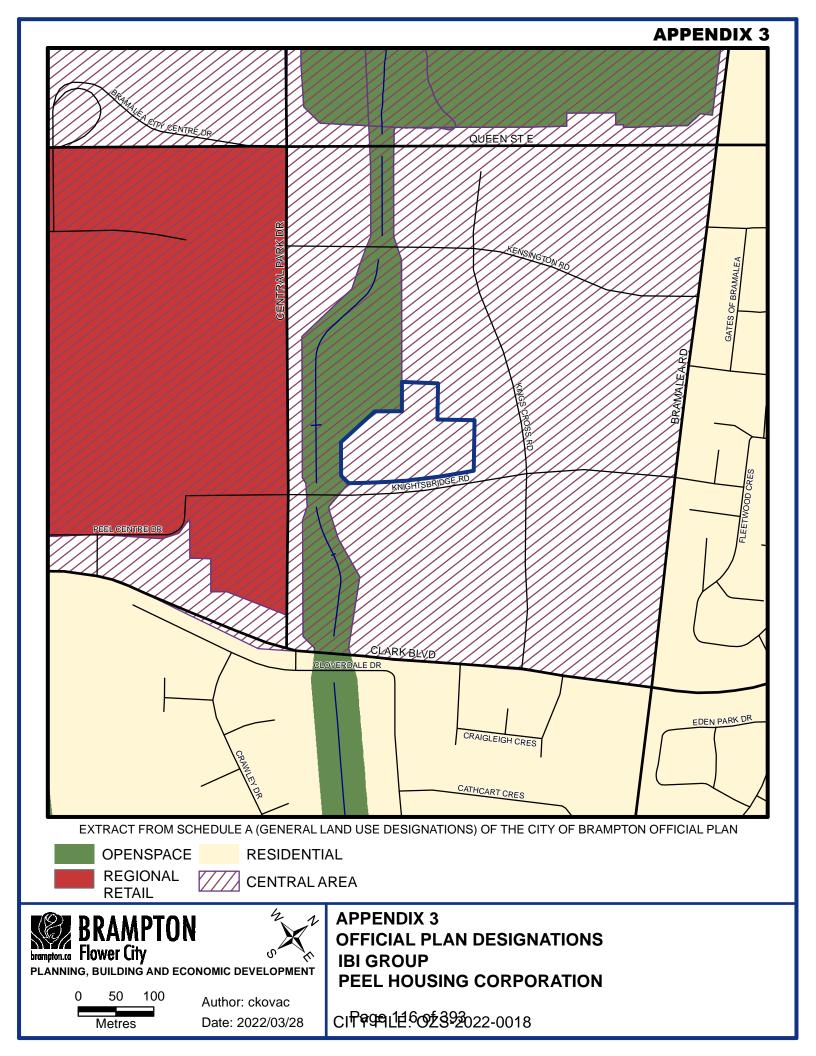
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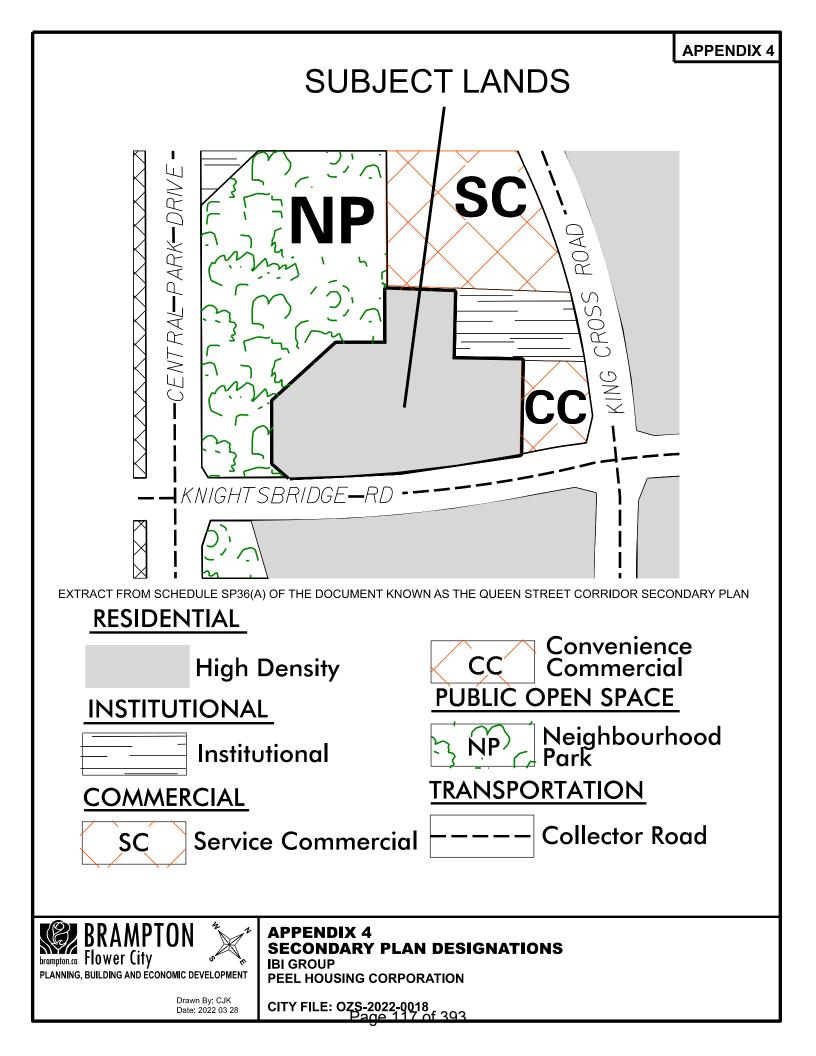
Allan Parsons, MCIP, RPP Director, Development Services Planning, Building & Growth Management

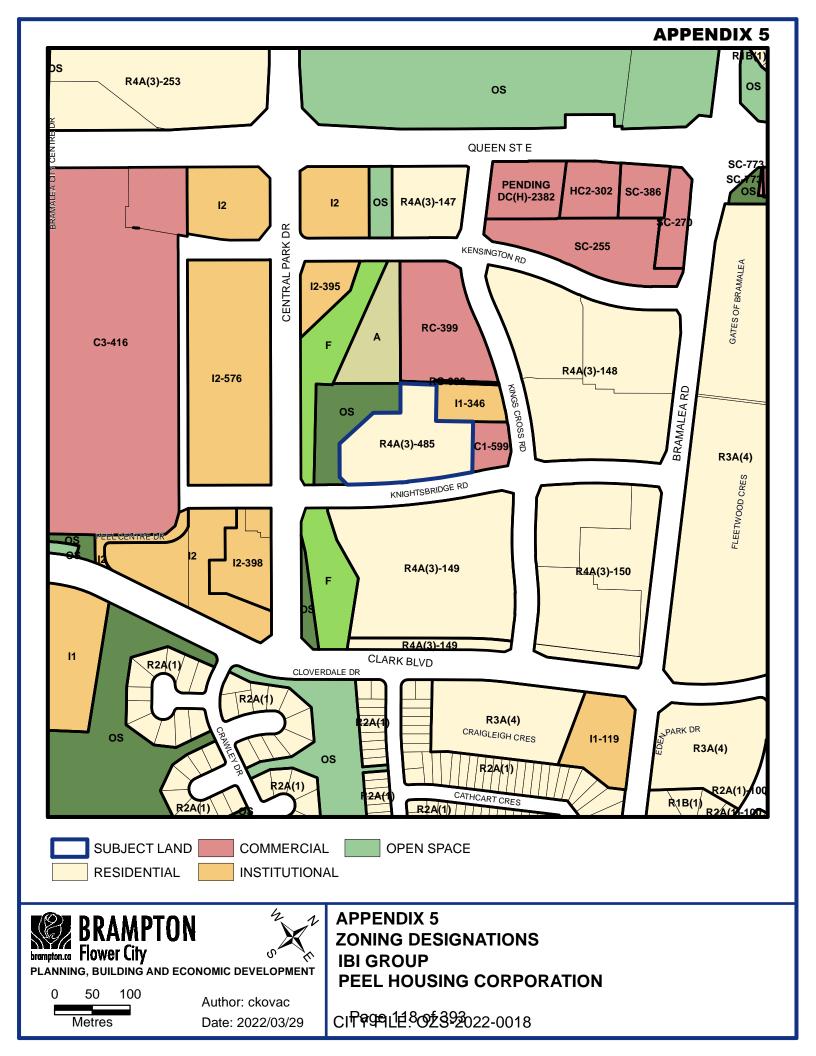


APPENDIX 2

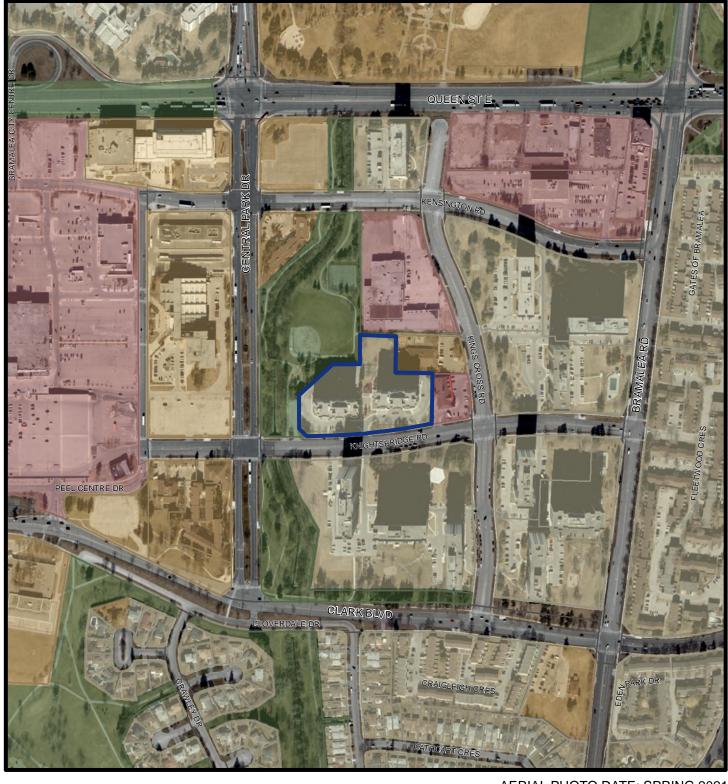


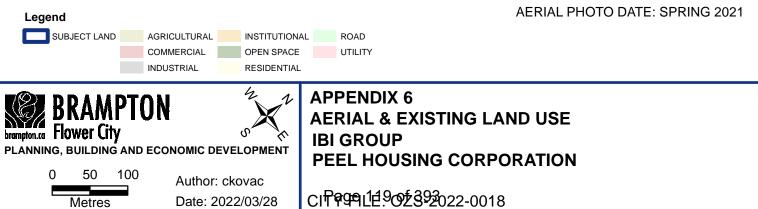


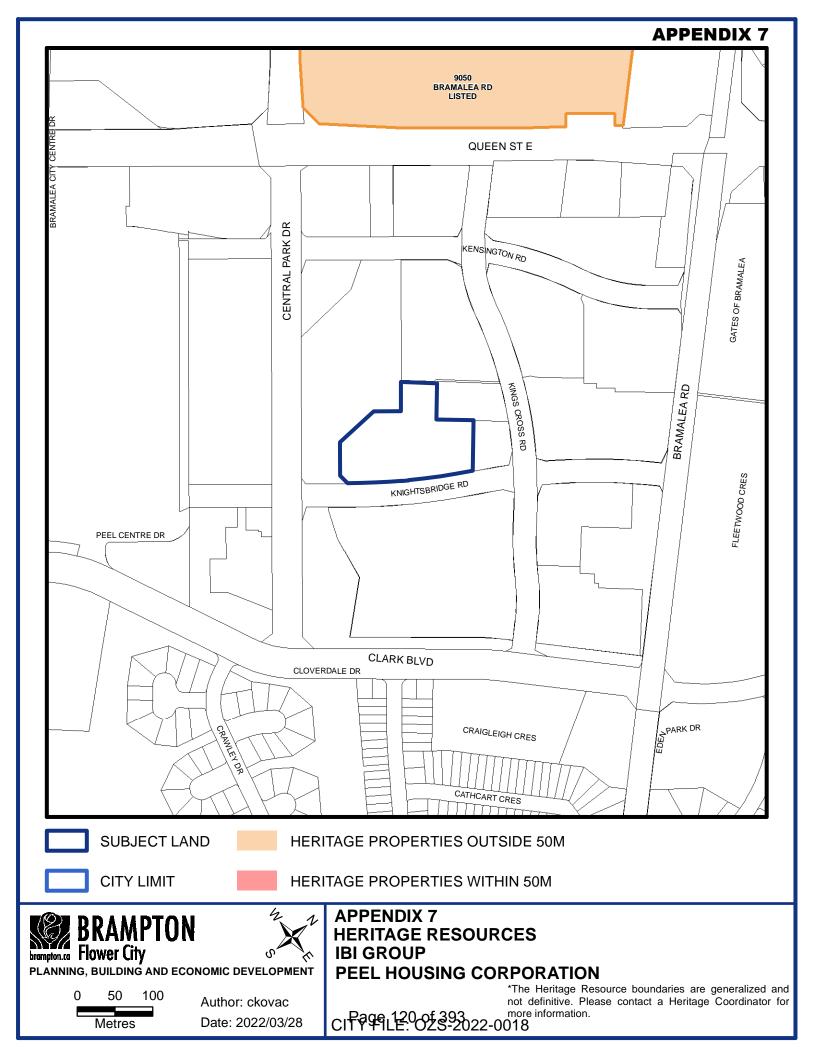


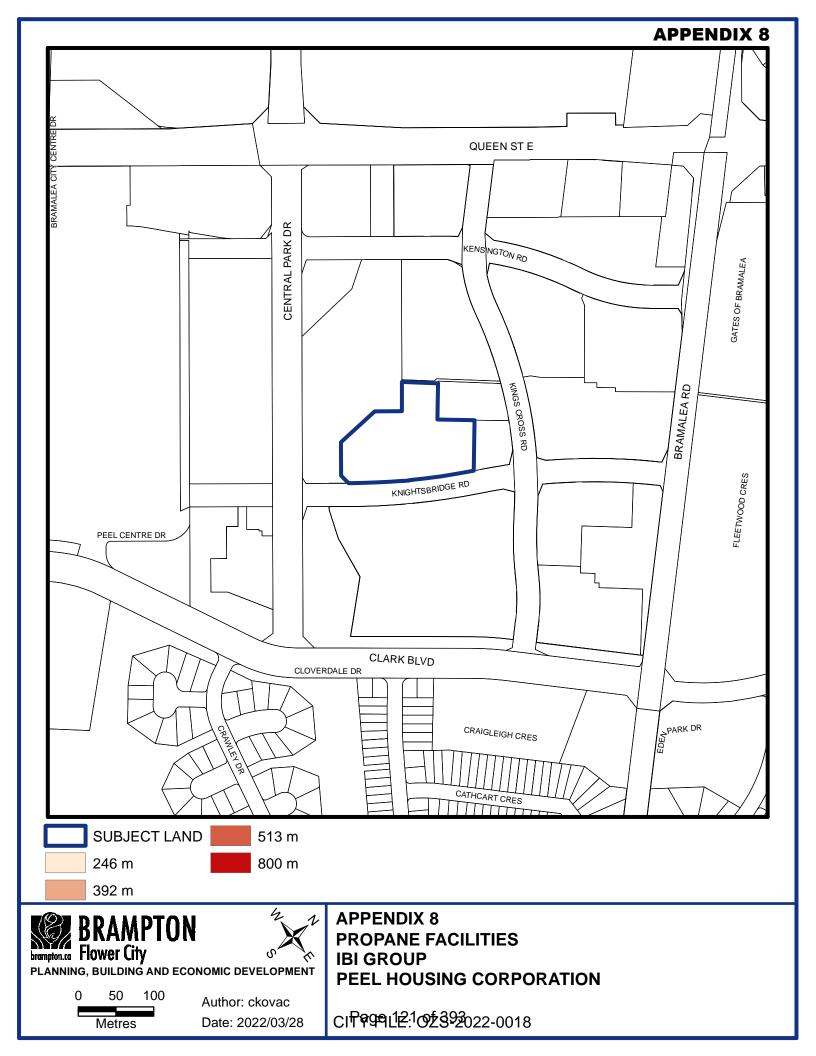


APPENDIX 6









Detailed Planning Analysis OZS-2022-0018

<u>Overview</u>

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, the Queen Street Corridor Secondary Plan and other applicable City of Brampton guidelines and priorities.

Planning Act:

The proposal was reviewed for its compliance to matters of provincial interest as identified in Section 2 the Planning Act R.S.O 1990. This proposal has regard for the following specific matters of provincial interest:

a) The protection of ecological systems, including natural areas, features and functions;

f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

h) The orderly development of safe and healthy communities;

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

I) The protection of the financial and economic well-being of the Province and its municipalities;

m) The co-ordination of planning activities of public bodies;

p) The appropriate location of growth and development; and,

q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

r) The promotion of built form that:

(i) is well designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Regard for these sections is reflected in the proposed Zoning By-law Amendment, the development proposal incorporates the following qualities:

- The proposal represents the orderly development as it will make efficient use of the land that is currently vacant on the northern portion of the subject property.
- The development includes a range of affordable units, consisting of 1, 2 and 3 bedrooms. There is a total of 200 rental apartment units, approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate.

- This proposal is within an appropriate location for growth and development.
- The Region of Peel and City of Brampton have provided notice that the proposed development can be adequately serviced with existing municipal water and wastewater.
- This proposal will provide future residents with access to existing transit routes and is designed to facilitate pedestrian movement.
- The proposed development will contain well-designed, high-quality, vibrant built form that encourages a sense of place.

Provincial Policy Statement (PPS):

The proposal was 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:

Section 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;

The proposed development promotes efficient development and land use patterns over the long term by providing affordable dwellings within a complete community containing infrastructure, services and amenities.

b. accommodating an appropriate affordable and market-based range and mix of residential types (including additional residential units, multi-unit housing, and affordable housing) to meet long-term needs;

This proposal will provide a total of 200 rental units comprised of 1, 2, and 3 bedroom units in an existing community. Approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate.

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

Environmental planning concerns have been mitigated and deemed satisfactory by the Toronto Region Conservation Authority (TRCA), Region of Peel and City of Brampton Environmental Planning Staff.

e. Promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve costeffective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

The subject property is located within a Settlement Area and has been appropriately developed and integrated through an existing road network along Knightsbridge Road. The site is approximately 300 metres from Bramalea Terminal, providing residents with access to local and regional public transit.

g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The proposed development provides housing within an existing community with the necessary infrastructure and public services facilities to meet projected needs of residents.

Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

The proposed Zoning By-law amendment contemplates the intensification of the subject parcel from an existing vacant lot by constructing 200 rental units, helping the City achieve its projected housing goals.

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.

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

a) Efficiently use land and resources;

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

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

d) Prepare for the impacts of a changing climate;

e) Support active transportation;

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

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

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

The subject property contains two (2) existing 13-storey apartment buildings, the proposed twenty-storey residential building will be constructed on the northern portion of the site that is currently vacant. The development achieved a Bronze Sustainability Score, helping facilitate the

delivery of a complete community while mitigating adverse environmental impacts through its design and location.

Section 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:

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing 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;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development meets the criteria of section 1.4.3, as approximately 41% of the 200 units will be rented below 60% of the City of Brampton's median market rental rate. The property is approximately 300 metres from the Bramalea Bus Terminal which has access to 21 local bus routes and three regional GO bus routes. Given the subject properties location within the City's Central Area it is within close proximity to public and catholic schools, daycares, parks, places of worship and the Bramalea City Centre.

Section 1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services;

The Region of Peel and City of Brampton confirmed that the proposed development can be adequately serviced by existing municipal sewage and water servicing infrastructure without any adverse impact on existing service infrastructure.

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

a) promoting opportunities for economic development and community investmentreadiness;

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

The proposed 20-storey residential apartment building will be a rental tenure with 41% of the units being affordable and rented below 60% of the City's median market rental rate, providing a dynamic housing option for Brampton residents.

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

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support waking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area' of the Growth Plan. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. An assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

Section 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;

b) growth will be limited in settlement areas that:

i. are rural settlements;

ii. are not serviced by existing or planned municipal water and wastewater systems; or

- iii. are in the Greenbelt Area;
- 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 higher order transit where it exists or is planned; and

iv. areas with existing or planned public services facilities;

d) development will be directed to settlement areas, expect where the policies of this plan permit otherwise;

This proposal will direct growth within an existing settlement area which is serviced by municipal water and sewage. Aspects of a complete community are incorporated through the subject property, such as the integration of existing pedestrian walkways to the new building. Active transit is encouraged through the provision of 120 bicycle parking spaces complimented by the sites access to the multi-use Chinguacousy trail.

Section 2.2.1.4 - Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

Constructing a 200 unit apartment building where approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental helps accommodate Brampton residents of varying ages, incomes and lifestyles seeking housing accommodations. Increasing the Floor Space Index (FSI) to 2.60 creates a compact built form that is accessible for pedestrians, automobile, public transit and active transit methods.

Section 2.2.2.1 - 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 2.2.4.2 - For major transit station areas on 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 2.2.4.3 - Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those

that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Section 2.2.4.9 - Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA). City of Brampton Policy Planning staff are developing a comprehensive policy and regulatory framework to guide growth for Brampton's MTSAs to 2051 and beyond. The proposed development meets the City's preliminary objectives for the MTSA area as it provides a range and mix of affordable housing dwellings that will attract a broad range of demographics to the area. Moreover, reduced parking requirements as proposed through the zoning by-law amendment incentives residents to use local and regional transit or active transit methods.

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

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

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

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

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Peel Housing Corporation will develop the subject property by introducing 200 rental residential apartment dwellings of varying unit sizes. A portion of the units will be rented below the City's

median rental rate, providing much needed affordable housing options while contributing to the minimum intensification targets as set out in A Place to Grow.

Regional 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 application is within the "Urban System" areas as established in Schedule D and designated "Built-up Area" in Schedule D4 of the Regional official Plan. The proposal was 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:

Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.

Section 5.3.1.2 – To achieve sustainable development within the Urban System.

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

The proposed development contributes to a healthy, complete urban community. It provides a range of residential dwelling types that will be integrated into an existing community that contains public and catholic schools, a public park, local employment and retail services.

Section 5.3.1.4 – Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

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

The subject parcel contains pedestrian sidewalks throughout the property, encouraging pedestrian walkability amongst the three apartments and the area surrounding the site.

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

Approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate, allowing seniors on a fixed income to live within their community.

Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.

Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.

The subject parcel is located within the Urban System as delineated in Schedule D of the Region of Peel Official Plan and will be serviced with existing municipal services (sanitary and water).

Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification

Section 5.5.3.1.1 – To achieve compact and efficient urban forms.

Section 5.5.3.1.2 – To optimize the use of existing infrastructure and services.

Section 5.5.3.1.3 – To revitalize and/or enhance developed areas.

Section 5.5.3.1.4 – To intensify development on underutilized lands.

Section 5.5.3.2.2 - Facilitate and promote intensification.

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

Section 5.5.3.2.4 - 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.

Section 5.5.3.2.5 – Require that by 2026 and for each year until 2025, a minimum of 40 per cent of the Region's Residential development occurring annually will be 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.

Section 5.8.2.3 - Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

Section 5.8.2.4 - Assist public agencies at the federal, provincial, regional and area municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for low and moderate income households in Peel Region.

Section 5.8.2.14 - Review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown in Table 4 and Figure 17 of Appendix – List of Figures based on most recent Census of Canada results and other relevant sources.

	Social Housing	Affordable Rental	Market Rental and Affordable	Market Ownership
			Ownership	
Peel	17%	3%	35%	45%

Table 4 – Annua	Minimum	New Housing	Unit	Targets in Peel
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Section 5.8.3.1.1 - To increase the supply of affordable rental and affordable ownership housing.

The proposed 20-storey residential apartment building will be a rental tenure, 41% of the units being affordable and rented below 60% of the City's median market rental rate. This development will make a substantial contribution to the Region of Peel Annual Minimum New Housing Target for market rental units.

Section 5.8.3.2.2 - Work with the area municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing projects.

Section 5.8.3.2.3 - Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include: reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.

City staff have reviewed and are generally satisfied with the proposed Zoning By-law amendment which puts forth a number of site specific zoning standards to permit the twenty-storey structure, such as: increased height, increased FSI and reduced interior and rear yard setbacks. Please see Appendix 13 - Zoning By-law Amendment, for detailed site specific zoning standards.

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 property is designated "Central Area" in Schedule A of the City of Brampton Official Plan. The proposed development conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.1.1 - The Urban Growth Centre as shown on Schedule "1A" will be planned to achieve a minimum gross density target of 200 residents and jobs combined per hectare by 2031.

Section 4.1.2 - The Central Area, including the Urban Growth Centre, as designated on Schedules "1" and "A", serves as the major location for free-standing or mixed-use development including:

- (i) A full range of office, retail and service activities;
- (ii) A variety of residential uses;
- (iii) Entertainment and cultural uses such as movie theatres, museums,

(iv) art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;

(v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;

(vi) A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,

(vii) Major transit infrastructure.

The proposed development will provide 200 apartment dwellings consisting of 1, 2 and 3 bedroom units. Approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate, 21% of the will be barrier-free. The subject property contains outdoor amenity areas for residents which are accessed by pedestrian walkways throughout the site. 120 bicycle parking spaces are located on property to encourage the use of active transportation. 10 Knightsbridge Road is within walking distance to the Bramalea City Centre Mall, providing a wide range of retail, jobs and services for local residents.

Section 4.1.7 - Council may from time to time, as it deems appropriate, establish Community Improvement Programs, planning policies, development standards or financial assistance programs to stimulate or support development within portions of the Central Area in recognition of:

• The relative higher costs of development within the Central Area due to factors such as lot size constraints and site rehabilitation requirements;

• Existing facilities such as parks, recreation and cultural facilities, public parking facilities and public transit which constitute significant resources capable of supporting additional development.

Section 4.1.8 - Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:

• Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;

• Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;

Section 4.2 (v) - Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA). The goal of the MSA framework is to develop complete communities through a compact built form and mix of land uses that are walkable and transit supportive. The addition of a third apartment building containing 200 rental units will provide a variety of apartment sizes to attract a broad range of demographics to help the City and Region meet their density targets for the area. Moreover, the strategic approach to parking management on the site through the inclusion of 0.19 parking spaces per residential units and 0.20 visitor spaces per unit, incentivizes residents to explore the use of public transit and active transit methods.

(vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.

Section 4.2.1.12 - The City shall encourage the maintenance of a minimum rental vacancy rate of two percent (2%). To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

Section 4.2.1.4 - 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.

The proposed development contemplates an additional 200 units, 41% of the units will be affordable and rented below 60% of the City of Brampton's median market rental rate, contributing to the City's affordable housing objectives by providing housing options attainable for varying household incomes.

Section 4.2.5.2 - The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means.

The City of Brampton leadership team worked closely with Peel Housing through the 'Concierge Program' to advance the affordable housing development project. The submission and approval of a Site Plan application is required prior to building permit issuance.

Section 4.2.5.5 - The City shall give consideration to alternative development standards to facilitate housing affordability objectives in accordance with the principles of sustainability.

The Draft Zoning By-law proposes alternative development standards to permit the proposed development, which include but are not limited to: a maximum of 450 units, a maximum building height of 20 storeys, minimum lot area of 35 square metres per dwelling unit, new maximum FSI of 2.60 and reduced interior and rear yard setbacks. Please see Appendix 13 – Zoning By-law, for a comprehensive list of proposed zoning performance standards.

The proposed development conforms to the intent of this plan, an Official Plan amendment is not required to permit the proposed development.

Queen Street Corridor Secondary Plan – Area 36

The subject property is located within the Queen Street Corridor Secondary Plan (SPA36), which provides the detailed planning policies for the lands straddling Queen Street between Bramalea Road and Etobicoke Creek, within the area known as the Queen Street Corridor Secondary Plan. The subject property is sub-designated "High Density" in Schedule A of SPA36, the proposed development generally conforms to the intent of the Secondary plan, this includes:

Section 5.3.1 - In general, the residential designations are intended to recognize areas already developed for a variety of housing types, including the low density neighbourhood between the Etobicoke Creek and Kennedy Road and the high density residential community surrounding the perimeter of the Bramalea Centre. Areas suitable for residential intensification have been

identified in the area adjacent to Peel Memorial Hospital. The lands west of Norton Place Park have been identified as a potential location for high density residential uses.

Section 5.3.1.1 - Specific densities shall be determined through the development approvals process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.

Section 5.3.5.1 - Lands designated High Density on Schedule SP36(A) shall permit a density of 247 units per net residential hectare (100 units per net residential acre).

The proposed development of 200 units combined with the existing 250 units will result in a floor space index (FSI) of 2.60 and an approximate density of 280 units per net hectare. Secondary Plan policy 5.3.1.1 permits density increases beyond the 247 units per net residential hectare identified in Section 5.3.5 'High Density', subject to there being a site specific rezoning application containing supporting rationale and documentation. A site specific Zoning By-law amendment (Appendix 13) accompanied by the required plans and studies have been submitted to permit increases beyond the permitted densities of the Secondary Plan.

Section 5.3.6.1 - Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

The twenty-storey apartment structure includes a range of unit sizes varying from 1-3 bedrooms, providing a viable option for single occupants or families at differing income levels to secure rental housing in the City of Brampton.

An amendment to the Secondary Plan is not required to permit the proposed development.

Zoning By-law

The subject property is zoned "Residential Apartment A (3) – Section 485" as per By-law 270-2004, which permits an apartment dwelling with site specific provisions to accommodate the two existing thirteen-storey apartment dwellings. The proposed Zoning By-law is required to implement site specific standards to permit the proposed twenty-storey, 200 unit development. The table below provides a high level comparison of the existing and proposed zoning By-law performance standards.

Performance Standard	Existing Zoning Standard	Proposed Zoning Standard
Maximum dwelling units	250	450
Minimum interior side yard	15 metres	6 metres
Minimum rear yard depth	15 metres	8 metres
		Maximum encroachment of structural support columns is 2.2 metres into the required rear yard.
Minimum distance between buildings	22 metres	20 metres
Maximum building height	13 storeys	20 storeys

Minimum lot area per dwelling unit	64 square metres	35 square metres
Minimum landscaped open space	55%	45%
Maximum Floor Space Index	1.5	2.60
Parking	A minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per dwelling unit shall be surface visitor parking spaces.	Maximum of 26% of the total parking may be provided at grade within a surface parking lot.

The Queen Street Corridor Secondary Plan (SPA36) section 5.3.1.1, permits increases beyond the permitted densities of the plan subject to there being a site specific rezoning application containing supporting rationale and documentation. The implementing zoning by-law proposes a new maximum height of 20-storeys, a maximum of 450 dwellings and new floor space index (FSI) of 2.60.

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA), the increased density proposed through the development will aid the Region and City in meeting the resident/job density targets as set out in their respective Official Plans and Provincial plans. A preliminary objective of the MTSA is to provide a strategic approach to parking management that incentivizes transit use and active transportation. City of Brampton zoning Bylaw 45-2021 states there shall be no minimum required parking for any use within the boundaries of schedule B-7 and visitor parking will be provided at a rate of 0.20 spaces per dwelling unit. The implementing by-law includes provisions that reflect MTSA objectives and Zoning By-law 45-2021 standards by providing visitor parking at a rate of 0.20 spaces per unit and a resident parking rate of 0.19 spaces per unit. A draft Zoning By-law amendment has been submitted (Appendix 13) by the applicant to delete and replace the existing Special Section 485 By-law to permit the proposed development.

Technical Studies

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 Queen Street Corridor Secondary Plan (SP36) are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

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. The Functional Servicing Report was approved August 11, 2022.

Traffic Impact Study

A Traffic Impact Study (TIS) submitted by the applicant to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The TIS was approved by City of Brampton Traffic Staff on October 26th, 2022.

Archaeological Assessment

The applicant submitted a stage 1 Archaeological Assessment of the subject property. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

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 41 points that satisfies the City's Bronze threshold. Planning staff have evaluated the score and summary sheets, and have found it satisfactory.

RESULTS OF PUBLIC MEETING CITY FILE NUMBERS: OZS-2022-0018

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
	City Councillor J. Bowman - Wards 3 and 4
	City Councillor H. Singh - Wards 9 and 10
	Regional Councillor G. Dhillon - Wards 9 and 10
	Mayor Patrick Brown (ex officio)
Members Absent:	Regional Councillor M. Palleschi - Wards 2 and 6
	City Councillor C. Williams - Wards 7 and 8
Staff Present:	Allan Parsons, Director, Development Services, Planning, Building and Economic Development
	Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
	Jeffrey Humble, Manager, Policy Planning
	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
	Paul Morrison, Acting Chief Administrative Officer
	Sameer Akhtar, City Solicitor
	Peter Fay, City Clerk
	Charlotte Gravlev, Deputy City Clerk

A meeting of the Planning and Development Services Committee was held in person at City Hall and virtually via City's Live Stream on June 6th, 2022 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. There were no members of the public present at the Statutory Public Meeting. Correspondences from five members of the public were received prior to the meeting. One additional piece of correspondence was received following the meeting. The following issues were raised by the public through the correspondences received for this application:

Traffic Issues Raised:

Increased traffic on local roads.

Quantity of Parking Spaces provided.

<u>Response</u>

The Traffic Impact Study submitted with the application indicates that the proposed road network and its connection to the existing road network will function at acceptable levels of service with this development in place.

The subject property is located in the Central Area of the City of Brampton. City of Brampton zoning Bylaw 45-2021 states there shall be no minimum required parking for any use within the boundaries of schedule B-7 and visitor parking will be provided at a rate of 0.20 spaces per dwelling unit. The subject site provides resident parking at a rate of 0.19 spaces per dwelling unit and visitor parking at a rate of 0.20 spaces per dwelling unit.

Environmental Issue Raised:

Potential flooding due to proximity to Humber River.

Response

The subject site is located outside of the Toronto Region Conservation Authority (TRCA) mapped floodplain.

City staff received confirmation from the TRCA that they offered no objection to approval and that further review of the Storm Water Management Criteria will be undertaken through the Site Plan application.

Community Capacity Issue Raised:

School over-population due to additional students.

Response

The Dufferin-Peel Catholic District School Board and Peel District School Board have provided comments noting they will accommodate students within nearby schools where possible. However, should sufficient accommodations not be available for all anticipated students, some students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Archived: 2022/11/14 2:29:31 PM From:_____ Mail received time: Fri, 27 May 2022 17:46:56 Sent: 2022/05/27 1:46:56 PM To: Sepe, Alex Subject: [EXTERNAL]Zoning By-Law File #OZS-2022-0018 Importance: Normal Sensitivity: None

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 am in receipt of the information contained in the 'Let's Connect' letter sent by your office.

I don't understand :

1. Where all the cars will park if this proposal to build these buildings is carried out.

2. The increase in vehicle traffic in the area will be very prohibitative. As far as I am concerned, we are at the limit right now for this residential region !!

Therefore I am VERY OPPOSED to this plan to go forward !!

Archived: 2022/11/14 2:29:33 PM From:______ Mail received time: Tue, 31 May 2022 12:38:50 Sent: 2022/05/31 8:38:50 AM To: City Clerks Office Sepe, Alex Subject: [EXTERNAL]IBI Group - Peel Hosing Corp File OZS-2022-0018 10 Knightsbridge Road Importance: Normal Sensitivity: None

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 morning, I am opposed to this development of additional 200 Units to be located north of Knightsbridge Road and West of Central Park Drive. My concern is this property is very close to the Humber River and can pose issues for the residents should there be flooding. Also, I am very concerned about the over development in the area. The City of Brampton is planning to add residential towers on Queen Street near Kingscross, also residential towers on Kingscross/Kensington road. This area already has many residential condos and apartment buildings and these three new development would add additional people to the area. I am concerned about the lack on infrastructure such as utilities, safety of children, and additional vehicles in the area.

I think the location of this new development behind 10 Knightsbridge Road is a bad idea.

Thanks

Archived: 2022/11/14 2:29:36 PM From:_____ Sent: Mon, 16 May 2022 16:18:17 To: Sepe, Alex Subject: [EXTERNAL]building proposal 10 knightsbridge road Importance: Normal Sensitivity: None

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 certainly do not think 47 parking spaces for 200 units is enough. Many units will house 2 adults, who may each have a car, therefore it seem that 150 spaces should be a more accurate number. In a perfect world, people would be walking or using the bus, but reality does not bear that out, especially if 159 units are for folks who can afford full rent and are both working. Also, can Clark Ave school handle the additional students? The play area is quite small for the maybe 100 extra youngsters who may end up living there. I'm not opposed to high rise buildings, I live in one myself, but this building is too large for the space allotted.

Archived: 2022/11/14 2:29:39 PM From:_____ Mail received time: Sat, 14 May 2022 16:33:31 Sent: 2022/05/14 12:33:33 PM To: Sepe, Alex Subject: [EXTERNAL]Kings Cross Road Importance: Normal Sensitivity: None

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.

I am one of I'm sure many who do not want more traffic on Kings Cross Rd, among other things.

I was shocked to see the application for a 200 unit structure on top of the 144 units & 704 units at Kings Cross & Kensington/Queen (which could be approved by now)!

The noise and racing up & down Kings Cross Rd, not to mention Clark Blvd, Bramalea Rd & Queen is out of control. Complaints to the police does not help.

The apartment buildings already here (Capreit Apartments) are not maintained or taken care or properly. They have open rail balconies covered in stuff, no control by management. Garbage bins not taken care of resulting in garbage blowing around the area and in trees. I've called & sent emails to their offices on site & head office, to no avail. We don't need more of this!

Concerned Resident

Archived: 2022/11/14 2:29:42 PM From:_____ Mail received time: Fri, 20 May 2022 01:12:18 Sent: 2022/05/19 9:12:19 PM To: Sepe, Alex Subject: [EXTERNAL]Reslond for IBI Group - Peel Housing corporation Importance: Normal Sensitivity: None

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/Madame,

I writing a email to give response towards the letter that I received previously about IBI Group - Peel Housing Corporation. I'll go with you to do so.

sincerely,

Archived: 2022/11/14 2:29:45 PM From:_____ Mail received time: Thu, 26 May 2022 19:13:02 Sent: 2022/05/26 3:13:02 PM To: Sepe, Alex Subject: [EXTERNAL]RE: City File Number OZS-2022-0018 Importance: Normal Sensitivity: None

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: I have some concerns regarding a 'LET'S CONNECT' notification I have recently received regarding the above plans to construct a 20 storey building on Knightsbridge Road between Kings Cross and Central Park. According to this letter, there will be 200 residential units with, and I quote, "One level of underground parking: 47 resident parking spaces and 30 visitor spaces". Can this be correct? We currently live at ______ with a total of 319 resident parking spaces and 27 visitor parking spaces. While very few residents have no car, several others have two and there are no spaces unused. On those rare occasions when the underground parking is closed for washing or repair, we have to obtain permission to park on the street. Even so the situation is absolutely chaotic for a day or two. If a 200 unit building has only 47 resident parking spaces, can you please explain to me where the other 153 will parking their cars? Not on local streets one would hope. Sincerely,

Sepe, Alex

From:	Homagain, Abiral <abiral.homagain@peelregion.ca></abiral.homagain@peelregion.ca>
Sent:	2022/09/01 10:35 AM
То:	Sepe, Alex
Cc:	Martino, Alexander
Subject:	RE: [EXTERNAL]IBI Group - Peel Housing Corp File OZS-2022-0018 10 Knightsbridge
-	Road - update on timing

Hi Alex,

The revisions for this second submission do not affect matters of regional interest and the previous clearance letter is still applicable.

Yours truly, Ab



Abiral Homagain

Planner Planning and Development Services Public Works 10 Peel Centre Drive 6th Floor Suite A T: (905) 791-7800 ext. 8730 E: <u>abiral.homagain@peelregion.ca</u>

In response to the emergence of the novel coronavirus, the Region of Peel is implementing various measures to protect our customers, employees and workplaces. Development Services will endeavour to maintain the continuity of our business operations, however delays in service may still be experienced. We appreciate your patience during this time.

This email, including any attachments, is intended for the recipient specified in the message and may contain information which is confidential or privileged. Any unauthorized use or disclosure of this email is prohibited. If you are not the intended recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Sepe, Alex <Alex.Sepe@brampton.ca>
Sent: September 1, 2022 8:53 AM
To: Homagain, Abiral <abiral.homagain@peelregion.ca>
Cc: Martino, Alexander <alex.martino@peelregion.ca>
Subject: FW: [EXTERNAL]IBI Group - Peel Housing Corp File OZS-2022-0018 10 Knightsbridge Road - update on timing

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.



May 5, 2022

Alex Sepe Planner III City of Brampton 2 Wellington Street West Brampton ON, L6Y 4R2 Alex.sepe@brampton.ca

Public Works

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

peelregion.ca

RE: Region of Peel Comments Official Plan and Amendment Rezoning Application 10 Knightsbridge Road Peel Housing Corporation OZS-2022-0018 Regional File: OZ-22-018B

Dear Mr. Sepe,

Region of Peel staff have reviewed the first formal submission for the above noted official plan amendment and rezoning application to the proposed change in use to permit the development of a a new rental apartment building on the existing site and offer regional clearance based on the following:

Site Servicing Requirements

- A satisfactory Functional Servicing Report will be required prior to approval of the report and clearance of the application. The region is in receipt of the FSR dated December 2021 and prepared by IBI Group and is satisfactory.
- To service the site, additional easements (municipal or private) or upgrades to the existing municipal services will be required. All works associated with the servicing and development of this site will be at the applicant's expense.
- There is an existing 300 mm diameter watermain located on Knightsbridge Road and Central Park Drive.
- This proposal requires connection to a minimum municipal watermain size of 300mm (watermain Design Criteria 2.1).
- Please be advised that the subject lands do not have frontage to any existing wastewater services.

Waste Management Requirements:

• The site is eligible for front end waste collection, and we are in receipt of a satisfactory waste management plan. Further site-specific designs and changes can be facilitated through the submission of the subsequent site plan application.

Planning Information to Support a Future Application

The following are pre-emptive and are to assist the applicant in preparation of a future development application.

Planning and Development Services Notes

- The Region of Peel may be a participant in the future Site Plan Agreement.
 - The Region is currently processing fees through an EFT system. The Regional planner on file will coordinate payments at the time of site plan agreement execution.
- Prior to Site Plan approval, the Region will require 3 copies of the most current PINS and all easement documents for the subject lands.
- Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. We are pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.

Site Servicing Notes

• Please also be advised that the existing sanitary sewer service lateral to the subject site crosses City of Brampton park lands. A private servicing easement is required to protect this service. We recommend that Peel Housing work with the City of Brampton to obtain a private easement over the sanitary sewer service through park lands so that Peel Housing has permissions and access to maintain their service through the park.

Public Health Notes

- Through ROPA 27, the Region is implementing the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- With the Sustainability Assessment reaching a Bronze threshold on the assessment, the site design is on it's way to contributing to a healthy built form. For further opportunities to enhance the site, we recommend the following for consideration on the future site plan:
 - Public outdoor areas such as pedestrian walkways and parking areas should include pedestrian- scaled lighting, shading and benches.
 - While secure resident bicycle parking has been provided on site, please consider providing secure short term bicycle parking for visitors.
 - Please also ensure that amenity and outdoor spaces are designed to support multigenerational use. Considerations can include design elements which support physical activity, such as an array of visual and sensory experiences and landscaping along the sidewalks and or walking paths.
 - There should be consideration for a seamless indoor and outdoor amenity area on the main floor. Give consideration to providing visibility from any ground floor multi-purpose room to the outdoor space, if not already considered.

Site Servicing Notes

Public Works

- A non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees Bylaw 65-2021.
- The Region of Peel may be a participant in the Site Plan Agreement and servicing connections may require clauses in the agreement where appliable.
- Private Servicing Easements may be required prior to Region of Peel Site Plan/Site servicing connection approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed
- The applicant is required to provide to the Region with copies of the most current PINS prior to Site Plan Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk
- For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email <u>siteplanservicing@peelregion.ca</u>
- For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at <u>PWServiceRequests@peelregion.ca</u>
- Please review the Region's engineering submission requirements found at the following link: <u>http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/subdivision-process-july-2009-final.pdf</u>
- Please review the Region's Water Design Criteria for more information found at the following link: http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf
- Please review the Region's Sanitary Sewer Design Criteria for more information found at the following link: <u>http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/sani-</u> sewer.pdf
- For Underground Locate Requests please go to the following link: <u>https://www.peelregion.ca/pw/locaterequest/</u>
- Please refer to the Region's Functional Servicing Report Criteria found at the following link: <u>http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf</u>
- Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link: http://www.peelregion.ca/pw/other/standards/linear/drawings/
- For Information on site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973.
- Prior to Site Plan approval, Site servicing drawings are required for Review by Region of Peel Servicing Connections
- Servicing Connections cannot process any payments over the counter at this time, however, we
 will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at
 siteplanservicing@peelregion.ca
 for the process to submit an Electronic Fund Transfer for your
 servicing application fees

The region looks forward to working with the applicant and the City of Brampton to address any matters of regional interest to assist in the future submission of the subsequent site plan application or materials of the above noted application. 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

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



BY EMAIL: Alex.Sepe@brampton.ca

CFN 66406.03

Alex Sepe Planner Planning, Building and Economic Development City of Brampton 2 Wellington Street West Brampton, ON L6Y 4R2

Dear Alex Sepe:

Re: Official Plan Amendment Application – OZS 2022-0018 10 Knightsbridge Road Part Lot 5, Concession 4 City of Brampton Owner: Peel Housing Corporation

This letter acknowledges the receipt of the above noted applications circulated by the City of Brampton. The materials were received by Toronto and Region Conservation Authority (TRCA) on March 23, 2022 with additional materials uploaded after. TRCA staff has reviewed the above noted applications, and as per the "Living City Policies for Planning and Development within the Watersheds of the TRCA" (LCP), provides the following comments as part of TRCA's commenting role under the *Planning Act*; the Authority's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2020); TRCA's Regulatory Authority under Ontario Regulation 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and, our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Applications

It is the understanding of TRCA that the intent of the above noted application is to facilitate the development of a new residential tower on the subject property.

Application Specific Comments

TRCA staff have had the opportunity to review the submitted materials for conformity with our Stormwater Management criteria. 3. It is noted that the applicant acknowledged TRCA's requirement for onsite retention of 5mm or runoff from the total impervious area using LID measures and the applicant calculated the storage requirement. The applicant has confirmed that the details of the LID measures will be provided as part of future Site Plan or Detailed Design stages. Generally, the submitted information is acceptable and TRCA staff will be reviewing the details of the LID measures at detailed design stage.

Recommendation

Based on the comments noted above, TRCA have no objection to the approval of OZS-2022-0018 subject to the following conditions:

1) Submission of TRCA's required \$3,100.00 review fee.

Fees

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a Zoning By-law Amendment – Minor review fee of \$3,100.00. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible. <u>TRCA Development Planning Fee Schedule- June 2021</u>.

We trust these comments are of assistance. Should you have any questions, please contact me at 416-661-6600 extension 5272 or at <u>Anthony.Syhlonyk@trca.ca</u>.

Sincerely,

Anthony Syhlonyk Planner Development Planning and Permits | Development and Engineering Services



April 12, 2022

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

Re: Application for Zoning by-Law Amendment - 10 Knightsbridge Road

COB File: OZS-2022-0018

Dear Alex,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 26 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <u>https://alectrautilities.com/conditions-service</u>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

F/ This connection will require a feeder extension. The customer is advised to contact Alectra Utilities as soon as possible to ensure the connection date is met on time.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao Supervisor, Distribution Design – ICI & Layouts Alectra Utilities



Sepe, Alex

From:	planninganddevelopment <planninganddevelopment@bell.ca></planninganddevelopment@bell.ca>
Sent:	2022/03/24 11:37 AM
То:	Sepe, Alex
Subject:	[EXTERNAL]RE: [OZS-2022-0018] Notice of Application and Request for Comments:
-	DUE APR 13/2022

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 morning Alex,

Bell Canada has no comments at this time. We will provide comment at the Site Plan and/or Draft Plan of Subdivision stage.

Ryan Courville Access Network Provisioning Manager | Planning and Development C: 416-570-6726 100 Borough Dr. Fl. 5 Toronto, Ontario





April 1, 2022

Alex Sepe Development Planner City of Brampton 2 Wellington Street West Brampton, ON L6Y 4R2

Dear Mr. Sepe:

Re: Notice of Application and Request for Comments Application to Amend the Official Plan and Zoning By-law IBI Group – Region of Peel (Peel Housing Corporation) 10 Knightsbridge Road West of Bramalea Rd, south of Queen St E File: OZS 2022-0018 City of Brampton – Ward 7

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 a 20-storey building with a total of 200 residential units which are anticipated to yield:

- 3 Junior Kindergarten to Grade 8 Students; and
- 3 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. John Henry Newman	350	651	0
Secondary School	St. Thomas Aquinas	1565	1500	17

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

Extraordinary lives start with a great Catholic education

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,

Kong

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)



5650 Hurontario Street Mississauga, ON, Canada L5R 1C6 t 905.890.1010 1.800.668.1146 f 905.890.6747 www.peelschools.org

April 12, 2022

Alex Sepe Development Planner City of Brampton 2 Wellington Street West Brampton, ON L6Y 4R2

Dear Alex:

RE: Application to Amend the Official Plan and the Zoning By-law OZS-2022-0018 IBI Group – Region of Peel (Peel Housing Corporation) 10 Knightsbridge Road North of Knightsbridge Road, West of Kings Cross Road City of Brampton (Ward 7)

The Peel District School Board has reviewed the above-noted application (200 apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
35	15	13

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Clark Boulevard P.S. (Kindergarten to Grade 5)	491	634	0
Balmoral Drive Sr. P.S. (Grade 6 to Grade 8)	590	693	0
Bramalea S.S. (Grade 9 to Grade 12)	1,064	1,278	0

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, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
- 3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information please contact me at <u>nicole.hanson@peelsb.com</u> or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP Planner - Development Planning and Accommodation Dept.

c. S. Blakeman, Peel District School BoardK. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2022-0018 comment.doc

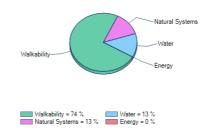
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: 10 Knightsbridge Road City File Number: OZS-2022-0018 Plan Type: Site Plan

SUSTAINABILITY SCORE: 41

THRESHOLD ACHIEVED: BRONZE



Land use Diversity Mix: Proximity to Basic 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.

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

• [Aspirational] 75% or more of the healthy mature trees greater than 20 cm DBH have been preserved in-situ.

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.

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).

Parking - Bicycle Parking - Multi-Family Buildings

• [Minimum] A minimum of 0.6 biking stalls per unit have been provided. Additionally, a minimum of 5% of the bike parking been provided at grade.

Parking - Off-Street Parking

- [Minimum] All new off-street parking has been located beside or behind a building.
- [Aspirational] Structure patking has been consolidated for 85% or more of the surface parking.

Parking - Surface Parking

• [Minimum] A strategy has been developed to minimize surface parking for permanent employees and residents.

Pedestrian Connections - Proximity to School

Page 159 of 393

- [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 dwellings units are within 1000 m of public/private high schools.

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.

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

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

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.
- [Minimum] 81%-90% of Total Suspended Solids from all runoff leaving site will be removed during a 10 mm rainfall event.

Stormwater - Rainwater Re-Use

• [Minimum] Residential (multi-family only), commercial, and institutional buildings have been designed for rainwater re-use readiness.

• [Aspirational] Rainwater is collected on site and used for low-grade functions.

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.

Materials and Solid Waste Management - Solid Waste

• [Minimum] For Multi-Unit, Commercial, Retail and Institutional buildings, storage and collection areas for recycling and organic waste are within or attached to the building. Alternatively, deep collection recycling and organic waste storage facilities are provided



THE CORPORATION OF THE CITY OF BRAMPTON



Number _____- 2022

To amend By-law 270-2004, as amended

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

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

(1) By deleting Special Section 485 in its entirety and replacing it with the following:

"485 The lands zoned R4A(3)-485 on Schedule 'A' to this by-law:

485.1 Shall only be used for the following:

(1) An apartment dwelling

- (2) Purposes accessory to the other permitted uses
- 485.2 Shall be subject to the following requirements and restrictions:
 - (1) Maximum Number of Dwelling Units: 450
 - (2) Minimum Lot Area Per Dwelling Unit: 35 square metres
 - (3) Minimum Interior Side Yard Width: 6 metres
 - (4) Minimum Rear Yard Depth: 8 metres
 - (5) Minimum Landscaped Open Space: 45%
 - (6) Maximum Floor Space Index: 2.60
 - (7) Minimum Distance Between Buildings: 20 metres
 - (8) Maximum Building Height: 20 storeys

(9) Notwithstanding the requirements of section 20.3.3, a maximum of 26% of the total parking may be provided at-grade within a surface parking lot

(10) Maximum encroachment of structural support columns is 2.2 metres into the required rear yard

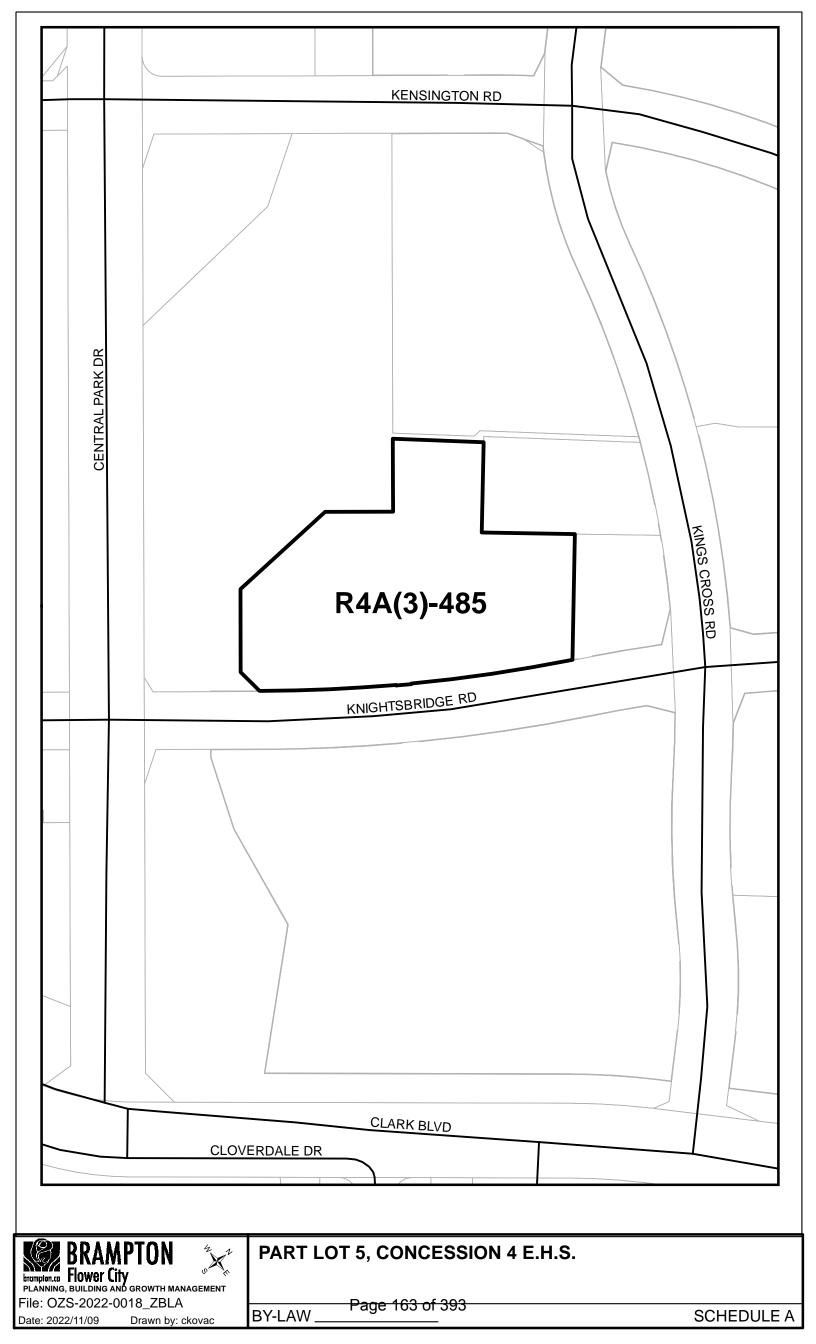
ENACTED and PASSED this [enter date] day of [enter month], 2022.

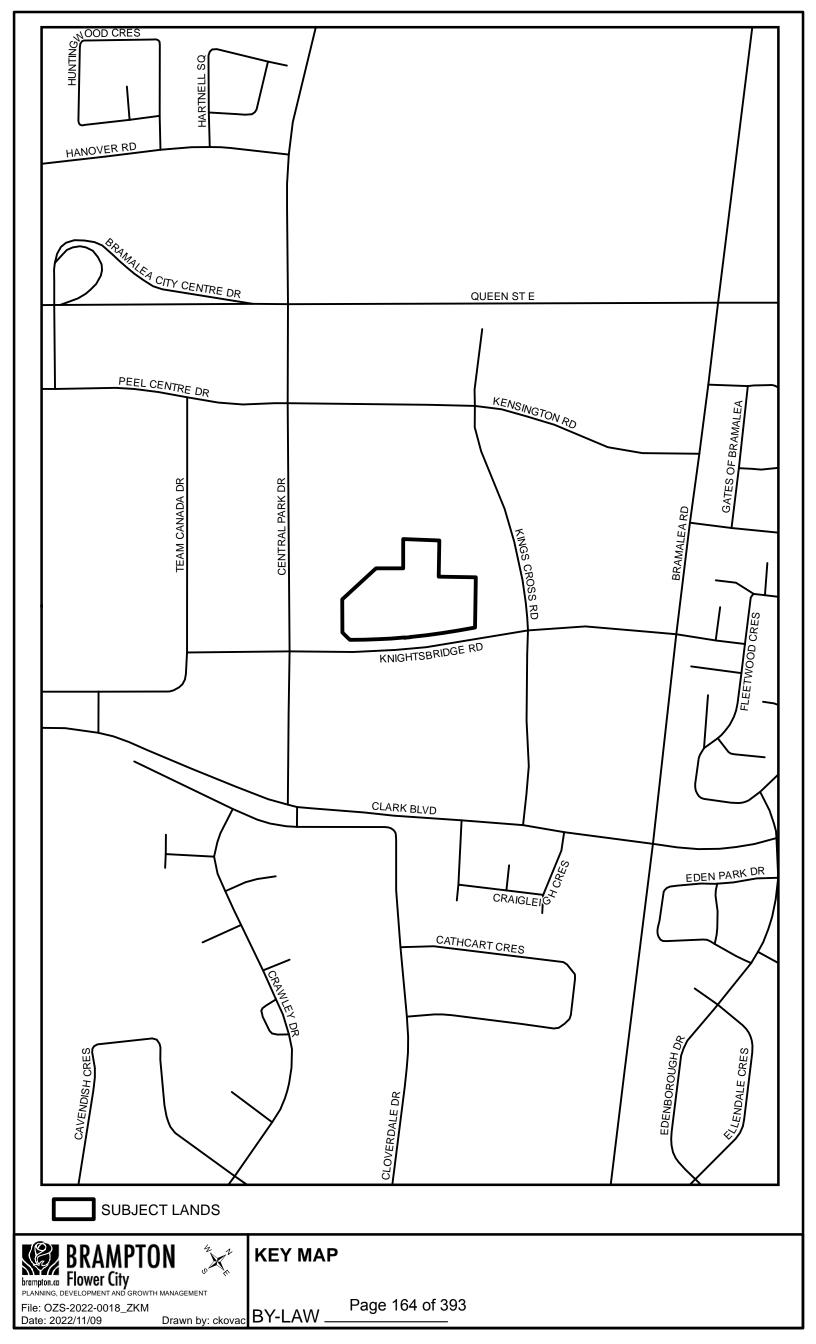


Patrick Brown, Mayor

Peter Fay, City Clerk

(file reference, if applicable, or delete)







Report Staff Report The Corporation of the City of Brampton 2022-12-12

Date: 2022-11-28

Subject: Recommendation Report - City-Initiated Amendment to the Official Plan – Response to Bill 109, City-wide

Contact: David VanderBerg, Manager, Development Services, Planning, Building and Growth Management Department, <u>david.vanderberg@brampton.ca</u>

Report Number: Planning, Bld & Growth Mgt-2022-950

Recommendations:

- That the report titled: Recommendation Report, City-Initiated Amendment to the Official Plan – Response to Bill 109, City-wide, dated November 28, 2022, to the Planning and Development Committee meeting of December 12, 2022 be received;
- 2. That the Official Plan Amendment generally in accordance with the attached Appendix 1 be approved; and
- **3.** That staff be directed to hold a statutory public meeting to provide notice of and to seek feedback on the following proposed City-initiated amendments to the Official Plan:
 - a) To delete the requirement that the public meeting notice shall contain language that the Council of the City of Brampton will not adopt a proposed amendment or plan of subdivision until at least 30 days after the date of the statutory public meeting.
 - b) To add policies that establish an "Approval in Principle" step in the Site Plan Application process.

Overview:

• On April 14, 2022, Bill 109 received Royal Assent. Among other matters, the Bill amended the *Planning Act* to require municipalities to refund development application fees if a decision is not made within legislative timelines and also requires complete applications for Site Plan applications. These changes come into effect on January 1, 2023.

- This report makes recommendations to mitigate the risk of revenue loss, and to improve the efficiency of the City's development review process.
- Through the adoption of an Official Plan Amendment, the City is proposing to enhance the Pre-Consultation Application process and update 'Complete' application submission requirements.
- This report recommends seven fundamental changes to our development review process, some of which require adoption of an Official Plan Amendment to implement. The seven are:
 - **1.** Revisions to the Pre-Consultation Application Process
 - 2. Revisions to the Complete Application Requirements
 - 3. Increased Use of "Holding" Provisions
 - 4. Improvements to the Site Plan Application Process
 - 5. Encouraged non-statutory Public Engagement
 - 6. Option for Withdrawal and Resubmission of Development Applications
 - 7. Removal of minimum required time between statutory public meetings and Recommendation Reports
- The measures recommended in this report will help to meet the Bill 109 timelines. However, there may be times where they will not be met and refunds are required. There are numerous variables affecting the ability to meet the timelines and it is difficult to predict how often refunds will occur. Staff will monitor the situation and report back to Council in 2023 after adequate time has passed to properly evaluate the effectiveness of the proposed changes.
- In anticipation of financial implications resulting from Bill 109, a separate report recommending changes to the City's application fee structure will be forwarded to Council in January 2023.
- On Monday, November 28, 2022, Bill 23 received Royal Assent. Staff will need to review the impact of Bill 23 with respect to our overall processing timelines and will report back to Council in 2023 with any further recommended process changes.
- A statutory Public Meeting for this City-initiated Official Plan Amendment was held on September 26, 2022. No one spoke at the meeting and no written submissions were received.

Background:

On March 30, 2022, the Province introduced *Bill 109: An Act to amend the various statutes with respect to housing, development and various other matters.* The Bill is considered to be the first step in implementing the recommendations of the Province's Housing Affordability Task Force Report.

Bill 109 received Royal Assent on April 14, 2022. Among other matters, the Bill amended the *Planning Act* to require municipalities to refund application fees for Official Plan Amendment, Zoning By-law Amendment and Site Plan Applications if a decision is not made within legislative timelines, and it also allows municipalities to refuse a Site Plan Application if it is not complete.

	No Refund	50% Refund	75% Refund	100% Refund
Zoning By-law	Decision within	Decision within	Decision within	Decision after
Amendment	90 days	91 and 149	150 and 209	210 days
	-	days	days	-
Official Plan /	Decision within	Decision within	Decision within	Decision after
Zoning By-law	120 days	121 and 179	180 and 239	240 days
Amendment		days	days	
Site Plan	Approval within	Approval within	Approval within	Approval after
	60 days	61 and 89 days	90 and 119	120 days
			days	

The following chart lists the timelines and amount of refund set by Bill 109:

The prescribed timelines are short – and treat all applications equally without accounting for application complexity, quality of the application submission and consideration of commenting timelines from key stakeholders.

For comparison, the following table lists the City's average approval timelines for the same types of applications between 2020 and 2022:

Application Type	Average Approval Timeline (days)
Zoning By-Law Amendment	413
Official Plan / Zoning By-law Amendment	723
Site Plan (where a Zoning By-law	400
Amendment is not required)	

Without changes to the City's processes for reviewing development applications, Bill 109 will have a significant impact on revenue from those applications. For example, if one applied the proposed Bill 109 requirements to applications received in 2021, the City would have had to return **98.2%** of the associated revenue of **5.4 million dollars**.

The intended outcomes of staff's response to Bill 109 are three-fold:

- 1. Minimize revenue loss associated with refunds of development application fees.
- 2. Ensure quality comments are provided by staff resulting in development that meets mutual goals of the development industry and City.
- 3. Provide opportunities for further continuous improvement efforts to realize efficiencies in application processing.

An Official Plan Amendment is needed to implement these changes and this report provides recommendations on that amendment as well as other matters related to implementing the process changes.

Current Situation:

The City shares the goal of the Province to reduce approval times for development applications and is actively taking steps to do so. In reviewing development applications, staff focus on having an efficient review process where we work collaboratively with applicants, residents and other stakeholders to achieve good planning outcomes.

To date, Brampton has made significant improvements to its development review process. This success is reflected in the 2022 Municipal Benchmarking Study commissioned by the Building and Land Development Industry (BILD) that ranked the performance of 16 Greater Toronto Area municipalities with respect to development planning. It ranked Brampton fourth in the category for speed of development application processing at 13.4 months. Only three smaller cities (Milton, Whitby and Barrie) ranked ahead. The current study found that average approval timelines for GTA municipalities ranged from 10 – 34 months.

Staff continuously look to improve the efficiency of the review process and are actively taking steps to do so. Ongoing work to further improve the process include a Development Application End-to-End Process Review being led by KPMG and a review of Committee of Adjustment processes by Dillon Consulting. These studies are nearing completion and their results will be brought forward to Council informing of their recommendations.

Overall Approach for Bill 109 Response

The current approach to reviewing development applications is to have an iterative process with City staff, external agencies and the applicant where applications are refined so that staff can support them, whether in the form of a positive recommendation report (Official Plan and Zoning By-law Amendments) or approval (Site Plans). This typically involves an applicant making several submissions before a decision is made. It is noted the City's review is also reliant on comments from external agencies, such as the Region of Peel, school boards and conservation authorities. Their reviews as well as the quality of and timing for resubmissions by the applicant have a large impact on overall development review timelines.

Bill 109's refund requirements presents challenges to this approach because the timelines imposed limit how much refinement can occur after an application is made. The timelines for making decisions on applications under Bill 109 are simply too short for the applicant to be able to make resubmissions in response to City and external agency comments, then for staff to review those resubmissions and prepare a recommendation report, or issue final approval for site plan applications.

For this reason, staff need to focus on resolving issues through the Pre-Consultation Application, and on ensuring that when applications are submitted the submission materials are of a quality allowing staff to be able to make or recommend a decision within Bill 109 timelines. To achieve good planning outcomes that are aligned with Council's priorities and investments, issues must be addressed early in the Pre-Consultation stage.

The proposed Official Plan Amendment provides the necessary policies so staff can make the detailed changes to the application review process to implement the approach described above. It proposes changes to the policies for Pre-Consultation Applications and on the requirements for an application to be deemed "Complete". There are also several other changes to the City's review processes, which are intended to mitigate the risk of revenue loss and improve the efficiency of the review process. These include the following:

- 1. Improved Public Engagement
- 2. Increased use of "Holding" Provisions
- 3. Changes to the Processing of Site Plan Applications
- 4. Option for Applicants to Withdrawal and Resubmit Development Applications
- 5. Removal of minimum timeline between a Statutory Public Meeting and a Recommendation Report

A detailed summary of the above noted proposed changes to the City's development review processes can be found in Appendix 2.

Fees

Staff will bring forward a report in the future on recommended changes to Development Application Fees. This will include a new resubmission fee to implement the "Withdrawal/Resubmission" option described in this report.

Community and Stakeholder Engagement:

Consultation was held with the development industry and other interested stakeholders with respect to the City's response to Bill 109 and the proposed Official Plan Amendment. The following methods of engagement were utilized:

Statutory Public Meeting:

The statutory Public Meeting for the City-initiated Official Plan Amendment was held on Monday, September 26, 2022. Notice of the proposed City-initiated Official Plan Amendment was published in the Brampton Guardian and on the City's webpage in September 2022. There were no members of the public that made representation before the Planning and Development Committee.

No written submissions were submitted with respect to the proposed Official Plan Amendment.

Stakeholder Meetings:

- The Chair and Vice-Chair of the Peel Chapter of the Building Industry and Land Development Association (BILD) were consulted on the City's response to Bill 109, including the proposed Official Plan Amendment.
- The Credit Valley Conservation, Toronto Region Conservation Authority, the Region of Peel and the School Boards were consulted on the City's response to Bill 109, including the proposed Official Plan Amendment.

Bill 109 - Municipal Round Table Meetings

Planning staff attended three municipal round table meetings with staff from a variety of municipalities across Ontario to discuss how municipalities are proposing to amend their processes to manage Bill 109. The approach described in this report is generally in line with the proposed process changes other municipalities have described at the meeting.

Corporate Implications:

Financial Implications:

Staff is continuing to implement efficiencies in the development review process, but a reduction in revenue in 2023 due to refunding a portion of the development application fees is anticipated, due to Bill 109. As a result of Bill 109, staff also anticipate that an additional five full-time staff resources will be required in 2023 in order to maintain existing service levels and minimize the revenue impact to the City. The total staffing costs would be approximately \$743,048 (inclusive of salary, benefits, WSIB and staff costs).

The total impacts identified in this report are as follows:

Item	2023 Impact
Full-Time Staff Required due to Bill 109	5
Staffing Cost	\$743,048
Reduction in Revenue due to Bill 109	\$2,416,762
TOTAL IMPACT	\$3,159,810

Staff will continue to review the overall net impacts of Bill 109 and any additional impacts will be incorporated in the 2023 and future operating budget submission, pending Council approval. The 2023 budget will require an increase of \$3,159,810 or 0.63% on the City's portion of the tax bill, based on the current 1% tax levy equivalent of \$5,039,000.

Other Implications:

There are a number of implications (e.g. training, updates to application forms and Accela, and communication with industry and other key stakeholders) associated with the proposed amendments to the Pre-Consultation Application process and complete application submission requirements which are a result of Bill 109. Staff is working on implementing these changes.

Term of Council Priorities:

This report and associated recommendations comply with the 2019-2022 Term of Council Priorities "A Well-run City" priority by helping foster an efficient development review process and providing good stewardship of City resources by mitigating impacts on City revenues.

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:

The City is proposing to enhance the City's pre-consultation processes and to update Complete application requirements to improve process efficiencies and manage the legislated review timelines prescribed by Bill 109. The proposed policy amendments aim to ensure the delivery of planning services and decision making continues to be a collaborative approach with the goal of supporting the needs of Brampton residents and stakeholders. Authored by:

Reviewed by:

David VanderBerg, MCIP, RPP Manager, Development Services

Approved by:

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

Attachments:

Appendix 1: Draft Official Plan Amendment Appendix 2: Details of Process Changes Allan Parsons, MCIP, RPP Director, Development Services **Appendix 1: Draft Official Plan Amendment**



THE CORPORATION OF THE CITY OF BRAMPTON



Number _____- 2022

To Adopt Amendment Number OP2006 to the Official Plan of the City of Brampton Planning Area

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

1. Amendment Number OP2006- _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law

ENACTED and PASSED this 14th day of December, 2022.

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

Patrick Brown, Mayor

Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006-____

TO THE OFFICIAL PLAN OF THE

CITY OF BRAMPTON PLANNING AREA

1.0 <u>Purpose</u>:

The purpose of the Official Plan Amendment (OPA) is to modify the text of Brampton's Official Plan to update the policies related to Pre-consultation and complete application submission requirements. The goal of the amended policies is to improve the review process for planning applications by requiring early collaboration between applicants, staff and other stakeholders on development proposals to reach agreement on key facets of the development.

2.0 Location:

This amendment applies City-wide.

- 3.0 <u>Amendments and Policies Relevant Thereto</u>:
 - 3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:
 - (1) by deleting Section 5.32 Pre-Consultation and Complete Submission Requirements in its entirety and replacing it with the following:
 - "5.32 An Effective Approach to Reviewing Development Proposals
 - 5.32.1 Pre-Consultation Application Requirements

Pre-Consultations are an integral part of the development application process. To support the submission of a complete application, the Pre-Consultation process will include two stages. These are Stage 1: Initial Pre-Consultation, and Stage 2: Detailed Pre-Consultation – Collaboration. This two-stage process will help ensure collaboration between the City and applicants regarding the proposed development concepts, which leads to an efficient and effective development review process. The Pre-Consultation process precedes the filing of any formal application.

- 5.32.1.1 Pre-Consultation with City staff prior to the submission of an application requiring *Planning Act* approval will be required for applications for amendments to the Official Plan and Secondary Plans, amendments to the Zoning By-law, Site Plan Approval, Plan of Subdivision, Plan of Condominium and Development Permit System Applications.
- 5.32.1.2 External commenting agencies, such as the Region of Peel, School Boards and Conservation Authorities, shall be circulated Pre-Consultation Applications, where appropriate, and provide comments on matters of particular relevance for their jurisdiction.

- 5.32.1.3 The specific plans and reports/studies that are required to be submitted together with the application form will be identified at Stage 1: Initial Pre-Consultation.
- 5.32.1.4 Stage 2: Detailed Pre-Consultation Collaboration will facilitate a collaborative dialogue to advance the planning for development proposals that are significant because of scale, location or other matters related to the development of an area. Stage 2 is intended to achieve agreement on key elements of the development, including but not limited to land use, street network design, community infrastructure, park size and location, limits of development and/or constraints, and key built form elements. Additional supporting studies and revisions to plans may be required as part of Stage 2.
- 5.32.1.5 The City, at its sole discretion, may determine that only Stage 1: Initial Pre-Consultation is required for the purpose of satisfying the City's Pre-Consultation requirements.
- 5.32.1.6 Public engagement is a fundamental part of the planning process. The City encourages applicants to host a public engagement meeting prior to the submission of an Official Plan amendment, Zoning By-law amendment or a Plan of Subdivision Application. If an applicant chooses to host a public engagement meeting, the format of the public engagement meeting shall be discussed between the applicant and City planning staff.

5.32.2 Complete Submission Requirements

The purpose of a complete application submission is to ensure that all the relevant and required information pertaining to a development application is available at the time of submission to assist planning staff in providing a recommendation on the application, to enable City Council and its delegated approval authorities to make informed decisions within the prescribed period of time, and to ensure that the public and other stakeholders have access to all relevant information early in the planning process.

- 5.32.2.1 Subject to Section 5.32.1.3, the City and external agency submission requirements for a complete application for Applications to Amend the Official Plan and/or Zoning Bylaw, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval, and Development Permit System Application, may include but are not limited to any of the following plans and reports/studies:
 - a. Planning Justification Report
 - b. Tertiary Plan
 - c. Housing Analysis or a Housing Assessment Report
 - d. Rental Conversion Report
 - e. Market Impact/Planned Function Study
 - f. Financial Impact Study
 - g. Phasing Plan
 - h. Concept Site Plan
 - i. Transportation Study

- j. Area-Specific Urban Design Guidelines
- k. Shadow Study
- I. Micro-Climate Wind Study
- m. Health Impact Study (in accordance with the Region's Healthy Development Framework)
- n. Sustainability Score and Summary
- o. Energy Management Plan/ Energy Model
- p. Community Energy Plan/Integrated Energy Plan
- Alternative and Renewable Energy Systems Feasibility Study
- r. Functional Servicing Report
- s. Environmental Implementation Report
- t. Subwatershed Study
- u. Vegetation Assessment Report/Tree Evaluation Report/Tree Preservation Plan
- v. Woodland Management Plan
- w. Invasive Species Management Plan
- x. Noise/Vibration Study
- y. Grading and Drainage Plan
- z. Sediment/Erosion Control Plan
- aa. Wetland Management Plan
- bb. Air Quality Impact Report
- cc. Hydrogeological Report
- dd. Phase I Environmental Site Assessment
- ee. Phase II Environmental Site Assessment Record of Site Condition
- ff. Cultural Heritage Evaluation Report
- gg. Archaeological Assessment
- hh. Cultural Heritage Evaluation Report
- ii. Heritage Impact Assessment
- jj. A Community Infrastructure Impact Study
- kk. Community Facilities Study/ Community Services and Facilities Assessment and Strategy
- II. Facility Fit Plan
- mm. Zoning Compliance Letter (if required)
- 5.32.1.2 All plans and reports/studies required for a complete application shall be prepared in accordance with an approved Terms of Reference and shall be signed off by a qualified, registered, and/or licensed professional.

- 5.32.1.3 In addition to the prescribed information required by the *Planning Act*, and the report/studies outlined in Section 5.32.1.1 of this Plan, additional studies, information and materials may be required by the City or an external agency to assist in understanding, evaluating and making recommendations on the application, and to ensure that sufficient information in an appropriate format can be made available to the commenting agencies and the public, and to City Council and its delegated approval authorities. This information will be set out during the Pre-Consultation process.
- 5.32.1.4 An application will be deemed complete by the City when:
 - a. The prescribed application fees have been paid;
 - b. A fully complete application form that contains all of the requested information has been submitted;
 - c. All required plans and report/studies have been submitted to the City and it has been confirmed that the plans and report/studies address all matters in the approved Terms of Reference and have been signedoff by a qualified, registered, and/or licensed professional;
 - d. The clearances from the applicable City Departments and external agency referred to below have been submitted, which clearances include but are not limited to:
 - i. written confirmation from the Region of Peel confirming servicing requirements and capacity are present or have been committed to,
 - ii. written confirmation from either the Region of Peel or Ministry of Transportation that the location, type and capacity of roads is acceptable,
 - iii. written confirmation of the limits of development from the applicable Conservation Authority,
 - iv. written confirmation of park size and configuration,
 - v. written confirmation from the applicable authority or agency of the adequacy of other community infrastructure (e.g. fire halls, community and recreation centres), and
 - vi. written confirmation from the applicable School Board that the school block size, location and configuration is acceptable (if applicable);
 - e. Stage 2 Collaborative Pre-Consultation process has been completed or that Stage 2 has been waived in accordance with Section 5.32.1.6, has been received;
 - f. For a Site Plan Approval Application, the applicant has submitted a zoning compliance letter to ensure the development proposal complies with the Zoning By-law; and
 - g. For a Site Plan Approval Application and a Plan of Subdivision, the minimum performance standards have been achieved under Brampton's Sustainable New Communities Program.

- 5.32.1.6 The City may deem an application incomplete if any information and/or materials submitted as part of an application(s) if the quality of the submission is unsatisfactory and is not considered to be in accordance with the applicable Terms of Reference.
- 5.32.1.7 Prior to the submission of a complete *Planning Act* application, where complete application requirements have been determined through a formal Pre-Consultation Application process prior to January 1, 2023, the City may:
 - a. Amend the formal Pre-Consultation Application requirements; or
 - b. Require a new Pre-Consultation Application.
- 5.32.1.8 Exemptions to any of the requirements of a complete application and any additional requirements will be determined and specified during the Pre-Consultation process and can include allowing the review of an incomplete application to advance at the discretion of the Director of Development Services.
- 5.32.1.9 The City and external agency requirements for a Consent Application, may include, but not limited to:
 - a. Environmental Site Screening Checklist;
 - b. Tree Inventory and Preservation Study; and
 - c. Servicing drawings showing existing and proposed watermain, stormwater and sanitary sewer services."

The following process changes are proposed to meet the legislative timelines and improve the efficiency of the development review process.

1. *Pre-Consultation Application*

The *Planning Act* authorizes municipalities to require development proponents to consult with them before submitting Official Plan and Zoning By-law Amendment, Plan of Subdivision, Plan of Condominium and Site Plan Applications. In Brampton's Official Plan, Pre-Consultation Applications are mandatory on all such applications.

The Pre-Consultation Application review is not subject to the timelines for refunds prescribed by Bill 109.

The purpose of Pre-Consultation is to:

- Confirm the appropriate planning approvals required for the development of a site;
- Identify the drawing and studies required in support of the application; and
- Provide feedback on applicable planning policies, processing timelines and potential areas of concern.

To improve process efficiencies and manage the legislated review timelines for formal development applications, staff proposes to enhance the pre-consultation process by two-stage process to be applied at staff's discretion pending the nature of the application.

Stage 1	
s • la p • S • la	Determine the list of required plans, studies, information and material that must be submitted with the application to deem it complete dentify potential areas of concern and work with applicants on resolving issues, particularly for those applications for which a second stage is not required Stage 1 may be the only stage required for some applications dentify need for Stage 2 Pre-Consultation
Stage 2	
a • C ir k • A Ic • V • N	Additional meeting(s) to collaborate with applicants on a development proposal to achieve agreement on critical design elements Critical design elements could include land use, street network design, community infrastructure, park size and location, limits of development and/or constraints, and key built form elements Applies to development proposals deemed significant because of their scale, ocation, or other matters to the development of an area Will involve staff across departments and from external agencies More detailed information and additional material from the applicant may be equired

The goal is to ensure the efficient delivery of good planning decisions that continue to respond to the needs of Brampton residents and stakeholders in addition to responding to legislative changes of Bill 109.

To address Pre-Consultation Applications completed before January 1, 2023, a transition policy is proposed where staff may:

- a) amend the formal Pre-Consultation requirements; or
- b) require a new Pre-Consultation Application.

This will help to ensure that all applications subject to Bill 109 will be best positioned to meet Bill 109 timelines.

Staff is currently developing a standard operating procedure related to the proposed new two-stage Pre-Consultation process, which will be available to development proponents and consultants in January 2023.

2. Changing our Complete Application Requirements

Under the *Planning Act,* municipalities can require certain information and material be provided as part of most application types in order for the applications to be considered a complete application.

A municipality may only require information and material as part of a complete application if related Official Plan policies have been implemented.

The purpose of complete application submission requirements is to ensure:

- All relevant and required information pertaining to a development application is available at the time of submission to assist planning staff in providing a recommendation on the application;
- City Council can make informed decisions within the prescribed period of time; and
- The public and other stakeholders have access to all relevant information early in the planning process.

Staff proposes to strengthen the complete application requirements for development applications and add them for Site Plan Applications to help meet Bill 109 timelines.

In an effort to improve commenting timelines, staff is proposing to add a policy requiring an applicant receive written clearance from applicable internal department or external agencies on threshold matters before deeming an application complete. The required approvals could include:

- Confirmation from the Region that servicing requirements and capacity are present or have been committed to;
- Confirmation from either the Region or province that road access is acceptable;
- Confirmation of the limits of development from the applicable Conservation Authority;
- Confirmation of the requirements for parks and other community infrastructure have been satisfied (e.g. fire halls, community and recreation centres); and
- Where land for schools is applicable, confirmation that the parcel size, location and configuration is acceptable by the applicable School Board.

Note there is flexibility in the policy so if the specific circumstances warrant that an approval is not required, it can be waived.

To strengthen the 'complete' application requirements and set a clear expectation of the type and quality of application material, staff is also proposing to amend the City's complete application policies in the Official Plan as follows:

- Prescribe complete application requirements for Site Plan Applications, including:
 - Zoning By-law compliance
 - Satisfying the Sustainable New Communities program scoring requirements;
- Update the list of studies that can be required as part of a complete application;
- Add a requirement that all reports/studies satisfy approved Terms of Reference; and
- Add a requirement that all plans and reports/studies shall be signed off by a qualified, registered, and/or licensed professional.

Consistent with the overriding goal of having a streamlined, expeditious development review process, staff is proposing that there be flexibility to begin the processing of an application while it is incomplete if the circumstances warrant. For example, this would allow staff to begin the review of a Site Plan Application even though there may be minor variances associated with the development proposal.

The proposed changes for complete application requirements will help ensure that when applications are submitted, they will include the material needed for staff to make or recommend a decision within the required timelines.

On Monday, November 30, 2022, Bill 23 received Royal Assent. Staff will need to examine the impact to our overall processing timelines given changes to the Region of Peel and Conservation Authority commenting ability.

3. Improved Public Engagement

Public engagement is a fundamental part of the planning process. Part of the work on responding to Bill 109 was to look at ensuring the public is well engaged in the review process with the proposed changes. The proposed changes move much of the work on refining applications to the pre-consultation stage before a public meeting is held. It is beneficial to have this work informed by public input. There is also an opportunity to create better dialogue with residents on applications by engaging them in formats other than statutory public meetings, such as workshops or town halls. Finally, early engagement should assist in improving the efficiency of the review process by identifying issues early.

Staff considered two options for improving public engagement:

- 1. Encourage it, or
- 2. Require it (this was the option presented at the public meeting on the draft Official Plan Amendment).

Staff recommends that Council proceed with option 1 that will be implemented by adopting a policy that will encourage public engagement during the Pre-Consultation process, especially for significant or sensitive development proposals. This option can achieve much of the

benefits described in the first paragraph. It also helps ensure the engagement will be authentic and is in keeping with the intent of creating a more efficient approval process.

Engagement would likely occur when an applicant is working on preparing the studies and materials for making a full application. In this way, conducting engagement is not expected to add to approval application timelines.

4. Holding (H) Provisions

Under the *Planning Act*, Council can apply a "Holding (H)" symbol to a Zoning By-law to limit the permitted uses of a site until the H symbol is removed. The Zoning By-law identified the conditions that must be met before the "H" symbol is removed.

Holding provisions may be applied for a variety reasons, including:

- Achieve orderly staging of development;
- Ensure adequate infrastructure and community services and facilities are or will be available;
- Adopt measures to mitigate negative impacts; and
- Satisfy policies of the Official Plan.

With the prescribed decision timelines in Bill 109, staff envisions that "Holding" will be used more frequently to address matters that may still be outstanding at the completion of the application process.

The City's Administrative Authority By-law was amended in 2022 to delegate authority to the Commissioner of Planning, Building and Growth Management, or their delegate, to pass bylaws for the removal of a holding "H" symbol. Therefore, no further actions are needed to minimize the impact of their more frequent use on the efficiency of the development review process.

5. Site Plans

The Bill 109 timelines for site plans are very tight - only 60 days before refunds start to be required. The changes described in this report to the pre-consultation process and to add a completeness requirement for Site Plan Applications are two of the key actions proposed to work to meet the timelines.

Staff is also recommending two additional measures:

• New "Approval in Principle" Step:

Staff is proposing adding a new "approval in principle" step to the site plan process, which will identify conditions to be fulfilled by the applicant including prior to building permit submission. This step will be considered to constitute approval of the Site Plan Application in accordance with Bill 109. The owner will have 180 days, unless extended by the Director of Development Services, to satisfy the "approval in principle" site plan conditions. If the conditions have not been satisfied within 180 days, the

applicant may be required to submit a new Pre-Consultation Application (if applicable) and Site Plan Application.

Policies are needed in the Official Plan to support this new "Approval in Principle" step. This report recommends that Council provide direction for staff to hold a public meeting on an Official Plan Amendment for those policies.

• Not Allowing Concurrent Processing of Site Plan Applications

Development projects that require more than one *Planning Act* approval, including Official Plan Amendment, Zoning By-law Amendment and/or Site Plan Applications, are often processed concurrently in Brampton.

Staff is proposing to no longer allow for concurrent Site Plan Application processing for Site Plan Applications as continuing that practice could affect staff's ability to process applications within the required timelines because of staff capacity issues. Work will need to be focused on an application at a time to move it forward within the required timelines. It is the opinion of staff that this will not likely result in significant lengthening of the overall development approval timelines because the Official Plan and Zoning By-law Amendment application timelines will be significantly shorter with the Bill 109 changes. Staff still plan to allow for the submission of Pre-consultation Applications for Site Plan while an Official Plan or Zoning By-law Amendment Application is under review.

6. Option for Applicants to Withdrawal Development Applications to Allow for Further Work with City Staff

There will be some applications where staff will identify a need for further refinement before staff considers it appropriate to approve or recommend approval.

For Official Plan or Zoning By-law Amendments, staff may recommend that Council adopt what they consider to be the appropriate policy or zoning regulation despite it not being what the applicant proposed. For example, if staff believes a lower height than what the applicant proposed is appropriate, staff may recommend that Council adopt a by-law with that lower requirement.

In situations where the above approach is not possible, staff is proposing a withdrawal and resubmission option. If further work is needed on the application, the applicant would have a choice to withdraw their application so they could continue to work with staff to address issues and then resubmit their application for a nominal fee. This would avoid the need to issue refunds. The applicant may choose this option because the alternative may be a refusal report or decision.

7. Timing of Recommendation Report vis a vis Statutory Public Meeting

Currently, the Official Plan requires that Council not adopt a proposed Official Plan Amendment, Zoning By-law Amendment or Plan of Subdivision until at least 30 days after the date of the Public Meeting. Staff recommends this requirement be deleted. Removing the 30 day requirement will allow staff more flexibility in the timing to forward a Recommendation Report. To give a hypothetical example using real 2023 Committee dates, if a public meeting were held on February 13, ideally staff would be in a position to bring forward a recommendation report to the following meeting on March 6. However, the 30 day requirement would prevent this. The Bill 109 timelines are tight enough that delaying a report by a few weeks to the next meeting could result in the City being required to provide refunds.

Removing the requirement also allows the flexibility for staff to bring a Recommendation Report to the same Planning and Development Committee meeting as the public meeting, where considered to be appropriate, such as where no issues/concerns from the public are identified with a development application. This change could help meet Bill 109 timelines. Staff will consult with Planning Committee before making such a change.

Staff recommends that Council provide direction for staff to hold a public meeting on an Official Plan Amendment to those policies.



Report Staff Report The Corporation of the City of Brampton 2022-12-12

Date: 2022-11-25

Subject: OZS-2021-0022

Secondary Title: Recommendation Report
 Applications to Amend the Zoning By-law and Draft Plan of
 Subdivision
 (To permit a residential development consisting of 41 single detached
 dwellings, approximately 7 townhouses, future residential blocks for
 single detached dwellings and townhouses, an open space block, a
 walkway block and a road network)
 Maplequest Investments Inc. – KLM Planning Partners Inc.
 West of Torbram Road, north of Countryside Drive and south of
 Inspire Boulevard.
 Ward: 9

Contact: Stephen Dykstra, Development Planner Planning, Building and Growth Management 905-874-3841, <u>Stephen.dykstra@brampton.ca</u>

> Angelo Ambrico, Acting Manager, Development Services Planning, Building and Growth Management 905-874-2953, angelo.ambrico@brampton.ca

Report Number: Planning, Bld & Growth Mgt-2022-958

Recommendations:

- THAT the report titled: Recommendation Report, Application to Amend the Zoning By-law and Draft Plan of Subdivision, Maplequest Investments Inc.
 – KLM Planning Partners Inc., West of Torbram Road, north of Countryside Drive and south of Inspire Boulevard, Ward 9 (File: OZS-2021-0022 and Planning, Planning, Bld & Growth Mgt-2022-958), to the Planning and Development Committee Meeting of December 12, 2022, be received;
- 2. THAT the Zoning By-law Amendment application submitted by KLM Planning Partners Inc Incorporated on behalf of Maplequest Investments Inc., Ward: 9, File: (OZS-2021-0022 and Planning, Bld & Growth Mgt-2022-958), be approved, on the basis that it does represent good planning, including that it is consistent with the Provincial Policy Statement, conform(s) to the Grown Plan for the Greater Golden Horseshoe, The Region of Peel Official Plan and the

City's Official Plan for the reasons set out in the Planning Recommendation Report, November 25, 2022;

- **3. THAT** the amendments to the Zoning By-law, as generally attached as Appendix 9 to this report be adopted;
- **4. THAT** no further notice or public meeting be required for the attached Zoning Bylaw 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 Zoning By-law for this application.
- The applicant is proposing a residential subdivision with 41 single detached dwellings, approximately 7 townhouses, future residential blocks for single detached dwellings and townhouses, an open space block, a walkway block and a road network.
- The property is designated "Residential" and "Open Space" in the Official Plan. It is designated "Low Density Residential", "Medium Density Residential", "Neighbourhood Park" and "Public Middle School Site" in the Countryside Villages Secondary Plan Area SP48. It is identified as "Low / Medium Density Residential", "Medium Density Residential" and "Park" in the Countryside Villages Block Plan Area 48-2.
- The plan does not require changes to the Official Plan or the Secondary Plan.
- The property is zoned "Agricultural (A)" by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the residential development. The proposed Zoning By-law Amendment includes a new site-specific single-detached zone on the lands, two preexisting site-specific townhouse zones within the Zoning By-law, as well as an Open Space zone. 'Holding (H)' provisions are included with the residential zones as the lands currently do not have vehicular access or services available. Staff are satisfied that once these services are available, that the lands will be developed appropriately and the 'H' provision can be lifted.
- 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 west of Torbram Road approximately halfway between Countryside Drive and the proposed Inspire Boulevard. The property is vacant.

This application has been reviewed for completeness and found to be complete in accordance with Section 22 (4), Section 51 (19.1), and Section 34 (10.4) of the *Planning Act.* A formal Notice of Complete Application was issued on July 8, 2021. On September 13, 2021 a public meeting was held for this application.

Property Description and Surrounding Land Use:

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

- has a total site area of approximately 4.167 hectares (10.297 acres);
- has frontage onto Torbram Road;
- is vacant.

The surrounding land uses are described as follows:

North:	Vacant land;
South:	Vacant land, lands have attained and approved Plan of Subdivision with residential uses as well as a school and stormwater management pond;
East:	Torbram Road, beyond is vacant land;
West:	Park and Valleylands.

Current Situation:

Proposal:

This application to amend the Zoning By-law proposes to permit a residential development. The proposal is requesting the lands be designated and zoned to permit a predominantly residential subdivision with single detached and townhouses as well as an open space block and a walkway block.

Please refer to Appendix 1 for the proposed Plan.

Details associated with the proposal are provided below:

Single detached dwellings:

- 20 lots with a minimum width of 12.5 metres (41 feet)
- 27 future residential blocks with a minimum width of 12.5 metres (41 feet)
- 21 lots with a minimum width of 11.6 metres (38 feet)
- 41 future residential blocks with a minimum width of 11.6 metres (38 feet)

Townhouse dwellings:

- 9 blocks with access through a rear lane within a minimum lot width of 4.5 metres
- 9 blocks with access through a rear lane within a minimum lot width of 6.0 metres

Open Space Block – 0.004 hectares (0.01 acres) Walkway – 0.09 hectares (0.1 acres)

Summary of Recommendations

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

Analysis

The proposed Zoning By-law Amendment is 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.

Holding (H) provisions have been included within the proposed Zoning By-law because the lands currently do not have vehicular access or immediately available services. The lands are interconnected with a group of related developments, all of which have been fully analyzed in terms of capacity. Staff are confident that this development can go forward with preliminary development (topsoil stripping, underground services) and that once the development to the south is at a stage where services are available, that the H provision can be lifted.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the following matters of Provincial interest, subject to the recommended holding provisions, 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 proposed infrastructure and provides a logical continuation of residential development in Secondary Plan Area 48-2. The

density is complimentary with the surrounding land uses and creates additional local housing 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 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 'Residential' and 'Open Space' on Schedule A of the Official Plan. The residential designation permits a range of dwelling typologies, including single detached dwellings, townhouses and apartments. The Open Space designation permits very limited 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 Residential 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.

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 August 5, 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 September 13, 2021. No members of the public attended the Statutory Public Meeting to speak to the application and no written submissions were made.

Corporate Implications:

Financial Implications:

There are no financial implications associated with these amendments to the Zoning Bylaw. 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 Zoning By-law Amendments.

Staff is satisfied that the proposed Zoning by-law Amendment application and Plan of Subdivision 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 Zoning By-law Amendment attached hereto as Appendix 9. The Zoning Amendment and Plan of Subdivision 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 proposed holding provisions will ensure that timely development of these lands;
- 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; and,
- the proposed residential uses and density are appropriate for these lands and will provide much needed housing opportunities.

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

Authored by:

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

Approved by:

Reviewed and Recommended by:

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

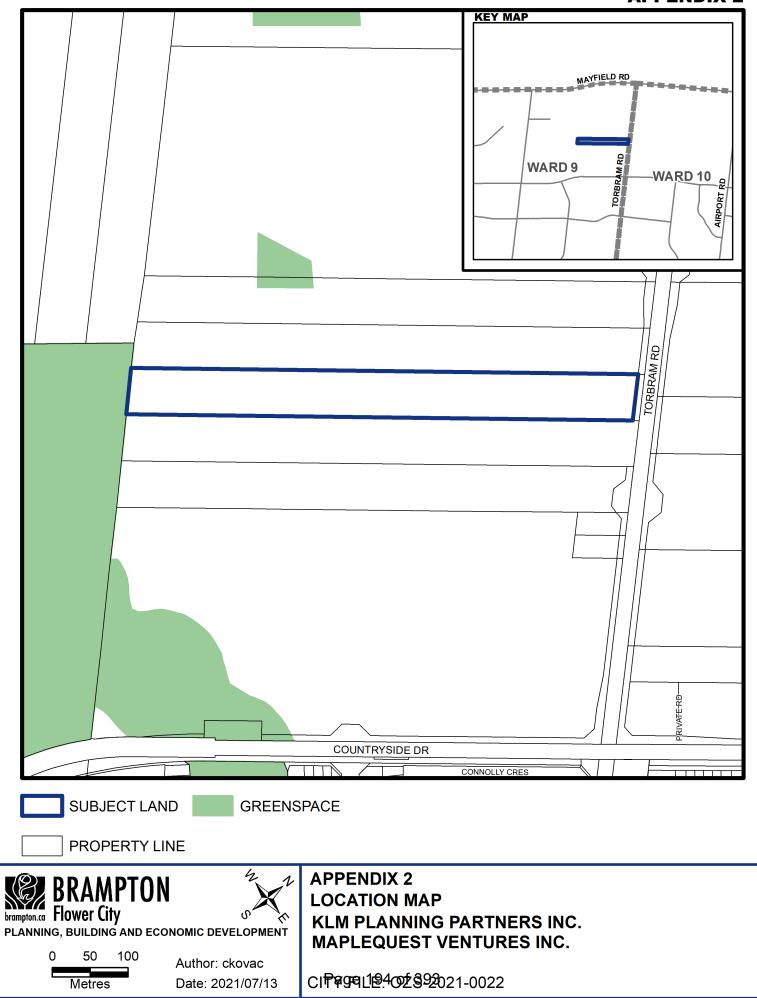
Steve Ganesh, MCIP, RPP Commissioner (Acting), Planning, Building and Growth Management

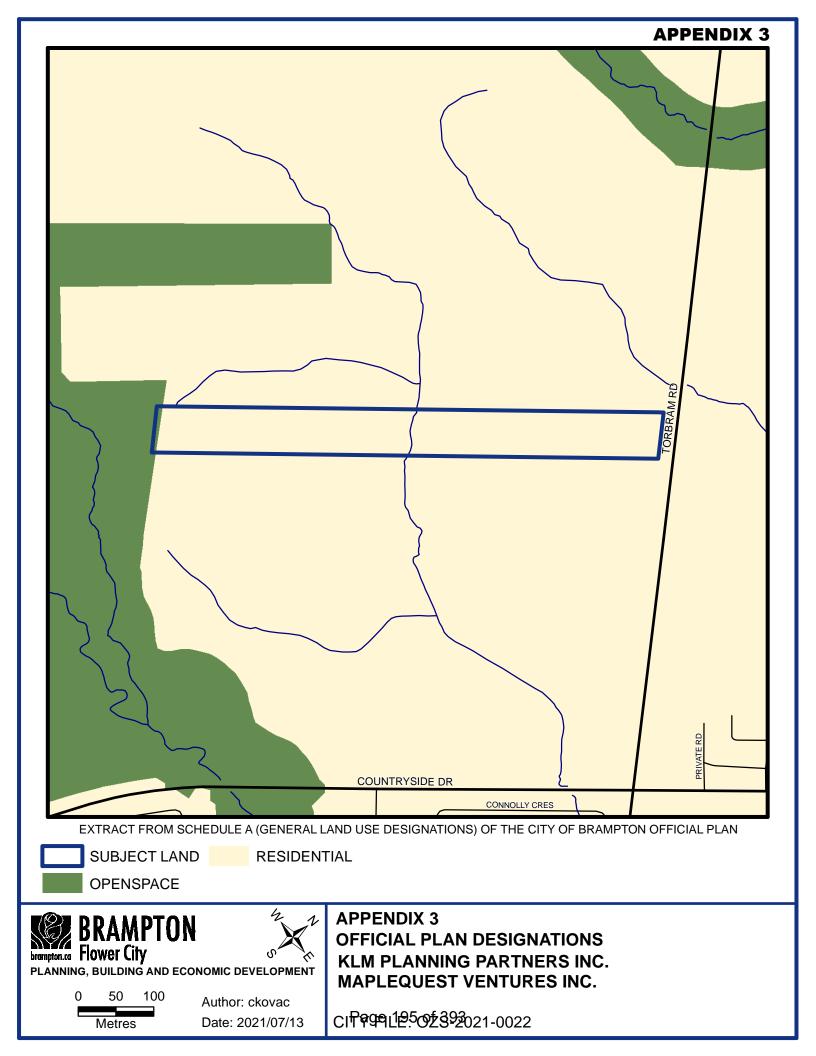
Appendices:

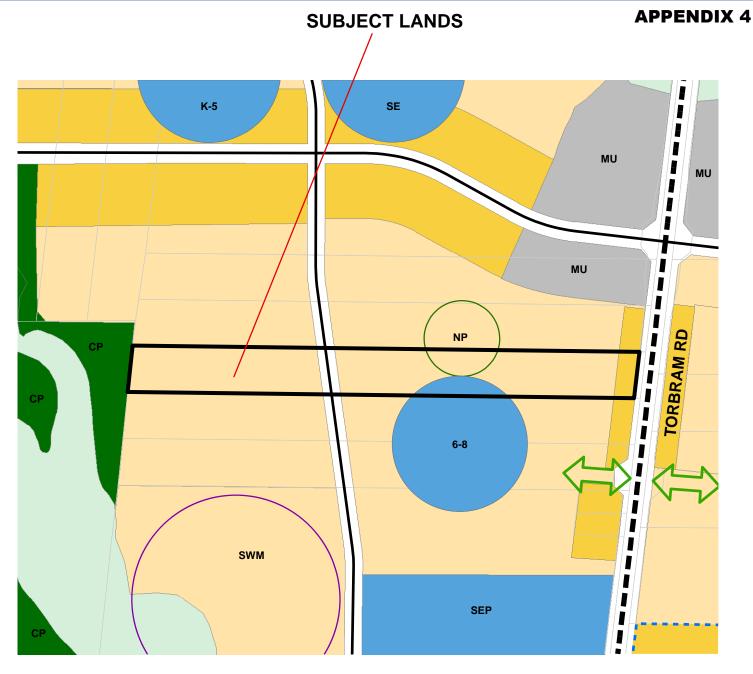
- Appendix 1 Proposed Plan of Subdivision
- Appendix 2 Location Map
- Appendix 3 Official Plan (Schedule 'A' General Land Use Designations) Extract
- Appendix 4 Secondary Plan Land Use Map
- Appendix 5 Existing Zoning Plan Extract
- Appendix 6 Existing Land Use Map
- Appendix 7 Detailed Planning Analysis
- Appendix 8 Public Meeting Summary and Analysis
- Appendix 9 Zoning By-law Amendment
- Appendix 10 Sustainability Snapshot
- Appendix 11 Draft Plan and Conditions

BRAMPTON APPENDIX 1 Drampton.co Flower(ity PLANNING, BUILDING AND ECONOMIC DEVELOPMENT PLANNING, BUILDING AND ECONOMIC DEVELOPMENT PLANNING, BUILDING AND ECONOMIC DEVELOPMENT APPENDIX 1 DRAFT PLAN OF SUBDIVISION KLM PLANNING PARTNERS INC. MAPLEQUEST VENTURES INC.

APPENDIX 2







EXTRACT FROM SCHEDULE SP48(A) OF THE DOCUMENT KNOWN AS THECOUNTRYSIDE VILLAGES SECONDARY PLAN

ROAD NETWORK



INTERSECTION RECREATION OPEN SPACE

CITY WIDE PARK

NP NEIGHBOURHOOD PARK

COMMERCIAL

- D.R. DISTRICT RETAIL MVC 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

W PLACE OF WORSHIP

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

NATURAL HERITAGE &

ENVIRONMENTAL MANAGEMENT



RESIDENTIAL

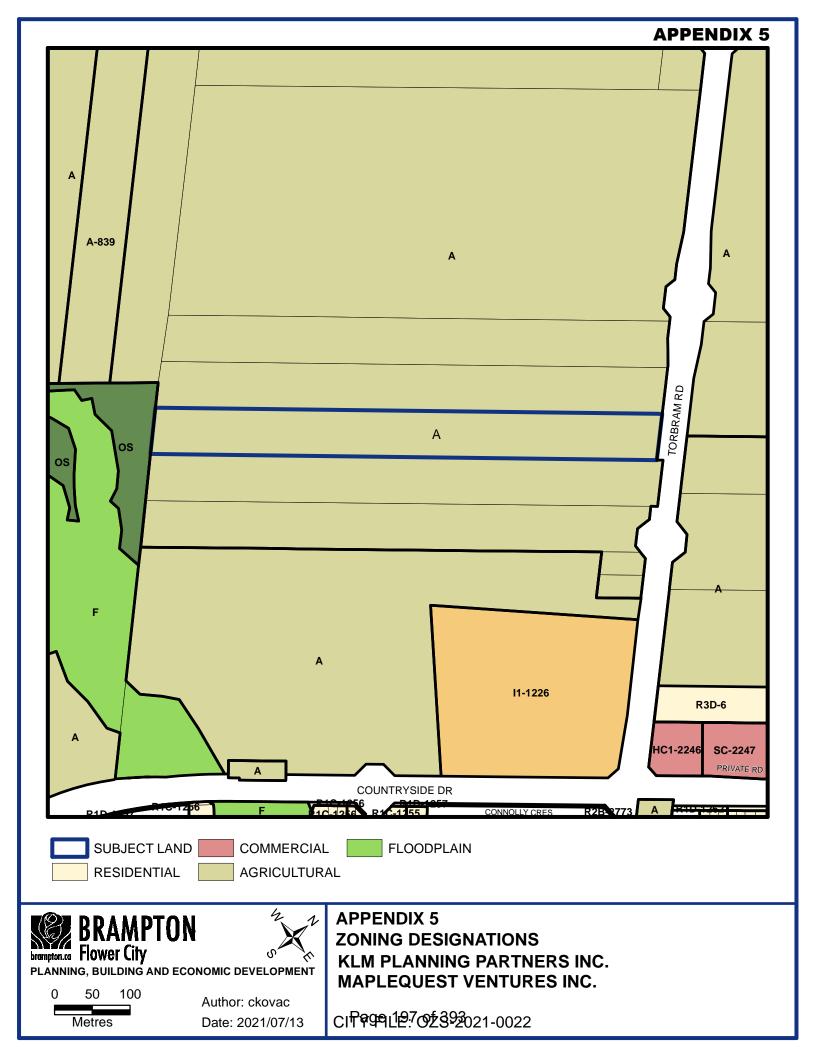
LOW DENSITY MEDIUM DENSITY MEDIUM / HIGH DENSITY RESIDENTIAL LIVE / WORK



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac Date: 2021/07/13 **APPENDIX 4** SECONDARY PLAN DESIGNATIONS **KLM PLANNING PARTNERS INC. MAPLEQUEST VENTURES INC.**

CIF999122021-0026



APPENDIX 6



AERIAL PHOTO DATE: SPRING 2021

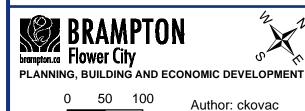
SUBJECT LAND

Metres

AGRICULTURAL COMMERCIAL INDUSTRIAL

Date: 2021/07/13

INSTITUTIONAL ROAD OPEN SPACE UTILITY RESIDENTIAL



APPENDIX 6 AERIAL & EXISTING LAND USE KLM PLANNING PARTNERS INC. MAPLEQUEST VENTURES INC.

CITP999122802592021-0022

DETAILED PLANNING ANALYSIS

City File Number: OZS-2021-0022 Subdivision File: 21T-21012B

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.

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

Section 51.24 of the *Planning Act* provides criteria for the consideration of a draft plan of subdivision. The application has regard for the following matters:

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

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

The allocation of lands within the Draft Plan of Subdivision provide lots and blocks for the residential portion and blocks for the open space portions. The Draft Plan of Subdivision creates the lots and blocks required for the road and the individual residential lots.

The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate

the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources as there are lands that are being created that will be zoned open space and will be dedicated to the city as part of the processing of this application.

The application fulfills the requirements as identified within the *Planning* Act, specifically Section 2 and 51(24). The application is generally in conformity with the Official Plan and is suitable for the lands. It is also acknowledged that the proposed plan respects the conservation of natural resources and flood control.

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.
- 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 and respects the adjacent open space conditions.
- 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 in a Secondary Plan area that is within the Brampton settlement area.
- e) promoting the integration of land use planning, growth management, transitsupportive 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 layout of the development optimizes the future road pattern, servicing and infrastruture.

The proposed development is located within Block Plan Area 48-2, which is a planned area. In doing such, the applicant is optimizing the land resources within the city. The applicant has completed an environmental assessment of the subject lands and is providing buffers that meet 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 road pattern and 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 redevelopment while avoiding or mitigating risks to public health and safety.

The development of these lands for low and medium density residential is appropriate and avoids risks to public health and safety in respecting the adjacent existing 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 this target by providing 34 units/hectare for the single detached portion and 56 units/hectare for the townhouse portion, which would mean that the number of residents would far exceed the minimum 46 required.

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 valleylands and is in close proximity to a park and school.

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 towhouses along Torbram Road 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 provides several walkway blocks so that residents are able to access open space in adjacent plans readily.

Official Plan

The property is designated as "Residential" and "Open Space" on Schedule A – General Land Use in the Official Plan. The "Residential" designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal generally conforms to the "Residential" designation of the Official Plan. The proposed density for the proposed development exceeds the Official Plan minimum required density. The Official Plan requires a minimum density target of 51 people and jobs per hectare (ppj/ha). Staff is satisfied that the objectives of the Official Plan have been achieved as the overall plan will achevie the required density.

The proposal is consistent with the "Residential" land use designations. An amendment to the Official Plan "Residential" land use designation is not required.

The lands that are designated "Open Space" within the Official Plan are zoned accordingly to protect natural heritage features. An amendment to the Official Plan "Open Space" land use designation is not required.

Secondary Plan – Countryside Villages Area 48

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The applicant has demonstrated that the proposed development meets the policies within the Secondary Plan. Provided below are some of the highlighted policies that the development adheres to. The lands are designated "Residential Low Density", "Residential Medium Density", "Neighbourhood Park" and "Public Middel School".

Low Density Residential

The Secondary Plan designates a portion of the lands as Residential Low Density. This application provides a balance of single detached dwellings and townhouses. At this time, there are no issues with the typologies provided. The townhouses are located closest to Torbram Road to provide a transition from single detached dwellings to a busier street.

The applicant is proposing to increase the density for the Low Density Residential designation from 30.1 units per net residential hectare (12 units per net acre) to 34 units per net hectare (14 units per net acre). This is a modest increase in density as the proposed uses and lotting reflects the intended land use pattern and density as identified on the Countryside Villages Block Plan and can be accommodated without requiring formal amendment to the Secondary Plan.

Medium Density, Residential

The areas that are designated for Medium Density are zoned to permit townhouses, stacked townhouses and apartments. The applicant is proposing townhouses in this designation, no amendment is required.

Neighbourhood Park and Public Middle School

As part of the Block Plan Area 48-2 exercise, these two designations were removed from this area. As a result, no amendments are required.

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.

Block Plan – Countryside Villages Block Plan Area 48-2

The development application general conforms to the Block Plan and an amendment to the Block Plan is not required.

Zoning

The property is currently zoned "Agricultural (A)" by By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the proposed residential and open space uses. This Report appends a copy of the proposed Zoning By-law Amendment.

The proposed Zoning By-law Amendment includes two new site-specific residential zones. The remainder of the site-specific zones are continued from the lands to the south to ensure that there are no split-zoned properties. The proposed Zoning By-law Amendment includes a small portion of lands to be zoned Open Space which will not be able to be developed in order to protected the important natural heritage features

Listed below are the details associated with the proposed residential zones.

Residential Single Detached F-11.6

- Permits single detached dwellings
- Front yard width requirement of 11.6 metres
- Holding provisions are included as the lands currently do not have vehicular access or services available.

Residential Townhouse E-4.5

- Permits townhouse dwellings
- Front yard width requirement of 4.5 metres
- Holding provisions are included as the lands currently do not have vehicular access or services available.

Land Use

The proposed residential uses are appropriate as they conform to the land uses policies of the Official Plan, Secondary Plan and Block Plan.

A portion of lands are proposed to be zoned Open Space. These lands are to be part of an open space that will be connected with the adjacent lands to the west and north.

The lands are serviced from the south, so once those lands have services, then this parcel will be able to be developed and the holding provision can be lifted. The vehicular access and services will be used for the lands to the north as well.

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. Staff are in agreement with the Report.

Urban Design

The Block Plan includes a Community Design Guidline (CDG) document that the applicant is required to adhere to. The application provided a supplementary Urban Design Brief which provided additional details for this development that were not captured in the CDG. The application is also required to adhere to the Architectural Control Guidelines, which provides a set of architectural rules to ensure that the community has a cohesive appearance.

Urban Design staff are satisfied with the application.

Transportation/Traffic

Transportation Engineering has provided a comments and conditions memo that includes conditions to ensure that the transportation needs within the community are fulfilled. The lands will be accessed from the south, and will provide connections to the north. These local streets eventually access Countryside Drive to the south, Torbram Road to the east and the future Insprire Boulevard to the north.

A Sidewalk and Driveway Plan was submitted in support of this application and was found to be acceptable.

Traffic staff support the need for the blanket holding provision as there are no roads at this time that can be constructed that have access onto an existing road. They are satisfied that the proposed road layout will work, once the roads to access the site are provided.

Noise

The Environmental Noise Assessment (Valcoustics; December 23, 2020) has been reviewed. City staff is satisfied with the conclusions of the study at this time.

Servicing

A Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd. has been submitted in support of this application. The Functional Servicing Report concluded that the proposed residential development can be fully serviced and connected.

The property is located in an area that does not have access to servicing at this time, but is part of a larger servicing strategy for Block Plan 48-2. Holding provisions have been included within the zoning by-law to ensure that these services are compelted prior to to the sale of units within this development.

Phase 1 Environmental Site Assessment (ESA)

A Phase 1 Environmental Site Assessment was submitted in support of the application. The City's Building Division has reviewed the study and found that it is completed at this time. The applicant will be required to complete an RSC prior to building permits being issued.

Scoped Environmental Impact Study Tree Evaluation Report Tree Preservation Plan

The three reports as noted above are being grouped as one document as they provide an overall assessment on the environment that the development will have on these lands.

Significant work has been undertaken by the applicant to ensure that both City as well as Toronto and Regional Conservation Authority staff are satisfied with the outcome.

The Scoped Environmental Impact Study reviews the development as a whole and determines whether the impacts as a whole are being mediated. The results are generally that the off-site tree compensation numbers and area are sufficient to create a net balance ecologically.

The Tree Evaluation Report and associated Tree Preservation Plan provides an overall view of the tree material that currently exists (or did exist in certain circumstances). 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.

Geotechnical / Soils Report

A Geotechnical Investigation prepared by Golder Assocaites dated February 2018 was submitted in support of the application. Generally, the Geotechnical Investigation report provides an analysis of the soil substrate to determine construction requirements for infrastructure such as roads, sewer, and engineered fill requirements. This information is used in determining the viability of the soils and whether additional fill needs to be brought in or taken away. The soils on the property can be utilized, but the report cautions that additional soil analysis will have to be completed during construction.

City staff have reviewed the document and are satisfied with its conclusions.

Archaeological Assessment

Stage 1 and 2 Archaeological Assessments were completed for the lands. The Stage 1 assessment required the additional Stage 2 assessment as the lands are within a 300 metre distance of a water source. The assessment did not reveal and items that were of archaeological value and not additional assessment was determined to be required. A letter from the Ministry of Tourism, Culture and Sport provides verification of these findings.

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.

The Draft Plan Conditions include a condition that will recognize a score that meets or exceeds the Bronze Threshold and requires that the applicant uphold this score through to the registration of the Plan of Subdivision. The proposed condition is provided below.

"Prior to Registration, the owner shall provide documentation to the satisfaction of the Commissioner of Development Services verifying that the sustainability score achieves the equivalent or higher than the threshold indicated prior to the approval of the Draft Plan."

APPENDIX '8' RESULTS OF PUBLIC MEETING City File Number: OZS-2021-0022 Subdivision File:21T-21012B

Members Present

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

Staff Present

D. Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

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

Corporate Services:

S. Akhtar, Legal Counsel

City Clerk's Office:

- P. Fay, City Clerk
- C. Gravlev, Deputy City Clerk
- R. Ajitkumar, Legislative Coordinator

Members of the Public:

None

Results Of The Public Meeting and Notification:

A meeting of the Planning Design and Development Committee was held on September 13, 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.

There were no members of the public that were in attendance for this item.

No correspondence was received from the public.



THE CORPORATION OF THE CITY OF BRAMPTON



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

The Council of the Corporation of the City of Brampton ENACTS as follows:

- 1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on <u>Schedule A</u> to this by-law:

From	То
Agricultural (A)	RESIDENTIAL SINGLE DETACHED F (H)- 11.6 SPECIAL SECTION 3675 (R1F(H)-11.6-3675)
	RESIDENTIAL TOWNHOUSE- R3E (H) 4.5 – SPECIAL SECTION 3677 (R3E(H)-4.5-3677)
	RESIDENTIAL SINGLE DETACHED F (H) – 11.6 SPECIAL SECTION 2983 (R1F(H)-11.6-2983)
	RESIDENTIAL TOWNHOUSE R3E(H)-6-SPECIAL SECTION 2984 (R3E(H)-6.0-2984)
	RESIDENTIAL TOWNHOUSE R3E (H) - 4.5 – SPECIAL SECTION 2985 (R3E(H) – 4.5-2985)
	OPEN SPACE (OS)

(2) By adding the following sections:

"3675 The lands designated R1F-11.6-Section 3675 on Schedule A to this Bylaw:

3675.1 Shall only be used for the following purposes:

1) Shall only be used for the purposes permitted within the R1F-x zone.

3675.2 Shall be subject to the following requirements and restrictions:

- 1) A balcony or porch with or without a cold cellar may project into the minimum front or exterior side yard by a maximum of 1.8 metres, eaves and cornices may project an additional 0.6 metres into the minimum front yard or exterior side yard;
- 2) Maximum cumulative garage door width: 5.5 metres
- 3675.3 Holding (H):
- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - b) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."
- "3677 The lands designated R3E-4.5-Section 3677 on Schedule A to this By-law:
- 3677.1 Shall only be used for the following purposes:
- 1) Permitted uses:
 - a. Purposes permitted within the R3E-x zone
 - b. Dual Frontage Townhouse Dwelling;
- 3677.2 Shall be subject to the following requirements and restrictions:
- 1) A balcony or porch with or without a cold cellar may project into the minimum front or exterior side yard by a maximum of 1.8 metres, eaves and cornices may project an additional 0.6 metres into the minimum front yard or exterior side yard;
- Minimum building setback to a daylighting triangle/rounding:
- 3) No minimum dwelling unit width shall apply;
- 4) Minimum Rear Yard Depth 4.5 metres to any living space above a garage
- 5) Minimum setback to a garage door:

0.0 metres when accessed from the rear yard

1.5 metres

- 6) Minimum Interior Side Yard Width:
 - a. 1.2 metres; or
 - b. 0.0 metres abutting a side lot line that coincides with a shared common wall between two dwellings;
- 7) Minimum Front Yard Depth: 3.0 metres

For the purposes of lands zoned R3E(H)-4.5-Section 3677, the front lot line shall be deemed to be Torbram Road.

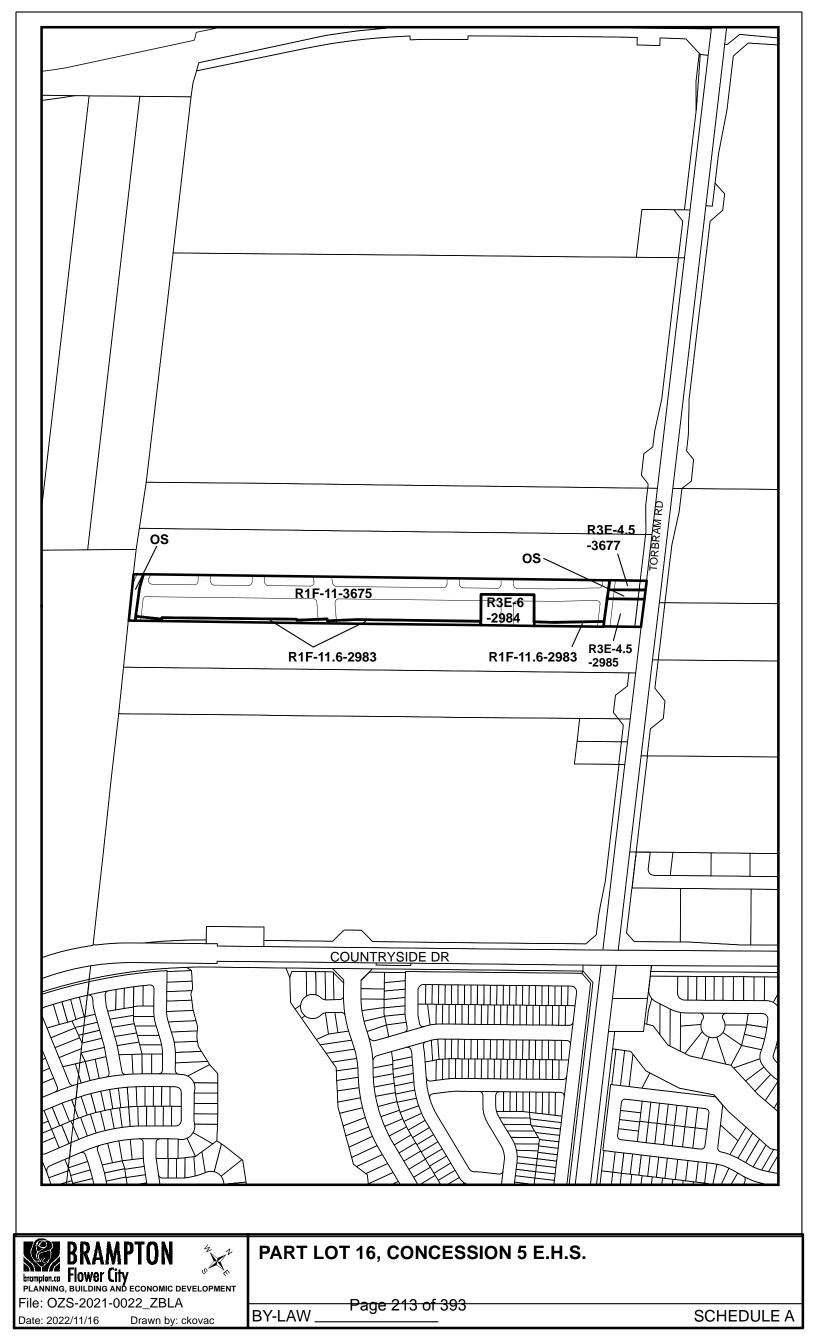
8)	Maximum Building Height:	14.0 metres
9)	Maximum Lot Coverage:	no requirement

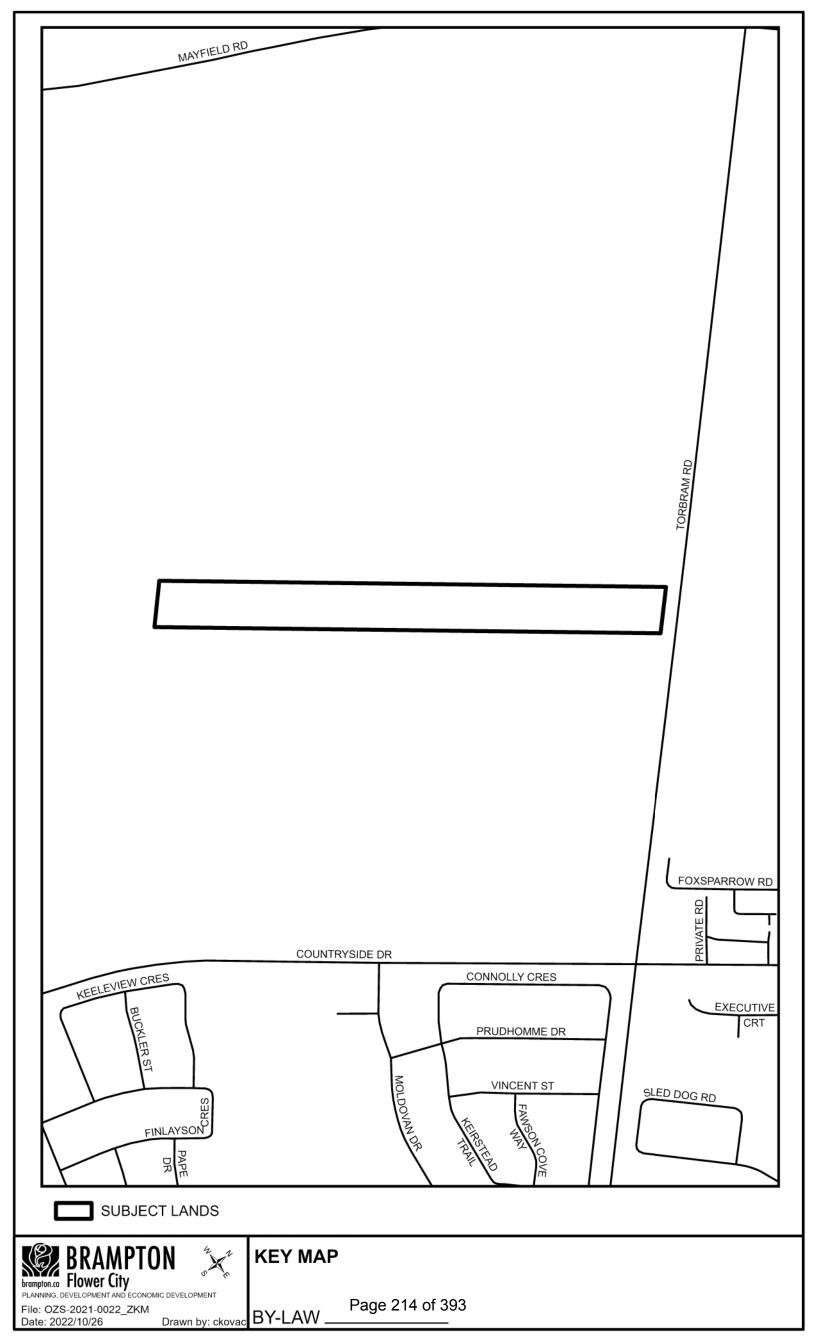
- 10) The requirement for maintaining a minimum 0.6 metre wide permeable landscape surface abutting one side lot line shall not apply;
- 11) Maximum garage door width: 3.5 metres

- 3) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) zone.
- 4) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy;
 - d) Confirmation that vehicular access has been provided to the satisfaction of Transportation Planning."

	ENACTED THIS	day of	, 2022.
Approved as to form. Year/month/day			Dotrick Prown Mover
Dir. Dev.			Patrick Brown, Mayor
Approved as to content. Year/month/day			Peter Fay, City Clerk
Legal			
(OZS-2021-002)	2)		

^{3677.3} Holding (H):





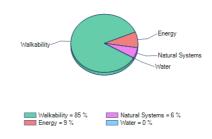
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Maplequest 4 City File Number: OZS-2021-0024 Plan Type: Draft Plan

SUSTAINABILITY SCORE: 40

THRESHOLD ACHIEVED: SILVER



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.

Pedestrian Connections - Traffic Calming

• [Aspirational] 100% of new residential-only streets are designed with traffic calming strategies.

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 - Block Perimeter/Length

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

Street Networks/Blocks - Intersection Density

• [Aspirational] There are more than 60 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.

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.

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

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

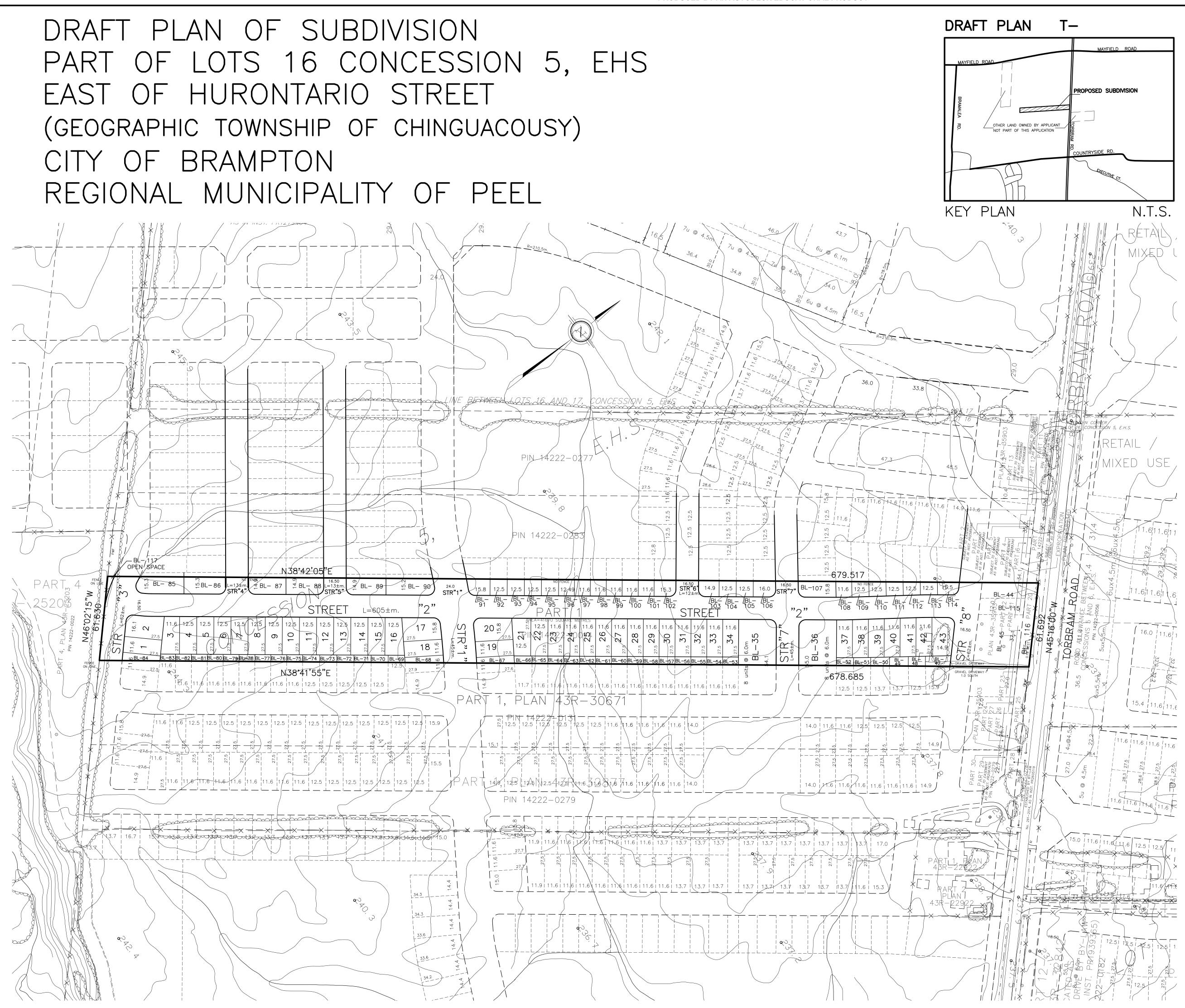
• [Minimum] It is confirmed that plighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

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

• [Minimum] 25% of recycled/reclaimed materials will be used for new infrastructure, including roadways, parking lots, sidewalks, unit paving, etc.



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Page 512 of 303 Date Produced BY AN AUTODESK EDUCATIONAL PRODUCT

SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN D. SEE SCHEDULE OF LAND USE
- D. SEE SCHEDULE OF LAND US E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- J. AS SHOWN ON DRAFT PLAN K. SANITARY AND STORM SEWE
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

HOLDING JONES VANDERVEEN INC.

DATE ----, 2015

GARY B. VANDERVEEN ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

MAPLEQUEST VENTURES INC.

40 VOGEL ROAD SUITE 51 RICHMOND HILL L4B 3N6

ALI MEMON A.S.O.

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVID	ED = 4	.167±	:Ha. (10.297	±Acs)
DETACHED DWELLINGS	BLOCKS	LOTS	UNITS	±Ha.	±Acs.
LOTS 1, 2, 4–17, 20–22 and 37 MIN. LOT FRONTAGE=12.49m. MIN LOT AREA=343.48sq.m.		20	20	0.724	1.790
plus Blocks 47—52, 69—74, 91—96, 105—107, and 109—114	27		13.5 🛪	• 0.335	0.827
LOTS 3, 18, 19, 23–34, and 38–43 MIN. LOT FRONTAGE=11.6m. MIN LOT AREA=319.00sq.m.		21	21	0.685	1.692
plus Blocks 53-68, 75-90, 97-104, and 108	41		20.5 🕈	• 0.536	1.324
TOWNHOUSE DWELLINGS					
BLOCKS 35 and 36	2		9 7	• 0.180	0.446
MIN. UNIT FRONTAGE 6.0m. BLOCKS 44 and 45 MIN. UNIT FRONTAGE 4.5m.	2		9 7	€ 0.162	0.400
SUBTOTAL	72	41	93 7	\$ 2.622	6.479
BLOCK 115 – WALKWAY	1			0.040	0.098
BLOCK 116 – ROAD WIDENING	1			0.050	0.124
BLOCK 117 - OPEN SPACE	1			0.004	0.010
STREETS				1.451	3.586
24.0m.WIDETOTALLENGTH=45±m.AREA=0.111±Ha.16.5m.WIDETOTALLENGTH=812±m.AREA=1.340±Ha.					
10.0m. WIDE TOTAL LENGTH= $0\pm m$. AREA= $0.000\pm Ha$.					
TOTAL LENGTH= 857±m. AREA= 1.451±Ha.					
TOTAL	75	41	93 🛪	4 .167	10.297

NOTE - * SUBJECT TO FINAL CALCULATION

NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM





Development Services

Draft Plan of Subdivision Conditions of Draft Approval Comments and Conditions Memo Tracking Sheet

Draft Plan of Subdivision Maplequest Investments Inc. – KLM Planning Partners Inc. 21T-21012B OZS-2021-0022 Planner: Stephen Dykstra

Date of Draft Approval: Month Day, 2022

Department/Divisions/Sections	Memo Date		
	(Initial Draft Approval)	(Revisions)	
		Memo Date	Effective Draft Approval Date*
Public Works – Development Engineering	Nov. 10, 2022		
Planning, Building and Econ. Dev.– Building	Nov. 9, 2022		
Public Works –Transportation Engineering	Nov. 14, 2022		
Planning & Development Services – Development Services	Nov. 15, 2022		
Planning & Development Services – Urban Design	Nov. 9, 2022		
Planning & Development Services – Policy Planning	N/A		
Public Works & Eng. Development – Park Planning; and, Open Space	Nov. 10, 2022		

Planning & Development Services –	N/A	
Policy Planning (Heritage)		
Brampton Transit	N/A	
Region of Peel (Comments and	Oct. 27, 2022	
Conditions Memo)		
The following have b	een incorporated ir	nto Schedule A
Toronto and Region Conservation	Included	
Authority		
Alectra	Included	
Canada Post	Included	
Rogers	Included	
Bell	Included	
Dufferin-Peel Catholic District School	Included	
Board		
Peel District School Board	Included	
Enbridge	Included	

*day after 20 days after making decision (date of decision= date of cover memo signed by Commissioner/Director for minor amendments or Notice of Decision)

NOTE 1: Any changes to the conditions (including minor amendments and revisions to the conditions expressly identified in any Comments and Conditions Memos are subject to Section 51 (41) of the *Planning Act* and the amendment to the draft approval shall be deemed to have been made the day after the appeal period is over (the day after the 20-day appeal period), whether or not notice has been issued.

Accordingly, preparation of any agreement or supplementary agreement (as the case may be), will not occur until the appeal period has passed.



Page 1 of 16

SCHEDULE "A" CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL DATE:	(Day After Last Day for Filing an Appeal if No Appeal has been Filed)
APPLICANT:	Maplequest Investments Inc. – KLM Planning Partners Inc.
SUBJECT:	Draft Plan of Subdivision 21T-21012B City of Brampton City File: OZS-2021-0022 Planner: Stephen Dykstra

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by KLM Planning Partners Inc. dated February 23, 2022:

Subdivision Agreement

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

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

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

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

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

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

External Easements and Land Dedications

- 7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
- 8. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its





sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

9. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

<u>Studies</u>

10. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

- 11. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
- 12. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

<u>Drawings</u>

13. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

<u>Servicing</u>

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

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Plan Requirements for All Public Lands

15. The Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along the properties of non-participating landowners where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Development of Public Lands

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

Maintenance Fees

17. The Subdivision Agreement shall provide that the owner shall contribute a maintenance fee for any landscape item deemed necessary by the owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.

Municipal Addressing

18. The applicant shall forward the final version of the proposed plan of subdivision to be registered in digital format (Autocad) to the Digital Innovation & Information Technology department for uploading to the City's GIS system.

Building Removal

19. The Subdivision Agreement shall provide that the owner shall remove any existing buildings on the site.

0.3m Reserves

20. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to be later extended, and at the ends of Culde-sacs.





Residential Reserve Block

- 21. The Subdivision Agreement shall provide that Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning bylaw. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.
- 22. That Block 98 Future Residential Reserve shall not be developed until it is demonstrated to the satisfaction of Public Works & Engineering that the block can be adequately services and graded.

Architectural Control

- 23. In accordance with the "Architectural Control Guidelines for Ground Related Residential Development", Chapter 7 of the "Development Design Guidelines", and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree in the Subdivision Agreement to the following:
 - 23.1 Selection of an approved Control Architect from the short list of firms established by the Citv:
 - 23.2 The approval of Community Design Guidelines (CDG's) or an Addendum to the CDG's, ideally to be prepared by the selected Control Architect, to the satisfaction of the City:
 - 23.3 That the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City's expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants' attendance and their understanding of the entire process will be provided to the City;
 - 23.4 That the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
 - 23.5 To pay all associated fees to the City as per the applicable fee by-law;
 - 23.6 After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;
 - 23.7 Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

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Servicing

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

Access & Site Servicing – Sale of Lots / Blocks

- 25. The Owner acknowledges and agrees in the Subdivision Agreement that the registration and development of this plan is dependent on the services provided on the adjacent plans for access and servicing. The Owner agrees to:
 - 25.1 Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement or provided in full to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners, as required, for a storm water management facility, outlet, and overland flow route supporting the servicing of this plan.
 - 25.2 Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement or satisfactory arrangements to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners as required, for vehicular access.
 - 25.3 Not offer for sale to the public any Lots or Blocks in this plan until the holding provisions within the Zoning By-law have been lifted.

Prior to the Sale of Units

26. The Owner acknowledges and agrees in the Subdivision Agreement that prior to the sale of any units within the subdivision, to update any and all plans, studies, and reports required to be updated in the discretion of the City, to the satisfaction of the applicable commissioner. Furthermore, the Owner shall implement all recommendations of such updated plans, studies and reports, including but not limited to gratuitously conveying additional lands and easements to the City, all to the satisfaction of the applicable Commissioner prior to the sale of any units within the subdivision.





Cost-share Agreement

27. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

28. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

29. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

30. These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

"Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

- 31. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's

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Transportation Policy.

 b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

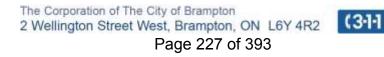
"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

32. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

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

- 33. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- 34. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- 35. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- 36. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
- 37. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.





- 38. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
- 39. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
- 40. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

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

- 41. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
- 42. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
- 43. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
- 44. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

- 45. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
- 46. 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.





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Bell Canada

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

- 47. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
- 48. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilites

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

- 49. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
- 50. Observe all aerial and underground clearances, as may be required.
- 51. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
- 52. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
- 53. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Toronto and Region Conservation Authority

54. **Red-line Revisions**

The final Plan shall be in general conformity with the draft plan prepared by KLM Planning Partners, dated February 23, 2022, and will be red-line revised prior to a request for clearance of any phase of this plan, to:

- a. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
- 55. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted

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block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

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

a. A detailed engineering report (e.g. Stormwater Management and Functional Servicing Report) that describes the storm drainage system (quantity and quality) for the proposed development of the subject lands, and how it will comply with all related TRCA requirements. This report shall include, but is not limited to:

i. Plans illustrating how this drainage system will tie into surrounding drainage systems and storm water management techniques which may be required to control minor and major flows. Confirmation must be provided with respect to how target flows as per the hydrogeologic studies will be achieved during and post-development.

ii. Appropriate stormwater management practices to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of groundwater and surface water resources, including how it relates to terrestrial and aquatic species and their habitat, in addition to natural features and systems.

iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the current erosion control criteria, and Erosion and Sediment Control (ESC) guidelines utilized by the TRCA. ESC plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

iv. Location and description of all outlets and other facilities, grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority 's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.

vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA. The design of LID measures shall be in conformance with the design guidance provided in TRCA's LID SWM planning Design Manual.

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b. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA

c. A hydrogeologic assessment that will examine existing and proposed ground water levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. No permanent dewatering of groundwater or interflow associated with any component of this development shall be permitted. The need for liners associated with the stormwater management system shall be assessed, and suitable liners shall be provided where necessary. All underground construction and infrastructure must be designed to not require permanent dewatering, and any potential impacts to the groundwater system that may result from the development must be assessed and mitigated.

d. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.

- e. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
 - f. An overall monitoring plan:

i. For the LID measures that identifies the monitoring activities and responsibilities for 3 years once the facilities are operational

g. Evidence of the proposed measures both on-site and off-site, or any combination thereof, to meet all requirements under the ESA and its prescribed regulations, if required

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h. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.

i. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red- line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

57. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.

b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.

c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.

d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.

e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA, in addition to all permits and approvals from Fisheries and Oceans Canada, and the Ministry of Natural Resources and Forestry.

g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.

h. To design a monitoring protocol, obtain approvals, monitor, and maintain the site level water balance measures on this site (including LIDs) and to provide for the long-term monitoring of this system for a period as agreed to once the facilitate are operational, to the satisfaction of the TRCA.

i. To provide for planting, and enhancement of all-natural heritage features and buffer areas in accordance with the drawings approved by the TRCA. And that monitoring and replanting of these areas be completed for a minimum 3-year period, to the satisfaction of the TRCA, with sufficient funds being secured through Letter of Credit in favour of the City of Brampton, or other appropriate measure.

k. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.





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I. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.

m. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long- term maintenance, and any restrictions to uses on any portion of their property that these may require.

o. That all community information maps and promotional sales materials clearly identify the presence of LID features (e.g. infiltration trenches/bioswales) within the rear and side years of each lot, and identify limitations to permitted uses within these areas.

Purchase and Sale Agreements

5. That a warning clause be included in all agreement of purchase and sale, and information be provided on all community information maps and promotional sales materials that identifies the location of LIDs on private lots (e.g. infiltration trench/bioswales in rear or side years) and identifies prohibited uses on and around these LID measures. Wording for the warning clauses is to be to the satisfaction of TRCA and the City of Brampton.

Implementing Official Plan Amendment

6. That the implementing Official Plan Amendment recognize all natural heritage features and areas and their associated buffers in a suitable environmental protection zoning category which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of the land in perpetuity, to the satisfaction of the TRCA.

Implementing Zoning By-law

That the implementing Zoning By-law recognize all natural heritage features in a 58. suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA

Hydro/Telecommunications

59. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

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Administrative — Clearance of Conditions

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

NOTE 1:

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

NOTE 2:

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

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

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

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

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

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

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

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

Region of Peel **10 Peel Centre Drive** Brampton, Ontario L6T 4B9

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

NOTE 3:

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

NOTE 4:

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





COMMENTS AND CONDITIONS MEMO

Date: November 15, 2022

File: OZS-2021-0022 (21T-21012B)

- From: Stephen Dykstra
- Subject: Requirements for Plan of Subdivision 21T-21012B (To permit a residential development consisting of 41 single detached dwellings, approximately 7 townhouses, future residential blocks for single detached dwellings and townhouses, an open space block, a walkway block and a road network) Maplequest Investments Inc. - KLM Planning Partners Inc. West of Torbram Road, north of Countryside Drive and south of Inspire Boulevard File: OZS-2021-0022 & 21T-21012B Ward: 9

Circulation Date:

Plan: Plan Dated: Comment Revision #: 1st Set of Comments

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Development Services Division of the Planning, Building and Growth Management Services Department with respect to matters dealing with community information maps, warnings, notices, growth management, and other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

N/A.



B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as conditions of draft plan approval.

Zoning – Special Provisions

- 1. The applicant shall demonstrate that the property can be adequately serviced and graded to permit the development of the lands in accordance with the draftapproved plan of subdivision including:
 - A Holding Zone shall be included within the Zoning By-law as the property a) does not have servicing available at this time.
 - The Holding Zone can be lifted once it can be demonstrated that the b) subdivision can be adequately serviced and graded.

Homebuyers Information Map

- 3. The developer shall ensure that each builder selling homes within the subdivision:
 - attaches a copy of the preliminary Homebuyers Information Map to a) each offer of purchase and sale agreement.

Preliminary Homebuyers Information Map

- Prior to registration of the plan, the developer shall prepare a Preliminary 2. Homebuyers Information Map, and approved by the City. This map shall contain the following information:
 - a) all of the information required on the preliminary map as generally provided below, which are subject to change;
 - i. The location and specifications of the access to the development;
 - ii. The proposed land uses within the subdivision based on the latest draft plan
 - iii. The immediately surrounding existing and proposed land uses.
 - iv. Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - v.the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - vi.the locations of all above ground utilities;
 - vii. the locations of all bus stops (if known);
 - viii. The approximate locations of noise attenuation walls and berms;
 - ix. The approximate locations and types of other fencing within the subdivision
 - x. The location of the parks and open space, storm water management facilities and walkways.
 - xi. The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities



and anticipated level of maintenance (to be confirmed in each case with the Engineering and Development Services Division).

- xii. Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
- 3. The developer shall ensure that each builder selling homes within the subdivision:
 - a) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

- The applicant shall include the following warnings in bold type in all offers of 4. purchase and sale for all lots and blocks within the plan:
 - A statement advising prospective purchasers that Streets "1", "3", "4", "5", a) "6", "7" and "8" (as the case may be) will be extended in the future.
 - b) Statement(s) which advises the prospective purchasers of the requirements regarding trails, buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.
 - c) Statement(s) which advises the prospective purchasers of the requirements regarding buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.
 - d) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City rightof-way as determined by Brampton Transit to provide effective service coverage.
 - A statement which advises the prospective purchasers that mail e) delivery will be from a designated Community Mailbox.
 - f) A statement indicating that the City of Brampton's Zoning By-law regulates the width of driveways and that owners are not to widen their driveway before inquiring about the permitted driveway width for the lot.
 - A statement indicating that this community is subject to Architectural g) Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.
 - h) Statement(s) which advises the prospective purchasers of the requirements regarding buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.
 - i) The following specific statements must be included:



- i. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community" aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
- iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
- iv. "The design of features on public lands may change. Features shown in the Urban Design Brief and associated addendum(s) may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Urban Design Brief or the as-built drawings. The City has no control over builders' sales brochures."
- "There are a number of homes being constructed in the area. ٧. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- vi. "There may be catch basins or utility easements located on some lots in this subdivision."
- The following clauses from the Dufferin-Peel Catholic District School e) Board, in all offers of purchase and sale of residential lots:
 - i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Corporation of The City of Brampton 2 Wellington Street West, Brampton, ON L6Y 4R2 (31-1 Page 239 of 393



- f) The following clauses from the Peel District School Board in any agreement of purchase and sale entered into with respect to any units on this plan for a period of five (5) years from the date of registration of the plan:
 - i. "Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."
 - ii. "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 of at another designated place convenient to the Board."
- 5. The applicant shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

- 6. The applicant shall erect and maintain signs in the following locations and in the following manner:
 - a) To the satisfaction of Open Space Development on Block 117 indicating that Block 117 will be for Open Space purposes.
 - b) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - c) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

b) to the satisfaction of the Peel District School Board at all major entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy. These signs shall be to the Board's specifications, at locations determined by the Board and erected prior to registration.



Cost Sharing

7. Prior to registration the owner shall sign the Landowners Cost Share Agreement, and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

Telecommunications

- 8. The applicant shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act of a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the applicant shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the applicant directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The applicant shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the applicant shall provide evidence of same satisfactory to the City. Until such installation is completed, the applicant shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The applicant shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The applicant acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.
- 9. Prior to commencing any work within the plan, the applicant must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the applicant is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the applicant elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the applicant shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of



communication/telecommunication services for emergency management services.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

 \Box N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Stephen Dykstra, MCIP, RPP **Development Planner, Development Services** Planning, Building and Growth Management Services Tel: (905) 874-3841 Fax: (905) 874-2099 stephen.dykstra@brampton.ca





COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date:	Nov, 14, 2022
File:	OSZ-2021-0022
To:	Stephen Dykstra
From:	Adam Davidson (Transportation Development Engineering)
Subject:	Requirements for Plan of Subdivision 21T-21012B
	Draft Plan of Subdivision and Amendment to the Zoning By-Law
	Alistair Shields
	Maplequest Investments Inc.
	11258 Torbram Road
D · ·	

Revision: 1

A. PRIOR TO DRAFT PLAN APPROVAL

Complete

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

Complete

C. GENERAL COMMENTS

- 1. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
- 2. Staging & Sequencing yet to be determined
- 3. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, and High Density lots and the ends of some Cul-de-sacs.
- 4. The applicant is required to provide for Canada Post community mailbox locations and identify locations on a separate drawing. This may include providing lay-bys for locations at or near intersections. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.
- 5. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a



driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.

- 6. Vertical curves grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
- 7. Road alignments the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
- 8. Utility clearance of 1.5 metres from residential driveways is required.
- 9. Identify the community mailbox location that will be affiliated with this proposed development.
- 10. Registration of the Plan will be dependent of the prior registration of the plan to the southfor servicing and access reasons.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Regards,

Adam Davidson

Transportation Planning Technologist | Public Works | City of Brampton T: 437.217.6007 | F: 905-874-2599 | 1975 Williams Parkway | ON L6S 6E5



COMMENTS AND CONDITIONS MEMO

Date: November 9, 2022

File: OZS-2021-0022

To: Stephen Dykstra

From: Anthony Magnone

Subject: Requirements for **Maplequest Ventures Inc.** 11258 Torbram Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

Prior to registration of the Plan, or any phase thereof, provide a final version of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

Prior to registration or site plan approval, the applicant shall remove any existing buildings on the site.

Exposed Basements

Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

Prior to registration, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.

The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)

Prior to registration and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.

Prior to the issuance of any building permits, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for



each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

Municipal Addressing

Prior to registration and/or site plan approval, the applicant shall provide confirmation that the digital submission requirements and GIS requirements for the submission of the proposed final M-plan (CAD file) are complete and uploaded in the City's GIS system. Refer to the attached link for clarification:

https://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

In support of having building permits issued in an expedited manner, please provide the anticipated Production Builder names and allotments believed to be submitting building permit applications to construct residential dwellings within this subdivision development. The Builder information can be emailed directly to <u>documentservicesbldg@brampton.ca</u> titled **"Production Builder Information for Proposed Residential Plans of Subdivision; 21T-____B**", referencing the 21T plan number.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Anthony D. Magnone Regulatory Co-ordinator Tel: (905) 874-2415 Fax: (905) 874-2499 anthony.magnone@brampton.ca



Planning, Building, & **Economic Development Development Services**

COMMENTS AND CONDITIONS MEMO

Date: November 9, 2022

File: OZS-2021-0022

To: Stephen Dykstra

From: Hugh Chen

Subject: Requirement for Draft Plan Approval

Location: 11258 Torbram Road

Circulation Date: November 9, 2022

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Urban Design Section with respect to matters dealing with urban design:

A. PRIOR TO DRAFT PLAN APPROVAL

N/A •

B. CONDITIONS OF DRAFT PLAN APPROVAL

In accordance with the "Architectural Control Guidelines for Ground Related Residential Development", Chapter 7 of the "Development Design Guidelines", and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree to the following:

- **1.** That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City's expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants' attendance and their understanding of the entire process will be provided to the City;
- 2. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
- 3. To pay all associated fees to the City as per By-law 110-2010;
- **4.** After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;
- **5.** Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

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C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues:

• N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Hugh Chen

Hugh Chen Urban Designer | Planning, Building, & Growth Management City of Brampton | Tel: 905-874-3692 E-Mail: <u>hugh.chen@Brampton.ca</u>



COMMENTS & CONDITIONS MEMO

Date: November 10, 2022

File: OZS-2021-0022

To: S. Dykstra, Development Services

From: S.Massah, Park Planning & Development

 Subject:
 REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT

 Proposed Zoning By-Law Amendment and Draft Plan of Subdivision
 (To permit 75 detached units, 18 townhouse dwelling units, and open space block.)

 (Updated) Conditions from the Park Planning & Development Section

Consultant: KLM PLANNING INC.

Owner: MAPLEQUEST VENTURES INC.

Location: 11258 Torbram Road, Brampton Circulation Date: July 7, 2021 Ward: 9

In response to the Accela circulation of the above noted Zoning By-Law Amendment and Draft Plan of Subdivision dated July 7, 2021, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

NIL

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City.

a) Prior to 1st Engineering Submission:

The Corporation of the City of Brampton 2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 906.874.2130 Notification Signage – Public Lands:

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

b) **Prior to Registration:**

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. <u>Items are listed alphabetically.</u>

Community Information Maps:

2. The Owner shall prepare a detailed Homebuyers' Information Map, based on the final M-plan, to the satisfaction of the City.

3.

Engineering Walkways:

4. The Owner shall agree to construct a standard engineered walkway Block 115 to facilitate pedestrian circulation between Torbram Road and Steert '8'. The Owner shall be required to convey the walkway block to the City at plan registration and develop it to City standards, at no cost to and to the satisfaction of the City. No credit for the block(s) in question will be given against parkland dedication requirements associated with the subject plan.

Fencing:

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

Maintenance Fees:

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

of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

Parkland Dedication:

8. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.

The City will not require the conveyance of parkland dedication (parkland or cash-inlieu of parkland) as a condition of subdivision draft approval for this Plan as authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended.

The Owner is put on notice that City By-laws and policies as amended require the payment of cash-in-lieu of parkland for this application pursuant to Section 42(6) of the Planning Act, as a condition of development of the land, and payable prior to the issuance of building permits.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to the review and ratification by the City's Realty Services Section.

Plan Requirements for all Public Lands:

9. Prior to plan registration, the Owner shall provide detailed working drawings for all identified landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Streetscape Plans:

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

Summary Requirements:

11. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open

space, stormwater management ponds, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

12. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

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

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

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

14. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting block designated for open space (Block 117) that state:

"The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.

Warning Clauses – Street Trees

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

"The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. <u>Items are listed in typical order of completion</u>:

Conveyance of Public Lands:

16. All identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) and Railway Buffer lands shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

17. The Owner is responsible for the development of all dedicated open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

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

As-Built Drawings:

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

d.) <u>Prior to Assumption:</u>

20. NIL

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Parks and Open Space Naming:

21. NIL

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar.Massah Park Planner, Park Planning & Development Section Parks Maintenance & Forestry Division Community Services Department Saghar Massah@brampton.ca

cc. (via email only): J. Mete, R. da Cunha, W. Kuemmling, G. Serravite, P. Cooper

(Note: A digital copy has also been uploaded to Accela.)



COMMENTS AND CONDITIONS MEMO

Date:	November 10, 2022
File:	(OZS-2021-0022 File and 21T- 21012B)
То:	Stephen Dykstra
From:	Olti Mertiri
Subject:	Requirements for Plan of Subdivision 21T-21012B
Owner Name:	Maplequest Ventures Inc.
Location:	11258 Torbram Road
Circulation Date:	November 2022
Plan:	Draft Plan of Subdivision
Plan Dated:	February 23, 2022

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 - 1. Functional Servicing Report (FSR) Cleared by Environmental Engineering
 - 2. Feasibility Noise Report Cleared by Development Engineering.
 - 3. Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required – Condition 9

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Registration Timing

The developer acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plan to the south for access and servicing or other arrangements satisfactory to the Commissioner of Public Works and Engineering in consultation with the City Solicitor.

3. Road Reconstruction/Cash Contributions

3.1. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

5. Sidewalks

5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications and Easements

6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

7. 0.3 Metre Reserves/Reserve Block(s)

7.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

8. Warning Clauses

- 8.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
 - 8.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
 - 8.1.2. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

9. <u>Soil</u>

9.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 <u>Insurance</u>, 24 <u>Financial</u> and 17 <u>Maintenance Periods</u> respectively, of the applicable standard Subdivision Agreement.

2. <u>Site Grading/Erosion and Sediment Control By-law</u>

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. <u>Removal of Existing Buildings</u>

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,

Olti Mertiri, P.Eng. Supervisor, Development Approvals Engineering Division Public Works and Engineering Department Tel.(905) 874-5 273 Fax (905) 874-3369 <u>olti.mertiri@brampton.ca</u>

Cc: Accela Frank Mazzotta (Manager, Development Engineering)



October 27, 2022

Stephen Dykstra Planner III City of Brampton 2 Wellington Street West Brampton ON, L6Y 4R2 <u>Stephen.Dykstra@brampton.ca</u>

Public Works

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

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RE: Proposed Draft Plan of Subdivision Maplequest Venutres Inc. 11258 Torbram Road City of Brampton City File: OZS-2021-0022 Region File: 21T-21012B and RZ-21-022B

Dear Mr. Dykstra,

Subsequent to the comments provided on July 18, 2022 the Region has reviewed the revised FSR and previous submission materials in support of the Draft Plan of Subdivision Plan for the abovenoted applications. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21012B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 525mm diameter sanitary sewer on Torbram Road and a 525mm diameter sanitary sewer on Countryside Drive, east of Torbram Road.
- External easements and construction will be required.

Water Facilities

- The lands are located in Water Pressure Zone 6.
- Existing infrastructure consist of a 400mm diameter watermain (zone 6) on Torbram Road, a 400mm diameter watermain (zone 6) on Bramalea Road, a 300mm diameter watermain (zone 6) on Mayfield Road, a 750mm diameter watermain (zone 6) on Mayfield Road, a 600mm diameter watermain (zone 5) on Countryside Drive and a 300mm diameter watermain (zone 6) on Countryside Drive at Moldovan Drive.
- External easements and construction will be required.



- Revised Functional Servicing Report (FSR) showing proposed water servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction will be required.

Functional Servicing Report

The Region has reviewed the revised functional servicing report (dated July 24, 2022) prepared by Maplequest Ventures Inc. The report is satisfactory, region requires minor revisions to the FSR of a hydrant flow test is required prior to first engineering submission to verify in field conditions.

Development Charges

• The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

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

Waste Management Requirements

- The Region of Peel will provide curbside collection of garbage, recycling, and organics materials for the detached and street townhouses provided that future submissions satisfy the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.
- For more information, please consult the Waste Collection Design Standards Manual available at: <u>https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf</u>

Conditions of Draft Approval

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

- 1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan.
 - Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
- 2. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges.
 - b. Collection of development charges for future residential development blocks (nonfreehold townhouses or apartment blocks);

pursuant to the Region's Development Charges By-law, as amended from time to time.

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Water Meter Fees

- 3. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees Bylaw, as amended from time to time for residential building lots (singles, semidetached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands.
 - b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non–freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time.
 - c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

- 4. Prior to the registration of the plan of subdivision or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
 - b. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.
- 5. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All temporary and permanent easements required in support of the Mayfield Road widening project; and
 - ii. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands; and

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Traffic Engineering

- 7. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way;
- 8. Servicing of the subdivision will require:
 - a. Construction of external 300mm diameter watermain across Countryside Drive as indicated in the Functional Servicing Report. The Developer shall make necessary arrangements in respect to design and construction of the 300mm diameter watermain at the sole cost and expense of the Developer.

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- b. Construction of 300mm diameter sanitary sewers along Countryside Drive from existing MH located at the intersection of Torbram Road and Countryside Drive to Street "1" as indicated in the Functional Servicing Report. The Developer shall make necessary arrangements in respect to design and construction of the 300mm diameter sanitary sewer at the sole cost and expense of the Developer.
- 9. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

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

Drawings – Servicing and "As Constructed"

- 10. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
- 11. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual".

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

General Conditions

- 12. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
- 13. Prior to Servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval.
- 14. Prior to a satisfactory engineering submission, the Developer shall submit a satisfactory engineering submission to the Region for review and approval:
 - a. A revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
- 15. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
- 16. Prior to registration of the plan of subdivision, the Developer shall ensure that:a. All lots and blocks must be serviced via an internal road network.

Clauses shall be included in the Subdivision Agreement in respect of same. Page 266 of 393



- 17. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
- 18. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law.

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

19. The Developer will maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law.

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

20.

- a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis Total coliform and E-coli counts
 - b) Chemical Analysis Nitrate Test
 - c) Water level measurement below existing grade
- In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the

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Suite A

completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

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

21. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.

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

- 22. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
- 23. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s).
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (<u>abiral.homagain@peelregion.ca</u> 905.791.7800 x8730) at your earliest convenience.

Yours truly,

Abiral Homagain Planning and Development Services Region of Peel

tel: 905-791-7800 A Ci peelregion.ca 22. Pric



Report Staff Report The Corporation of the City of Brampton Click or tap to enter a date.

Date: 2022-10-28

Subject: Proposed Amendment to the Sign By-law 399-2002, as amended, for the Downtown Revitalization Plan.

Contact: Ross Campbell, Supervisor, Zoning and Sign By-law Services, Building Division, 905-874-2442, ross.campbell@brampton.ca

Report Number: Planning, Bld & Growth Mgt-2022-953

Recommendations:

- 1. That the report titled: Proposed Amendment to Sign By-Law 399-2002, as amended, for the Downtown Revitalization Plan, to the Planning & Development Services Committee Meeting of November 28, 2022, be received; and
- 2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed amendment.

Overview:

- In conjunction with the Downtown Revitalization Plan, staff have identified the need for effective signage of new and existing developments.
- The current regulations within the Sign By-law do not adequately address signage for existing businesses in the Downtown area and upcoming development in the area.
- Proposed amendments to the Sign By-law have been drafted removing the restrictions for the Brampton Downtown Area and the Garden Square Precinct and updating provisions for:
 - The requirements for permit submission
 - Exemptions for signs on private property
 - Exemptions for signs on the road right-of-way
 - Exemptions for City of Brampton & Emergency Services
 - Portable signs
 - Ground signs
 - Wall Signs
 - Awning and canopy signs
 - Overhead and permanent banner signs

- Production home builders and high-rise residential development signs
- Gas bar and drive-through commercial operations
- Sightline requirements
- Development signs
- The revised regulations have been outlined in the proposed amendment to the Sign By-law attached as Schedule 'A' to this report.

Background:

Regulations for the Brampton Downtown Area wall signs were introduced in By-law 399-2002. This By-law was amended in 2010 as part of the Community Improvement Plan for the Central Area, which included the introduction of regulations for the Garden Square Precinct and construction site signs.

The regulations implemented at that time served to enhance the historic appeal of the downtown area by restricting signage to the lesser of $10m^2$ or 10% of the wall face area of a building. In the case of buildings with multiple tenants this sign area must be shared between tenants. This results in minimal signage being permitted for each tenant. Please refer to Schedule 4 for a comparison of the current calculation for wall signs in the downtown area vs. proposed changes.

Additionally, due to the presence of residential units on the upper stores of many buildings in the downtown area, the illumination of signs has been limited to indirect illumination provided by gooseneck lights that are downward casting and shielded to protect the residential units.

As part of the benchmarking exercise undertaken for the comprehensive Sign By-law review a number of opportunities to update the by-law have been identified. A scoped excerpt from this benchmarking has been provide in schedule 2. This table compares the current COB requirements to similar requirements for Toronto, London, Ottawa Oakville and Mississauga. These cities were selected because of their proximity to Brampton or they have recently completed a comprehensive Sign By-law review. The full benchmarking table will be provided with the comprehensive Sign By-law update comprising phase 2 of the Sign By-law review. In order to provide a greater understanding of the sign types and styles addressed in this amendment, please refer to the Visual Sign Guide provided in schedule 3.

Current Situation:

In recognition of the economic assistance that additional signage will provide businesses in the downtown, as well as the new Innovation District that forms part of the Downtown Revitalization Plan. Staff have determined that the current regulations do not adequately address the needs of existing tenants nor that of the proposed Innovation District. As a result Staff have undertaken a review of the Sign By-law regulations that impact this area.

Proposed amendments to the Sign By-law have been drafted removing the additional restrictions for the Brampton Downtown Area and the Garden Square Precinct. This will allow businesses in these area to follow the same regulations as other businesses in the City. Additionally, the following provisions have been updated to further assist this area and businesses across the City of Brampton:

- The requirements for permit submission
- Exemptions for signs on private property
- Exemptions for signs on the road right-of-way
- Exemptions for City of Brampton & Emergency Services
- Portable signs
- Ground signs
- Wall Signs
- Awning and canopy signs
- Overhead and permanent banner signs
- Production home builders and high-rise residential development signs
- Gas bar and drive-through commercial operations
- Sightline requirements
- Development signs

Requirements for permit submission

In 2020 the building department implemented a number of service improvements including online permit submission. The following provisions have been updated to clarify the submission requirements and to ensure drawings are submitted in a format that can be printed and remain legible for clients and inspection staff:

- The requirement for a survey has been modified to also allow a site plan approved by the City for sign applications that require minimum setbacks or minimum separation distances.
- The information required for permit review has been detailed to avoid confusion.
- The paper formats have limited to 8.5"x11", 8.5"x14" and 11"x17". Larger formats are rarely necessary and the acceptance of these formats has been left to the discretion of the Chief Building Official.
- Font heights have been limited to a minimum of 2.5 mm in height to ensure legibility.
- Signs that require the review of a Professional Engineer or Architect have been identified to assist business owner understand these requirements.
- The requirements for additional documentation such as a heritage permit, a Ministry of Transportation Permit, an encroachment agreement, a traffic safety

assessment, or proof of Commercial General Liability Insurance have been clarified.

Exemptions for signs on private property

Exemptions for signs on private property have been updated for the following items:

- Directional Signs has been updated to include two (2) directional signs per drivethrough lane in addition to those permitted based on the number of road access points.
- Charity / not-for-profit signs have been updated to reduce the time to remove the signs to 24 hours from 48 hours following the end of the approval. This is due to the increased demand for prime locations in recent years.
- The need for Commercial General Liability Insurance has been clarified for Charity / not-for-profit signs.
- The exemption for signs identifying a place of worship have been clarified to apply to only symbols that have been approved under a site plan agreement and are located at the peak of a roof, tower or spire. The previous exemption limited this to only one symbol where some places of worship have proposed multiple spires. This limitation of 1 (one) symbol has also been removed.
- In order to provide businesses the ability to beautify and animate their property with murals. Murals located on commercial, industrial or institutional zoned properties will no longer require council approval. In accordance with the definition, murals shall not contain any form of direct or indirect promotional message. Any image that may be seen as indecent or contain hate speech would fall under the jurisdiction of the Peel Regional Police.
- Hoarding signs have been clarified, limiting the height from grade and the maximum projection from the face of the hoarding. Additionally, a permit to demolish or construct will now be required for an associated project. This will ensure the signage is on hoarding and not on a fence, which is not permitted.

New exemptions on private property have been added for:

- Signs located on the interior of a building more than 1.0 m from exterior glazing. Previously any sign visible or intended to be viewed from the exterior were deemed to be wall signs and were subject to those requirements.
- Signs incorporate within a fuel pump or electric vehicle charging station.
- Signs incorporated within an automated teller machine.
- Signs explaining public art installations related to Peel Art Gallery, Museum and Archives including art work banners displayed on the property.
- Incidental signs related to safety, operation instructions or a manufacturer logo of equipment.
- Specialty parking stall signs, for customer pick-up or food delivery services pickup stalls. These signs have been widely used during the coronavirus pandemic.

Exemptions for signs on a road right-of-way

Exemptions for signs on a road right-of-way have been updated for the following items:

- Charity / not-for-profit signs have been updated to reduce the time to remove the signs to 24 hours from 48 hours following the end of the approval. This is due to the increased demand for prime locations in recent years.
- The need for Commercial General Liability Insurance has been clarified for Charity / not-for-profit signs.
- Murals shall be permitted within the road right-of-way when displayed by the City
 of Brampton or the Region of Peel. These murals will no longer require council
 approval. In accordance with the definition, murals shall not contain any form of
 direct or indirect promotional message.

Exemptions for the City of Brampton & Emergency Services

In order to provide greater flexibility and community messaging the following exemptions for City of Brampton facilities have been updated and expanded to include all emergency services:

- The address on ground signs shall be a minimum of 900 mm above grade to ensure they are not obscured by landscaping or snow build-up in winter.
- These signs shall conform to new maximum illumination requirements.
- Ground signs will be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- Requirements for temporary fundraising banners and permanent donor recognition signs for hospitals and emergency treatment facilities have been added.
- The City of Brampton has also been provided new exemptions for civic messaging, wayfinding and accomplishment signs.
- The Cities ability to display third party advertising in the form of naming rights for COB facilities have been clarified.

Schedule I - Portable Signage

Portable Signage has become a popular means for businesses to provide messaging to the public. The following regulations for portable signs have been added or updated to reflect current trends:

- Provisions for feather flag signs have been added. These signs which are currently not permitted have become increasingly used by businesses to attract attention along street frontages. These signs are similar to Class A portable signs (commonly known as a mobile sign) the new provisions will similarly limit the number of and ensure visibility at all intersections.
- Portable sign requirements have been updated to prohibit portable signs from properties containing a residential unit. Portable signs were previously prohibited

from lands zoned residential. However, with the rezoning of sections of the city such as the Development Permit System, the Downtown Commercial 1 and the Queen Street Mixed Use Transition zones. These properties are no longer zoned residential but many still contain residential units.

- Provisions have been added to ensure portable signs do not interfere or impede pedestrian or vehicular paths of travel.
- Provisions allowing portable signs to be illuminated have been removed.
- The display period for portable signs have been standardized at 28 days with the exception of inflatable signs that remain at 14 days.
- Provisions for a new temporary "coming soon window sign" have been added to allow for additional temporary signage for new businesses.

Schedule II - Ground Signs

Ground sign regulations have been modified to reflect current trends and to embed staff interpretations within the by-law. The following regulations for ground signs have been added or modified:

- The requirement for addressing on a ground sign has been clarified to include reflective material being used where the address in not illuminated.
- The address on ground signs shall be a minimum of 900mm above grade to ensure they are not obscured by landscaping or snow build-up in winter.
- Signs containing an electronic variable message centre shall now need to provide a safety assessment confirming the sign will meet the requirements of the Public Works Departments DPAD Terms of Reference.
- Maximum illumination standards have also been added for all illuminated signs.
- Standard construction requirements related to minimum foundation heights above grade, capping of exposed bolts and the use of corrosion resistant materials have been included in the By-law.
- In an effort to reduce the need for sign by-law amendments for large commercial properties regulations have been added to permit a 3rd ground sign for properties fronting on three streets.
- Ground signs will be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- Ground sign requirements for the downtown area have been maintained and relocated to this section.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule III - Wall Signs

Wall Sign regulations have been updated to remove the Brampton Downtown Area and the Garden Square Precincts. This section has been further modified in an effort to reduce the number of site specific amendments we have received in recent years. The proposed changes include:

- Illuminated sign requirements have been revised to allow signage within 36m of residential properties if the sign is fully obscured by a permanent structure such as a building.
- Maximum Illumination standards have also been added for all illuminated signs.
- Halo illumination of signage has also been introduced as an alternative means of providing indirect illumination.
- The method by which this distance is determined has been clarified to ensure the public understand that the dimension is taken at a 45 degree angle to the face of a sign.
- Sign uniformity for units in a commercial and industrial plaza have been clarified to reflect the current standard that a minimum of 50% of the sign must be of the uniform style and that the individual cut letters that exempt a sign from this requirement must be a minimum of 13mm thick.
- It was determined through benchmarking that the maximum projection of a sign from a wall face was more restrictive than many other municipalities. As a result, the maximum projection has been increased to 0.6m from 0.3m.
- The requirement for an encroachment agreement and the insurance requirements have also been clarified for signs that project beyond any property line into the road right-of-way.
- Wall signs will also be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- In order to ensure the regulations for sign area and uniformity are maintained, window signs shall be prohibited on a unit prior to the issuance of wall, awning or canopy sign for the unit.
- As part of the benchmarking completed for the comprehensive Sign By-law review, it was identified that most cities have removed the restrictions for maximum letter height. As a result this requirement has been removed.
- Signage for live/work units remain at 10% of the unit wall face. However, permission of non-illuminated window signs has been added to provide greater flexibility.
- In recent years we have received a number of site specific sign by-law amendment applications related to top storey signs. In an effort to reduce the need for these, the associated regulations have been updated to included industrial building 3 (three) or more storeys in height, as well as increasing the total number of top storey signs from 2 (two) to 4 (four),each located on separate wall faces.
- For clarity, a building may have either tower signage or top storey signage, but not both.
- Requirements for overhead banner signs on multi-storey commercial buildings has been relocated to Schedule V - Overhead Signs and Permanent Banner Signs.
- To allow for greater flexibility an electronic variable message centre shall now be permitted in any ground floor window of a unit. While they will not require a safety assessment, they will need to meet new illumination standards.

Previously these were restricted to only within a window of the main entrance way to the unit.

- To address the need for additional signage for units located on upper floors of a commercial or industrial plaza, provisions for a new directory sign has been added. This sign will be located on the ground floor within 3m of a common entryway feature.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule IV - Awning and Canopy Signs

Awning and canopy sign regulations have been update to reflect the differences between the sign types and to clarify the style of signage that can be applied to each:

- The definition of an awning has been updated to clarify that an awning is constructed with a fabric or similar light weight flexible cover stretched over a metal frame.
- Awning signs must be of a similar light weight material that is painted, applied or adhered to the awning with a maximum projection of 3mm from the awning face.
- Alternatively, a canopy is part of the buildings structure and will now be permitted signage located on top of, on the face of, or hung below. This will provide tenants greater flexibility and creativity with their designs.
- Canopy signs located on top of the canopy must be located below the roof line of a single storey building or below the second story of a multi-storey building.
- The maximum projection of a canopy sign has been increased to 0.6m matching the wall sign projection.
- Canopy signs will also be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- Illuminated sign requirement have been revised to allow signage within 36 m of residential properties if the sign is fully obscured by a permanent structure such as a building.
- Maximum Illumination standards have also been added for all illuminated signs.
- Previously awning and canopy signs were permitted a maximum area of 35% of the structures face, this regulation has been removed and the sign area of awing and canopy signs will be included in the aggregate wall sign area permitted for a unit.
- A new Under Awning & Canopy Identification sign has been added to permit easy identification of units while walking under an awning or canopy.
- Similar to wall signs the uniformity and encroachment agreement requirements have been updated.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule V - Overhead Signs and Permanent Banner Signs

With the removal of the Brampton Downtown Area regulations from the by-law, Schedule V has been updated to permit overhead signs across the city and clarify the requirements for permanent banner signs that already existed. The proposed amendments include:

- A limit of 1 (one) overhead or permanent banner sign shall be permitted per business on each elevation of the building.
- The style of overhead or permanent banner signs shall be consistent on each elevation (a mix of types is not permitted on each elevation), with an exception for large units with a gross floor area greater than 3000m² (consistent with uniformity requirements in other sections of the by-law).
- The requirement for an encroachment agreement and the insurance requirements have also been clarified for signs that project beyond any property line into the road right-of-way.
- For properties with multiple buildings, the signs must be located on the building containing the unit being advertised.
- Overhead and permanent banner signs will also be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule VI – Garden Square Precinct

This section has been deleted in its entirety.

Schedule VII – Production Home Builders and High-Rise Residential Development Signs

Given the recent increase in high-rise residential developments within the City, the allowable signage for these developments has been relocated to this section to allow for similar signage to sales offices for subdivisions. The following amendments have been proposed:

- In order for a high-rise development to qualify for signage in accordance with this section a formal site plan application must be submitted.
- Flag signs shall now have a minimum 1.5m setback to any property line.
- Sales offices located in a commercial or industrial zoned property shall only be permitted flags in accordance with the Schedule I Portable Signs.
- Flags related to a high-rise development will be removed at the completion of the development, the removal of the sales office, or 3 (three) years from the issuance of the sign permit, whichever comes first.
- Sales offices for high-rise residential will now be permitted A-frame signs similar to production home builders. Due to the limited space available in the downtown areas road right-of-way, placement in this area will remain prohibited.

- To allow development signs related to in infill development the reference to agricultural zoning related to properties that are draft approved has been deleted.
- The minimum setback for a ground sign on a draft approved property has been reduced from 10m to 1.5m.
- Provisions for a ground sign for high-rise residential have been added with similar regulations to ground signs on draft approved properties.
- Wall signs regulations related to a high-rise residential development have been relocated form Schedule XIV.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule VIII – Gas Bars and Drive-Through Commercial Operations

The signage associated with gas bars and drive-through commercial operations have changed significantly in recent years to incorporate the latest technology including electronic variable message centres. To address these changes the following amendments have been proposed:

- The requirement for addressing on a ground sign has been clarified to include reflective material being used where the address in not illuminated.
- The address on ground signs shall be a minimum of 900mm above grade to ensure they are not obscured by landscaping or snow build-up in winter.
- The separation distance requirement for Illuminated wall signs (including canopy signs) has been revised to allow illuminated signage within 36 m of a property zoned residential or containing a residential unit if the sign is fully obscured by a permanent structure such as a building.
- Maximum illumination standards have also been added for all illuminated signs.
- Ground Signs containing an electronic variable message centre shall now need to provide a safety assessment confirming the sign will meet the requirements of the Public Works Departments DPAD Terms of Reference.
- Standard construction requirements related to minimum foundation heights above grade, capping of exposed bolts and the use of corrosion resistant materials have been included in the By-law for clarification.
- Ground, wall and canopy signs will also be permitted to overhang vehicular traveled portions of a property in accordance with Ontario Building Code regulations for minimum clearance.
- The maximum projection of a canopy sign has been increased to 0.6m matching the wall sign projection.
- Provisions to allow digital price electronic variable message centre within ground signs located within 36m of a property containing a residential unit has been embedded in the by-law.
- Instructional signs containing an electronic variable message centre shall be permitted within 36m of a property zoned residential or containing a residential unit provided the illumination levels has been reduced to a provide the same illumination impact at the property line similar to a sign providing the 36m separation distance.

- The location of gas bar canopy signs has been modified to permit the sign to extend above and below the canopy a combined maximum of 1m, the maximum sign area has been reduced to 35% of the canopy face.
- The formatting of the some requirements has been modified to clearly identify each condition that must be met.

Schedule XIV – Development Signs

References to signs related to high-rise residential developments have been removed from this section.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this report.

Other Implications:

Staff of the Urban Design and Heritage Sections have no concerns with the proposed amendment.

Term of Council Priorities:

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

Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall Vision that the people of Brampton will 'Live the Mosaic'.

Conclusion:

This amendment represents the first phase of a comprehensive review and update of the COB Sign By-law. This amendment provides the relaxation of a number of requirements as well as the inclusion of illumination and safety assessment requirements. Staff are of the opinion that the proposed amendments will provide businesses in the Downtown and Innovation District with greater visibility and flexibility with respect to their signage. These provisions will also allow new development to provide signage that will complement the modern design that is anticipated within the innovation district. The provisions of this amendment will also continue to provide oversight and protect the cities heritage resources. Furthermore, the proposed amendments will benefit businesses across the city and will assist with their economic recovery.

Authored by:

Ross Campbell, Supervisor, Zoning and Sign By-law Services

Approved by:

Reviewed by:

Elizabeth Corazzola, Acting Director of Building Division

Submitted by:

Paul Morrison, Chief Administrative Officer

Jason Schmidt-Shoukri Commissioner, Planning, Building and Economic Development

Attachments:

Schedule 1 – Draft By-law Amendment

Schedule 2 – Benchmarking

Schedule 3 – Visual Sign Guide

Schedule 4 – Sign Area Calculation – Current vs. Proposed

To amend By-law 399-2002, as amended, The Sign By-law

WHEREAS By-law 399-2002, as amended, regulates the use and erection of signs;

AND WHEREAS it is necessary to amend by-law 399-2002 to clarify and update specific provisions within the by-law;

NOW THEREFORE The Council of the Corporation of the City of Brampton ENACTS as follows.

THAT By-law 399-2002, as amended, is hereby further amended

- 1) by replacing Section 4 DEFINITIONS, Sentence (4) to read:
 - (4) "Awning Sign" Shall mean a sign printed, painted on, applied to, or affixed to the surface of an awning which does not extend vertically or horizontally beyond the limits of such awning. The awning structure shall require a separate building permit, subject to the requirements of the Ontario Building Code;
- 2) by deleting Section 4 DEFINITIONS, Sentence (5) "Banner"
- 3) by replacing Section 4 DEFINITIONS, Sentence (19) to read:
 - (19) "Electronic Variable Message Centre" Shall mean an *illuminated* component of a window or ground sign that is designed to have alphanumeric characters and/or electronic images that can be readily changed or rearranged by electronic means without altering the face of the sign and displays information in a prearranged sequence. Third party sign copy shall not be displayed. This definition shall include signs commonly referred to as Digital and Projected Advertising Displays (DPAD) signs.
- 4) by replacing Section 4 DEFINITIONS, Sentence (23) to read:
 - (23) "Illuminated" when used in reference to a sign or advertising device, shall mean lighted by any artificial means whatsoever, and shall include direct, indirect, internal or external sources of illumination. The brightness and intensity of illumination is measured in lux and nits;

- 5) by replacing Section 4 DEFINITIONS, Sentence (28) to read:
 - (28) **"Mural"** Shall mean any type of display or artistic endeavour applied to any exterior wall, surface or on a backing that is affixed to any part of a building or structure. The mural shall not contain any words, images, logos, or trademarks that advertise or convey any direct or indirect promotional message;
- 6) by replacing Section 4 DEFINITIONS, Sentence (29) to read:
 - (29) "**Overhead Sign**" Shall mean a sign consisting of a rigid material bearing an emblem, message or slogan for the purposes of advertising goods and services offered or identifying a business, enterprise or special event;
- 7) by deleting Section 4 DEFINITIONS, Sentence (31) "Pedestal Sign"
- 8) by replacing Section 4 DEFINITIONS, Sentence (49) to read:
 - (49) "**Wall Sign**" Shall mean any sign or display located on or across the face of a building intended to be observed by, the public passing by the building. This definition shall not include a banner (permanent and temporary), canopy, awning, window, overhead sign nor mural;
- 9) by deleting Section 4 DEFINITIONS, Sentence (59) "Canopy Roof Sign"
- 10)by deleting Section 4 DEFINITIONS, Sentence (60) "Feature Sign"
- 11)by replacing Section 4 DEFINITIONS, Sentence (63) to read:(63) "Third Party Advertiser" Shall mean:
 - (a) In the case of a federal or provincial election, a person, entity or group, other than a registered party, registered association, candidate or nomination contestant, that conducts election advertising;
 - (b) In the case of a City of Brampton municipal election, an individual, corporation or trade union that is a registered third party pursuant to section 88.6 of the Municipal Elections Act, 1996, as amended; or
 - (c) In all other cases it shall refer to a product or business that is not available on the same site as the sign;
- 12) by adding the following sentence to Section 4 DEFINITIONS:
 - (64) **"Automated Teller Machine (ATM)" Shall mean** a computerized electronic machine that performs basic banking functions (such as handling check deposits or issuing cash withdrawals); and shall not include a drive-through instructional sign capable of accepting payment;
- 13) by adding the following sentence to Section 4 DEFINITIONS:
 - (65) **"Banner Sign Permanent"** Shall mean a double-faced sign consisting of a piece of fabric, plastic or a similar lightweight non-rigid material bearing an emblem, message or slogan for the purposes of advertising goods and services offered or identifying a business, enterprise or special event;

14) by adding the following sentence to Section 4 DEFINITIONS:

- (66) **"Banner Sign Temporary"** Shall mean a single-faced sign consisting of a piece of fabric, plastic or a similar lightweight non-rigid material bearing an emblem, message or slogan for the purposes of advertising goods and services offered or identifying a business, enterprise or special event;
- 15) by adding the following sentence to Section 4 DEFINITIONS:
 - (67) "Canopy Sign" Shall mean a sign painted on, applied or affixed to a canopy which does not extend horizontally beyond the limits of such canopy; and shall not include an awning sign;
- 16) by adding the following sentence to Section 4 DEFINITIONS:
 - (68) "Coming Soon Window Sign" Shall mean a single-faced sign painted, attached or applied onto the inside or outside of any part of a window and projecting no more than 1mm from the exterior of the building, excluding the window frame. The sign shall advertise a new business which is under construction and will begin operation within 6 month. This definition shall include "Now Open" signs for a business that began operating within the last 6 months;
- 17) by adding the following sentence to Section 4 DEFINITIONS:
 - (69) "**Development Sign**" Shall mean a temporary single-faced or double-faced ground sign that provides information promoting a development site or construction site as part of a plan of subdivision, or the construction of a building or building complex. This shall not include a sign related to the construction of a custom home;
- 18) by adding the following sentence to Section 4 DEFINITIONS:
 - (70) **"Donor Recognition Sign"** Shall mean a permanent single-faced sign on a Hospital or Emergency Treatment Facility to recognize philanthropic donations. The sign shall not contain a corporate logo;
- 19) by adding the following sentence to Section 4 DEFINITIONS:
 - (71) "Electric Vehicle Charging Station" Shall mean a machine that supplies electric energy to charge plug-in electric vehicles, similar to a fuel pump. This definition shall not include any shade structure or screening. Signage for other goods and services are prohibited on an electric vehicle charging station;
- 20) by adding the following sentence to Section 4 DEFINITIONS:
 - (72) "First Storey" Shall mean the storey that has its floor closest to grade and its ceiling more than 1.8 m (6 ft) above grade;
- 21) by adding the following sentence to Section 4 DEFINITIONS:
 - (73) "Halo Lighting" Shall mean a reverse channel letter consisting of an opaque face and returns mounted onto standoffs away from the wall face. Illumination for the sign shall be either LED's, neon or similar Illumination fully contained within the letter's returns, so that the illumination source cannot be seen from any edge. The illumination shall be directed towards the wall surface giving the sign a halo effect;
- 22) by adding the following sentence to Section 4 DEFINITIONS:
 - (74) "High-rise Residential" Shall mean a residential building seven or more storeys in height or a residential building with the floor level of the highest storey that is more than 18 m above grade. This definition shall include mixed-use commercial and residential developments; Page 283 of 393

23) by adding the following sentence to Section 4 DEFINITIONS:

- (75) **"Hoarding"** Shall mean any temporary wooden barrier constructed for the purpose of site protection, continuously enclosing an active construction site for which a building permit has been issued for construction or demolition. Chain-link fencing may form part of the continuous enclosure;
- 24) by adding the following sentence to Section 4 DEFINITIONS:
 - (76) "Hoarding Sign" Shall mean a temporary non-illuminated single-faced sign printed, painted on, applied to or affixed to the surface of the hoarding. The sign copy may identify and advertise the name and graphic depiction of the development, and may identify the person or persons involved in the design or construction of the development and their contact information. Hoarding signs shall not be attached or affixed to any chain-link portion of the continuous site enclosure. This definition shall not include signs related to the operation of the construction site;
- 25) by adding the following sentence to Section 4 DEFINITIONS:
 - (77) **"Hospitals & Emergency Treatment Facilities"** Shall mean a medical facility regulated under the Public Hospitals Act, R.S.O. 1990, c. P.40, as amended or any predecessor or successor thereto. This definition shall include an urgent care centre, but exclude a walk-in clinic;
- 26) by adding the following sentence to Section 4 DEFINITIONS:
 - (78) "Indirect Illumination" Shall mean a light source directed towards a sign that is fully shielded and oriented downward from above in order to limit the effect of the light on the surrounding environment. This definition shall include halo lighting;
- 27) by adding the following sentence to Section 4 DEFINITIONS:
 - (79) "**Specialty Parking Stall Sign**" Shall mean a permanent sign providing information about the designated use of a parking stall or the operation of an associated machine. This shall include but not limited to signs for stalls dedicated for pre order pick-up and charging stations;
- 28) by adding the following sentence to Section 4 DEFINITIONS:
 - (80) **"T-Frame Sign"** Shall mean a temporary single-faced or double-faced sign not anchored to the ground, and constructed of such materials which permit it to be repositioned by an individual without mechanical aid. The structure and base are similar in shape to an inverted "T";
- 29) by adding the following sentence to Section 4 DEFINITIONS:
 - (81) "Under Awning & Canopy Identification Sign" Shall mean a sign located underneath an awning or canopy mounted perpendicular to the building wall face. When installed on a commercial or industrial plaza, all under awning & canopy identification signs shall be of a uniform style on each elevation.
- 30) by adding the following sentence to Section 4 DEFINITIONS:
 - (82) **"Unit"** Shall mean usable floor space where the business actively operates;

- 31) by adding the following sentence to Section 4 DEFINITIONS:
 - (83) **"Wall Area"** Shall mean the total area, including all openings of a building wall, upon which a sign is erected. In the case of an irregular building wall which does not form a vertical plane, the wall area shall be the total area of the elevations containing curved, angled and parallel vertical planes as seen in an orthographic projection of the elevation. Walls that are curved or meet at an angle, shall be included in the projected length of the longest elevation only for the purpose of determining the wall face area and the associated permitted signage area;
- 32) by adding the following sentence to Section 4 DEFINITIONS:
 - (84) "Window Sign" Shall mean a single-faced sign erected, painted, attached, applied, etched, or inscribed onto the inside or outside of any part of a window and projecting no more than 1mm from the exterior of the building, excluding the window frame. This definition also includes a sign located within or in place of the glass of a window or any interior sign erected or displayed within 1.0 m (3.28 ft) of any exterior glazing in a manner that the sign face is capable of being viewed from the exterior of the building, but excludes a sign that forms an integral part of a designed window display structure;
- 33) by re-organizing the definitions in alphabetical order accordingly.
- 34) by replacing Section 5 REGULATINS AND PROHIBITIONS, Sentence (12) to read:
 - (12) Every owner shall display the street number of the property on each main ground sign on the street frontage on which the property is addressed, in order to identify the municipal address of the property, subject to the following requirements:
 - (a) The street number shall be prominently displayed and have a minimum number height of 0.15 m (6 in) and a maximum number height of 0.5 m (1.6 ft);
 - (b) The street number and address shall be located a minimum of 0.9 m (3 ft) above the finished grade;
 - (c) Where the address on a ground sign is non-illuminated, the address shall be of a reflective material;
 - (d) Where the sign is located on a street other than that on which it is addressed, the full street number and street name shall be identified; and
 - (e) The area occupied by the street number and name shall not be included in calculating the sign area.
- 35) by adding the following sentence to Section 5 REGULATIONS AND PROHIBITIONS:
 - (16) Any illuminated sign including those containing an Electric Variable Message Centre shall be deactivated (turned off) when malfunctioning.
- 36)by replacing Section 6 APPLICATIONS AND PERMITS, Sentence (1) to read:
 - (1) An applicant for a building permit shall file with the City the following Information:
 - (a) A completed application form and associated appendixes as prescribed by the Chief Building Official;

- (b) A location plan (drawn to scale) or aerial image, which clearly shows the street lines and boundaries of the property upon which a sign or advertising device is proposed to be erected, all buildings or structures on the property and the location of the sign or advertising device in relation to other structures upon the property;
- (c) For signs that require a minimum setback from a property line or a minimum separation distance, A current plan of survey certified by a registered Ontario Land Surveyor, or a site plan approved by the City of Brampton Planning Department shall be provided indicating all items referenced in (b);
- (d) Information including but not limited to: drawings, specifications and artwork of the proposed sign, drawn to scale, which clearly demonstrates the sign and sign copy to be displayed, and shall include, where required: construction details, supporting framework, foundations, materials, weight, cross-section wall details, base details, illumination details, height of the sign, sign length and width, building and/or unit width and height, size and location of all other existing signs, or any additional information deemed necessary to determine that the sign has been designed, constructed and erected in compliance with this By-law and the Ontario Building Code;
- (e) With the exception of the plan of survey or the approved site plan, drawings shall be presented in either 8.5" x 11", 8.5" x 14" or 11" x 17" paper formats, and shall contain text and dimensions that are a minimum of 3 mm in height to ensure legibility. Acceptance of drawings in a larger format shall be at the discretion of the Chief Building Official;
- (f) Drawings for the following signs shall be signed and sealed by a Professional Engineer or Architect registered to practice in the Province of Ontario, and a certificate of review shall be provided for:
 - (i) A ground sign that exceeds 7.5 m in height above the adjacent finished grade;
 - (ii) A wall sign that weighs more than 115 kg;
 - (iii) A wall sign attached or fastened in any manner to a parapet wall; or
 - (iv) As directed by the Chief Building Official.
- (g) A letter of consent shall be provided from the owner of the property where an application is submitted by someone other than the owner, or the owner's authorized agent;
- (h) Applicable fees shall be paid in accordance with Schedule XII of this By-law;
- Where applicable, proof of approval of a heritage permit for a sign located on a designated or listed heritage resource property;
- (j) Where applicable, proof of approval for the proposed sign from all other governmental authorities having jurisdiction;

- (k) Where applicable, proof of approval of an encroachment agreement with the City of Brampton;
- Were applicable, a safety assessment in accordance with the City of Brampton DPAD Terms of Reference; and
- (m) Where applicable, prior to the issuance of the permit the owner shall at their own expense shall obtain and provide proof of Commercial General Liability Insurance, against all claims for personal injury, including bodily injury resulting in death, and property damage with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence as its interests may appear in accordance with the City of Brampton established insurance procedures;
- 37)by replacing Section 6 APPLICATIONS AND PERMITS, Sentence (2) to read:
 - (2) An applicant for a *portable sign* permit shall file with the City the following Information:
 - (a) A street map showing the street lines and boundaries of the property upon which it is proposed to erect a sign or advertising device and the location of the sign or advertising device upon the property in relation to other structures, existing signs and/or permanent physical features upon the property;
 - (b) Drawings shall be presented in either 8.5" x 11", 8.5" x 14" or 11" x 17" paper formats, and shall contain text and dimensions that are a minimum of 2.5 mm in height to ensure legibility. Acceptance of drawings in a larger format shall be at the discretion of the Chief Building Official;
 - (c) Where applicable, drawings of and information with respect to the building upon which the sign or advertising device is to be attached including the size and location of all other existing signs;
 - (d) Drawings for an inflatable device or as directed by the Chief Building official shall be signed and sealed by a Professional Engineer or Architect registered to practice in the Province of Ontario, and a certificate of review shall be provided;
 - (e) A letter of consent shall be provided from the owner of the property where an application is submitted by someone other than the owner, or the owner's authorized agent;
 - (f) Prior to the issuance of a permit, for the entire length of time the permit is valid and any subsequent renewal thereof, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims for personal injury, including bodily injury resulting in death, and property damage with an not limit of inclusive less than Two Million (\$2,000,000.00) per occurrence as its interests may appear in accordance with the City of Brampton established insurance procedures; and
 - (g) Applicable fees shall be paid in accordance with Schedule XII of this By-law;

- 38) by replacing the title of Section 8 EXEMPTIONS to read: EXEMPTIONS FOR SIGNS ON PRIVATE PROPERTY;
- 39) by replacing Section 8 EXEMPTIONS, Sentence (9) to read:
 - (9) Up to two *directional signs* per driveway access and/or drive-through lane provided no *sign* is greater than 0.75 m² (8.1 ft²) in *sign area* and that the top of the *sign* is no higher than 1.5 m (5 ft) above the finished grade at the *sign* location. *Directional signs* may include a corporate logo providing such logo is displayed entirely within the face of the *sign*,
- 40) by replacing Section 8 EXEMPTIONS, Sentence (11) to read:
 - (11) *Signs* located on private property which promote citizen participation in civic, charitable or non-profit activities and events provided that the property is not zoned residential and that the size and location of such *sign* has been approved by the *Chief* and provided:
 - (a) Such *signs* are removed within 24 hours of the conclusion of the activity, event or approval; and
 - (b) Prior to the issuance of the approval, for the entire length of time the approval is valid and any subsequent renewal thereof, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims for personal injury, including bodily injury resulting in death, and property damage with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence as its interests may appear in accordance with the City of Brampton established insurance procedures.
- 41)by replacing Section 8 EXEMPTIONS, Sentence (14) to read:(14) Non-illuminated religious symbols to identify a place of worship, provided that:
 - (a) The symbol is approved under a site plan agreement; and
 - (b) The symbol is located at the peak of a roof, tower or spire.
- 42) by replacing Section 8 EXEMPTIONS, Sentence (15) to read:(15) *Murals* subject to the following requirements:
 - (a) Murals shall only be permitted on:
 - (i) Hoarding; or
 - (ii) Any wall or surface on Commercial, Industrial or Institutional zoned properties;
 - (b) A mural shall not contain any form of commercial advertising or solicitation of any kind;
 - (c) No person shall paint or apply a mural directly to any brick, wood or stone of a building or structure that is designated or listed under the Ontario Heritage Act;
 - (d) Any mural on a designated or listed heritage building or structure shall be painted or applied to either:
 - (i) Glazing; or

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- (ii) A backing surface such as plywood or canvas that is attached to the building or structure and fastened through the mortar joints and not through the brick or masonry itself.
- 43) by replacing Section 8 EXEMPTIONS, Sentence (17) to read:(17) Temporary construction *hoarding signs* provided:
 - (a) The sign shall not exceed 4 m (13.12 ft) above the finished grade at any location;
 - (b) No signage shall project more than 1 mm from the face of the hoarding to which it is attached; and
 - (c) No signage shall be installed on hoarding until a permit for construction of demolition has been issued for the site.
- 44) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (22) to read:
 - (22) Any sign located within a building located greater than 1.0 m(3.3 ft) from any exterior glazing;
- 45) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (23) to read:
 - (23) Signs incorporated within a fuel pump or an electric vehicle charge station;
- 46) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (24) to read:
 - (24) Signs incorporated within an Automated Teller Machine (ATM);
- 47) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (25) to read:
 - (25) Public art installations including banners related to an art gallery operated by the Region of Peel and an associated sign explaining the artwork provided:
 - (a) The sign face area of a sign shall not exceed 0.4 m² (4.3 ft²);
 - (b) The sign may recognize a donor, but shall not contain a corporate logo; and
 - (c) Only one such sign shall be permitted per public art installation.
- 48) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (26) to read:
 - (26) Incidental signs related to safety, operation instructions or manufacturer logo of equipment provided the sign face area of each sign does not exceed 0.2 m² (2.15 ft²); and
- 49) by adding the following sentence to Section 8 EXEMPTIONS, Sentence (27) to read:
 - (27) Specialty parking stall signs provided:
 - (a) The sign face area of each sign shall not exceed 0.4 m^2 (4.3 ft²);
 - (b) The sign shall have a maximum height of 1.8 m (6 ft); and
 - (c) The sign and base shall not encroach into the required parking stall size identified in the Zoning By-law 270-2004, as amended Page 289 of 393

- 50) by replacing Section 9 EXEMPTIONS FOR SIGNS ON A ROAD RIGHT-OF-WAY, Sentence (6) to read:
 - (6) Signs to promote citizen participation in civic, charitable or non-profit activities and events, but not election or campaign *signs*, provided that the size and location of such *signs* has been approved by the *Chief* and provided:
 - (a) Such *signs* are removed within 24 hours of the conclusion of the activity, event or approval; and
 - (b) Prior to the issuance of the approval, for the entire length of time the approval is valid and any subsequent renewal thereof, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims for personal injury, including bodily injury resulting in death, and property damage with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence as its interests may appear in accordance with the City of Brampton established insurance procedures.
- 50) by replacing Section 9 EXEMPTIONS FOR SIGNS ON A ROAD RIGHT-OF-WAY, Sentence (12) to read:
 - (12) *Murals* displayed by the City of Brampton or Region of Peel, provided the mural shall not contain any form of commercial advertising or solicitation of any kind.
- 51) by replacing Section 10 EXEMPTIONS FOR SIGNS ON PUBLIC USES OWNED OR LEASED BY THE CITY to read: EXEMPTIONS FOR CITY OF BRAMPTON & EMERGENCY SERVICES

10. (1) Public Uses owned or leased by the City of Brampton, Police, Fire, Paramedic, Hospitals and Emergency Treatment Facilities are exempt from the following provisions of this By-law:

> SCHEDULE II GROUND SIGNS; SCHEDULE III WALL SIGNS; SCHEDULE IV AWNING SIGNS AND CANOPY SIGNS; and SCHEDULE V OVERHEAD SIGN & PERMANENT BANNER SIGNS

With the exception of the following provisions:

- (a) Unless specifically noted signs shall not contain third party sign copy;
- (b) For ground signs the distance from the finished grade to the bottom of the sign shall be either less than 900 mm or greater than 2.4 m;
- (c) For ground signs a minimum distance of 1.5 m shall be provided from all property lines;
- (d) The street number of the property shall be displayed on the main ground sign on the street frontage on which the property is addressed, in order to identify the municipal address of the property, subject to the following requirements:
 - (i) The street number shall be prominently displayed and have a minimum number height of 150 mm (6 in) and a maximum number height of 500 mm (20 in);
 - (ii) The street number and address shall be located a minimum of 900 mm (3 ft) above the finished grade; Page 290 of 393

- (iii) Where the sign is located on a street other than that on which it is addressed, the full street number and street name shall be identified;
- (iv) Where the address on a ground sign is non-illuminated, the street number and name shall be of a reflective material; and
- (v) The area occupied by the street number and name shall not be included in calculating the sign area.
- (e) No sign shall be located within 600 mm (2 ft) of the vehicular traveled portion of a highway, private laneway, drive-through lane or parking area unless the minimum vertical distance between grade and the bottom of an overhanging sign shall be at least 4.25 m (13.94 ft), except for a clearance or headroom sign or where an alternative solution is accepted by the Chief;
- (f) Wall, canopy or overhead signs that project more than 100 mm (4 in) from the building wall face, a minimum clearance of 2.4 m (7.9 ft) shall be maintained from finished grade to the bottom of the sign;
- (g) Where a sign is illuminated, the sign shall conform to the following requirements:
 - (i) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;
 - (ii) The illumination shall not exceed 300 nits during the period between sunset and sunrise; and
 - (iii) The illumination of ground signs shall not increase the light levels within 10 m of all points of the sign facing by more than 3 lux above the ambient lighting level.
- (h) Subject to approval from the Chief, a temporary banner sign on a Hospital or Emergency Treatment Facility advertising a fundraising event for that facility, subject to the following requirements:
 - (i) The sign has a maximum sign face area of 100 m² (1076 ft²) or 20 percent of the wall area where the sign is located, whichever is less;
 - (ii) The sign shall be erected or displayed for no more than 90 days;
 - (iii) A minimum 28 day blackout period shall follow each approval; and
 - (iv) Only one such sign shall be erected or displayed per calendar year (January 1 to December 31 of the same year).
- Permanent donor recognition signs on a Hospital or Emergency Treatment Facility recognizing philanthropic donations to the facility, subject to the following requirements:
 - (i) The sign may be located on all storeys of the building with the exception of the mechanical penthouse;
 - (ii) The sign shall consist of non-illuminated individual letters, each with a maximum vertical dimension of 300 mm (1 ft);
 - (iii) The signs shall not contain a corporate logo; and

- (iv) A maximum of four (4) donor recognition signs shall be permitted on each elevation.
- (j) Unless specifically noted the signs identified in this section shall obtain all required permits.

(2) The City may erect or cause to be erected temporary signage for the purpose of civic messaging, wayfinding and/or accomplishment signs on private property and the road right-of-way, subject to approval by the Chief;

(3) Permanent third party signs including naming rights for City of Brampton owned facilities including outdoor sports field fencing, backstops, rink boards and accessory structures pursuant to an agreement with The Corporation of the City of Brampton shall be permitted; and

(4) The City of Brampton may displayed murals on all buildings owned or leased by the City including urban furniture and assets located on the municipal road right-of-way provided the mural shall not contain and form of commercial advertising or solicitation of any kind.

- 51) by replacing thereto Schedule I PORTABLE SIGNS attached hereto;
- 52) by replacing thereto Schedule II GROUND SIGNS attached hereto;
- 53) by replacing thereto Schedule III WALL SIGNS attached hereto;
- 54) by replacing thereto Schedule IV AWNING SIGNS & CANOPY SIGNS attached hereto;
- 55) by deleting therefrom Schedule V OVERHEAD SIGNS, and replacing it with the Schedule V OVERHEAD SIGNS & PERMANENT BANNER SIGNS attached hereto;
- 56) by deleting therefrom Schedule VI GARDEN SQUARE PRECINCT;
- 57) by deleting therefrom Schedule VII PRODUCTION HOME BUILDIERS, and replacing it with the Schedule VII PRODUCTION HOME BUILDERS & HIGH-RISE RESIDENTIAL DEVELOPER SIGNS attached hereto;
- 58) by replacing thereto Schedule VIII GAS BARS AND DRIVE THROUGH COMMERCIAL OPERATIONS attached hereto;
- 59) by deleting therefrom Schedule X BRAMPTON DOWNTOWN AREA;
- 60) by replacing thereto Schedule XI SIGHTLINE REQUIREMENTS attached hereto;
- 61) by deleting therefrom Schedule XV QUEEN STREET CORRIDOR AND DOWNTOWN BRAMPTON PROVISIONS;

1. DEFINITIONS:

- (1) "Portable sign: Class A" is a sign that is known as a mobile or trailer sign. The sign shall have no more than two sign faces and may be a readograph type sign with interchangeable letters. The sign may be equipped with electric power for internal illumination and is usually on a framework;
- (2) **"Portable sign: Class A-1"** is a sign that is known as a feather flag sign. The sign shall mean a temporary double-faced lightweight sign made of cloth or other similar light weight non-rigid material attached to a metal or plastic pole and placed into the ground or on a weighted stand.
- (3) **"Portable sign: Class B"** is a sign that is commonly known as a sandwich board, A-Board, A-Frame or a T-frame sign. The sign may be single or double-faced;
- (4) **"Portable sign: Class C"** means any inflatable advertising device or balloon; and
- (5) **"Portable sign: Class D"** means any portable sign other than a portable sign Class A, a portable sign Class A-1, a portable sign Class B or a portable sign Class C, and includes a banner or other advertising device;

- (1) A portable *sign* shall be permitted only on lands zoned commercial, industrial, agricultural or institutional;
- (2) A portable *sign* shall not be permitted on vacant land, or a property containing a residential unit;
- (3) No person shall erect or display, or cause to be erected or displayed, a *portable sign* which utilizes flashing or sequential lights, or any device that creates or simulates motion;
- (4) No person shall erect or display, or cause to be erected or displayed, a *portable sign* within a *visibility triangle*;
- (5) No person shall erect of display, or cause to be erected or displayed, a portable sign in a manner which interferes or impedes pedestrian or vehicular paths of travel. In either case a minimum clear path of travel shall be maintained as follows:
 - (a) 1.2 m (4 ft) in an area intended for pedestrian travel;
 - (b) 3 m (9.84 ft) in an area intended for one-way vehicular travel; or
 - (c) 6 m (19.69 ft) in an area intended for two-way vehicular travel.
- (6) No person shall erect or display, or cause to be erected or displayed, a portable *sign* without first affixing thereto, in a clearly visible fashion, a validation sticker. The validation sticker shall be clearly visible from the street;
- (7) Signs shall pertain to the goods or services provided on the same lot as the portable sign, third party advertising shall be prohibited;
- (8) No person shall display a message on a *portable sign* that does not relate to the business for which the permit was issued;

SCHEDULE I TO BY-LAW 399-2002 PORTABLE SIGNS (Continued)

- (9) No person shall erect or display, or cause to be erected or displayed, a portable sign on a roof, except for a Class C portable sign as described in this Schedule;
- (10) The sign shall be non-illuminated
- (11) Prior to the issuance of a permit, the *owner* shall provide confirmation that a minimum of \$2 million liability insurance is in effect; and
- (12) Portable signs shall be subject to the requirements and restrictions as set out in the table below:

	# of Signs Permitted	Maximum Display Period (from	includ	n Size of Sign ling the sign tructure	Maximum Height of	Colour of
	on a Lot	date of issuance of permit)	Height	Area	Lettering	Sign
Class A Portable Sign	Four signs per property frontage 1	28 Days _{2,4}	2.13 m (7 ft)	5 m² (53.8 ft²)	51 cm (20 in)	Black on White, or White on Black
Class A-1 Portable Sign	Four signs per property frontage ₁	28 Days _{2,4}	3.98 m (13 ft)	2.4 m ² (25.83 ft ²)	Not Limited	Not Limited
Class B Portable Sign	One sign per 46 m (150 ft) of road frontage	28 Days _{2,3,4}	1.2 m (4 ft)	1.5 m² (16 ft²)	Not Limited	Not Limited
Class C Portable Sign	One sign per lot ₁	14 Days _{2,5}	7 m (23 ft)	Maximum width shall be 6 m (19.7 ft)	Not Limited	Not Limited
Class D Portable Sign ₆	One sign per 46 m (150 ft) of road frontage 1	28 Days ₃	1.2 m (4 ft)	1.5 m² (16 ft²)	Not Limited Not Limit	
		•	•	0 ft) to another C	lass A, Class A	A-1, Class C
	 or Class D sign located on the same property. 2 A subsequent permit shall not be issued for a single business location or for the same unit in a plaza until at least 28 days has elapsed from the date of expiry of the previous permit. 					expiry of the
	³ No more than five permits shall be issued for a single business location or unit in a					or unit in a
	 plaza in a calendar year. 4 Shall be displayed only during the hours of business for which it is advertising. 					tising.
	⁵ No more than two permits shall be issued for a single business location or unit in a					or unit in a
	plaza in a calendar year. 6 Not withstanding the height and area requirements of a Class D portable sign. Where					sign. Where
	the permit a permitted or larger than 2	pplies to a banne	er sign or co d to the buil ng wall face	bining soon windo ding wall face of a on which the sign	<i>w sign</i> , the sig building and	n shall be shall be no

(Amended by By-laws 124-2005, 59-2010, 242-2010, 25-2011, 184-2012, 77-2016)

1. GENERAL PROVISIONS:

- (1) **"Ground sign Class A"** shall mean a ground sign on which the message or advertisement refers and relates to goods or services available on the property where the sign is located; and
- (2) **"Ground sign Class B"** shall mean a ground sign on which the message or advertisement refers and relates to goods or services not available on the property where the sign is located;

- (1) For ground signs the distance from the finished grade to the bottom of the sign shall be either less than 900 mm (3 ft) or greater than 2.4 m (7.9 ft);
- (2) Every owner shall display the street number of the property on the main ground sign on the street frontage on which the property is addressed, in order to identify the municipal address of the property, subject to the following requirements:
 - (a) The street number shall be prominently displayed and have a minimum number height of 0.15 m (6 in) and a maximum number height of 0.5 m (1.6 ft);
 - (b) The street number and address shall be located a minimum of 0.9 m (3 ft) above the finished grade;
 - (c) Where the address on a ground sign is non-illuminated, the address shall be of a reflective material;
 - (d) Where the sign is located on a street other than that on which it is addressed, the full street number and street name shall be identified; and
 - (e) The area occupied by the street number and name shall not be included in calculating the sign area.
- (3) No person shall erect or display, or cause to be erected or displayed, a sign within a visibility triangle, unless such sign has a minimum clearance of 2.4 m (7.9 ft) above the finished grade. This provision is not applicable where the ground sign is 1.2 m (4 ft) or less in height;
- (4) Ground signs shall be single or double-faced signs only;
- (5) Where a sign is illuminated, the sign shall conform to the following requirements:
 - (a) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;
 - (b) The illumination shall not exceed 300 nits during the period between sunset and sunrise; and
 - (c) The illumination shall not increase the light levels within 10 m of all points of the sign facing by more than 3 lux above the ambient lighting level.
- (6) Applications for a ground signs containing an Electronic Variable Message Centre shall have a safety assessment prepared in accordance with the City of Brampton's Public Works Department's: DPAD Terms of Reference;

SCHEDULE II TO BY-LAW 399-2002 GROUND SIGNS (Continued)

- (7) Foundations shall be extended a minimum of 150 mm (6 in) above grade and sloped in order to shed standing water;
- (8) Any exposed elements of a sign shall be constructed with or coated in corrosion resistant material;
- (9) Any sign with exposed anchor bolts shall be capped with acorn nuts;
- (10) Heritage approval is required for signage on properties designated as a heritage resource; and
- (11) All ground *signs* shall be subject to the requirements and restrictions as set out in the table below:

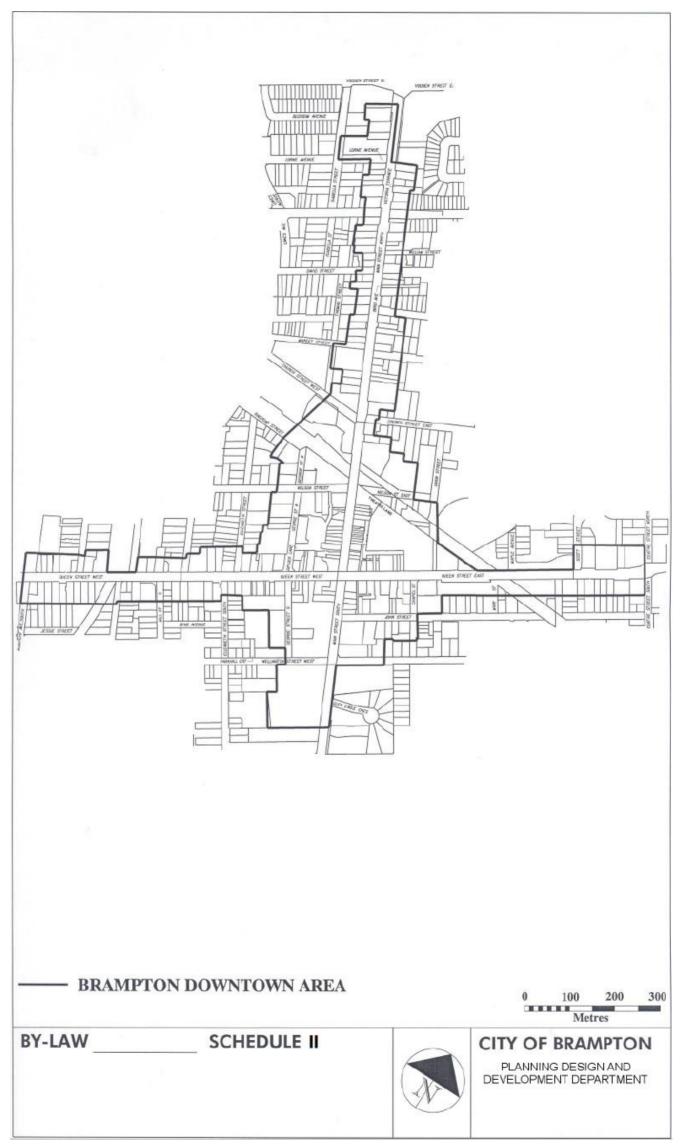
	Required Zoning of Property	# of Signs Permitted on a Lot	Minimum Distance from Property Lines	Maximum Sign Area	Maximum Height
Class A	Open Space Floodplain/Greenbelt Commercial Industrial Institutional 10	One _{1,2,8}	1.5 m (5 ft)	15 m² (161 ft²) ₁₁	7.5 m (24.5 ft) ₁₂
Class B ₃	Commercial ₄ Industrial ₄	One	10 m (32 ft)	20 m ² (215 ft ²)	7.5 m (24.5 ft)
Brampton Downtown Area _{5,6,7,10}	Commercial Residential (where a commercial use has been approved through Committee of Adjustment) 9	One	1.5 m (5 ft)	1 m² (10.8 ft²)	1.2 m (4 ft)
Live/Work Unit Constructed as a Detached or Semi- Detached House 6,7	Residential	One	1.5 m (5 ft)	1 m² (10.8 ft²)	1.2 m (4 ft)
	 1 Corner lots shall be permitted one additional ground sign, subject to the following requirements: (i) The property shall have a combined frontage in excess of 150 m (492 ft) on two or more streets; (ii) The two signs shall not front on the same street; (iii) A minimum distance of 30 m (98 ft) shall be provided between each sign; and (iv) A minimum distance of 30 m (98 ft) shall be provided between the projected point of intersection of the two lot lines. 2 A corner lot shall be permitted up to two additional ground sign, subject to the following requirements: (i) The property shall have a combined frontage in excess of 300 m (984 ft) on three or more streets; (ii) No two signs shall not front on the same street; (iii) A minimum distance of 60 m (196 ft) shall be provided between each sign; and (iv) A minimum distance of 30 m (98 ft) shall be provided between the projected point of intersection of the two lot lines. 3 Shall not be located within 100 m (328 ft) of property zoned residential. 4 The property shall be vacant land with a minimum lot size of 1 hectare (2.5 acres). The sign shall be removed prior to the development of the site. 5 As indicated in Map 2 of Schedule II of this by-law. 6 Signs shall be non-illuminated. 7 In lieu of wall signs, window signs, awning signs or canopy signs. 				

SCHEDULE II TO BY-LAW 399-2002 GROUND SIGNS (Continued)

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 8 In addition to permitted ground signs, signage identifying the plaza or development name shall be permitted provided it is wholly contained within an entryway feature wall that has been approved by the City. This provision shall also apply to entryway feature walls at the entrance to a plan of subdivision. 9 Signs shall be permitted only for the duration of the Committee of Adjustment approval of the commercial use and shall be removed upon expiration of the approval of the commercial use through Committee of Adjustment. 10 Should a commercial, industrial or institutional use be permitted through the
City of Brampton Zoning By-law on an agricultural or residential zoned property, ground signs shall be permitted as if the property were zoned as such.
11An Electronic Variable Message Centre is permitted within a Class A ground sign provided:
(i) The EVMC shall not exceed 1/3 of the sign area;
(ii) The EVMC shall not contain a flashing message or image;
 (iii) The EVMC shall not contain copy that is full motion or otherwise gives the appearance of animation of movement;
 (iv) Where the message is of other than scrolling script, the frequency of an image change shall not be less than every 10 seconds;
 (v) An EVMC shall be separated by a minimum distance of 36 m (118 ft) from a property zoned residential or containing residential units except where the sign is contained on a school property; and
 (vi) Where an Electronic Variable Message Centre is located within 100 m (328 ft) of a property zoned residential or containing a residential unit, the sign shall be turned off between the hours of 10:00 pm and 7:00 am.
12 No ground sign shall be located within 600 mm (2 ft) of the vehicular traveled portion of a highway, private laneway, drive-through lane or
parking area unless the minimum vertical distance between grade and the bottom of an overhanging sign shall be at least 4.25 m (13.94 ft), except for
a clearance or headroom sign or where an alternative solution is accepted by the Chief;

SCHEDULE II TO BY-LAW 399-2002 GROUND SIGNS (Continued)

MAP 2



SCHEDULE III TO BY-LAW 399-2002 WALL SIGNS

(Amended by By-laws 124-2005, 278-2005, 59-2010, 25-2011, 141-2017)

- Signs designated under this schedule shall be permitted on all lands, except lands zoned residential. Wall signs for mixed-use residential/commercial buildings shall be permitted only on the commercial portion of the building in accordance with this schedule;
- (2) Illuminated signs shall be permitted on a building wall which faces lands zoned residential or containing a residential unit provided that:
 - (a) The sign face is separated from lands zoned residential or containing residential units by a distance of at least 36 m (118 ft);
 - (b) The signs shall be *Indirectly Illuminated*; or
 - (c) The applicant shall demonstrate to the satisfaction of the Chief that the sign is fully obscured from view from the residential units by a permanent structure.
- (3) The distance between a sign and a property zoned residential or containing a residential unit referenced in sentence (2) shall be measured at an angle of 45 degrees from the face of the sign;
- (4) Where a sign is illuminated, the sign shall conform to the following requirements:
 - (a) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;
 - (b) The illumination shall not exceed 300 nits during the period between sunset and sunrise;
- (5) Every sign shall be attached to and parallel to the building wall face on which it is installed;
- (6) No sign shall project more than 0.6 m (2 ft) from the wall or fascia to which it is attached;
- (7) Where a wall sign with a projection greater than 100 mm (4 in) overhangs a vehicular travelled portion of a highway, private laneway, drive-through lane or parking area a minimum vertical distance between grade and the bottom of the sign shall be 4.25 m (13.94 ft).
- (8) No advertising shall be permitted on the projecting ends of a sign;
- (9) All signs on units in a commercial or industrial plaza shall be of a uniform style on each elevation of the building. The following are exempt from this requirement:
 - (a) Signs on units with a gross floor area greater than 3000 m² (32 292 ft²);
 - (b) Signs may be upgraded to consist of individual letters with a minimum depth of 13 mm (1/2 in); or
 - (c) Where individual letters are the standard, less than 50% of each units signage may be of an alternative simpler style, such as a box sign;
- (10) Any sign which projects in whole or in part, over a *road right-of-way*, shall be subject to an encroachment agreement with the City;

SCHEDULE III TO BY-LAW 399-2002 WALL SIGNS (Continued)

- (11) Prior to the issuance of a permit for a sign that are subject to an encroachment agreement with the City, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence for the entire length of time the sign is erected;
- (12) Signs shall pertain to goods and services provided on the property. Signs located on a *commercial or industrial plaza* shall be wholly contained on the wall face of the unit to which it is advertising. Third party advertising shall be prohibited;
- (13) Heritage approval is required for signage on properties designated as a heritage resource; and

	Maximum Aggregate Sign Area	Upper Limit of Sign	Maximum Vertical Dimension	Minimum Clearance from Finished Grade
Wall Signs (Other than listed below)	20% of the area of the <i>building</i> <i>wall face</i> on which the <i>sign</i> is located to a maximum of 25m ² (269 ft ²) 1,3,4,11	 <i>Roof line</i> of a one storey building; The floor level of the second storey on a multi-storey building ₂; or Wholly contained within a gable end wall or parapet feature of a one-storey building ₅ 	Not Limited	2.4 m (7.9 ft) ₆
Commercial and Industrial Plazas	20% of the area of the <i>building</i> <i>wall face</i> of the unit on which the <i>sign</i> is located to a maximum of $25m^2$ (269 ft ²) 1,3,4,10,12	 <i>Roof line</i> of a one storey building; The floor level of the second storey on a multi-storey building ₂; or Wholly contained within a gable end wall or parapet feature of the unit of a one-storey building ₅ 	Not Limited	2.4 m (7.9 ft) ₆
Single Tenant Industrial Building	6% of the area of the <i>building wall</i> <i>face</i> of the unit on which the <i>sign</i> is located 3,4,11	 <i>Roof line</i> of a one storey building; The floor level of the second storey on a multi-storey building ₂; or Wholly contained within a gable end wall or parapet feature of a one-storey building ₅ 	Not Limited	2.4 m (7.9 ft) ₆
Big Box Commercial Developments	6% of the area of the <i>building wall</i> face on which the <i>sign</i> is located 3,4,11	 <i>Roof line</i> of a one storey building; or Wholly contained within a wall or parapet feature of the building 	Not Limited	2.4 m (7.9 ft) ₆
Indoor Shopping Malls	6% of the area of the <i>building wall</i> face on which the sign is located _{3,11}	 <i>Roof line</i> of a one storey building; The second storey on a multistorey building; or Wholly contained within a gable end wall or parapet feature of a one-storey building 	Not Limited	2.4 m (7.9 ft) ₆

(14) Wall *signs* shall be subject to the requirements and restrictions as set out in the table below:

SCHEDULE III TO BY-LAW 399-2002 WALL SIGNS (Continued)

Signs Located on Towers	Shall consist of a <i>logo</i> only 13, 14	• Wholly contained within the <i>tower</i> feature	0.9 m (3 ft)	2.4 m (7.9 ft)			
Live/Work Unit constructed as a Detached or Semi-Detached House 7,8,9,10	One sign maximum 1 m² (10.8 ft²) in sign area 3,4• Attached only to the front of the commercial portion on the main floor of the live/work unit; or • Fully contained within the fascia of a porch over the main entrance to the live/work unit0.45 m (1.5 ft)2.4 m (7.9 ft)						
Live/Work Unit constructed as a Townhouse 7,8,9,10	of the <i>wall face</i> of the commercial portion of the building <u>3,4</u>	the commercial portion of the main floor of the (2 ft) (7.9 ft)					
	1 Whichever is less 2 The upper limit o office wall	s f a sign on an industrial building shal	l be the top of t	he 2 nd storey			
	 Window signs wi sign, shall be pro canopy sign on the to an indoor shop In addition to the 	permitted wall sign area, four (4) top	ble <i>coming</i> so mit for a wall, a requirement sh storey signs e	on window wning or all not apply ach located			
	 on separate building wall faces may be permitted subject to the following requirements: (i) On an office building, school or hotel two or more storeys in height; (ii) On an industrial building three or more storeys in height; (iii) The additional signs shall be located only on the top storey, but shall be contained below the roof line of the building; (iv) The additional signs shall not exceed a maximum of 2% of the building wall 						
	 face or 30 m² (323 ft²), whichever is less; (v) When located on a property with multiple buildings, the top storey sign shall relate to a unit within the building; and (vi) Top storey signs shall not be permitted on a building containing tower signs. 						
	more than 100 m	ted less than 2.4 m (7.9 ft) from grade m (4 in) from the building wall face		projects no			
	 8 Signs shall not be 9 Signs shall be loop 	lirectly illuminated only e painted directly on the wall and sign cated a minimum distance of 1 m (3.3 the demising wall of the unit					
	window provided (i) The EVMC s	nic Variable Message Centre is perm : shall be separated from a property zo	oned residentia	lor			
	(ii) The EVMC s shall be inclu (iii) The EVMC s	esidential units by a distance of at least shall not exceed 20% of the glazed a uded as part of the permitted maximus shall not contain a flashing message	rea of the winc um aggregate s or image;	low pane and sign area.			
	appearance (iv) Where the n image chang (v) Where an E residential o	shall not contain copy that is full moti of animation of movement; nessage is of other than scrolling scr ge shall not be less than every 10 set VMC is located within 100 m (328 ft) r containing a residential unit, the sig hours of 10:00 pm and 7:00 am.	ipt, the frequen conds; and of a property z	cy of an oned			
	12 In addition to the be permitted at the requirements:	e permitted wall sign area, One (1) ac ne main common entry way subject to all be located within 3 m (9.84 ft) of	o the following				
	 (ii) Each unit id sign area of (iii) The sign sh face; and 	entified on the directory sign shall b 0.2 m ² (2.15 ft ²); all not project more than 100 mm (4 all be located on the ground floor of	in) from the bu				
	13 Tower sign area	shall be permitted in addition to the nave either tower signs or top storey	maximum wall	-			

SCHEDULE IV TO BY-LAW 399-2002 -**AWNING SIGNS & CANOPY SIGNS**

(Amended by By-laws 59-2010, 141-2017)

- (1) Signs designated under this schedule shall be permitted on all lands, except lands zoned residential; Wall signs for mixed-use residential/commercial buildings shall be permitted only on the commercial portion of the building in accordance with this schedule;
- Illuminated signs shall be permitted on a building wall which faces (2) lands zoned residential or containing a residential unit provided that:
 - (a) The sign face is separated from lands zoned residential or containing residential units by a distance of at least 36 m (118 ft);
 - (b) The signs shall be *Indirectly Illuminated*; or
 - (c) The applicant shall demonstrate to the satisfaction of the Chief that the sign is fully obscured from view from the residential units by a permanent structure.
- (3) The distance between a sign and a property zoned residential or containing a residential unit referenced in sentence (2) shall be measured at an angle of 45 degrees from the face of the sign;
- Where a sign is illuminated, the sign shall conform to the following (4) requirements:
 - (a) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;
 - (b) The illumination shall not exceed 300 nits during the period between sunset and sunrise;
- (5) All signs attached to the face of a canopy shall not project more than 0.6 m (2 ft) from the face on which it is attached;
- All signs mounted on top of a canopy shall not project beyond any (6) face of the canopy to which it is attached;
- Canopy signs may be mounted on top of a canopy provided the (7) upper limit of the sign shall be:
 - (a) The roof line of a one storey building; or
 - (b) The floor level of the second storey on a multi-storey building.
- (8) All signs attached to the face of an awning shall not project more than 3 mm (1/8 in) from the face on which it is attached;
- (9) All signs on units in a commercial or industrial plaza shall be of a uniform style on each elevation of the building. The following are exempt from this requirement:
 - (a) Signs on units with a gross floor area greater than 3000 m^2 (32 292 ft²);
 - (b) Signs may be upgraded to consist of individual letters with a minimum depth of 13 mm (1/2 in); or
 - (c) Where individual letters are the standard, less than 50% of each units signage may be of an alternative simpler style, such as a box sign;

SCHEDULE IV TO BY-LAW 399-2002 – AWNING SIGNS & CANOPY SIGNS (Continued)

- (10) Any sign which projects in whole or in part, over a *road right-of-way*, shall be subject to an encroachment agreement with the City;
- (11) Prior to the issuance of a permit for a sign that are subject to an encroachment agreement with the City, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence for the entire length of time the sign is erected;
- (12) Signs shall pertain to goods and services provided on the property. Signs located on a *commercial or industrial plaza* shall be wholly contained on the wall face of the unit to which it is advertising. Third party advertising shall be prohibited;
- (13) Heritage approval is required for signage on properties designated as a heritage resource; and

	Maximum Sign Area	Upper Limit of Sign	Minimum Clearance from finished grade	
Awning Signs	Included in the maximum aggregate wall sign area	 <i>Roof line</i> of a one storey building; or The floor level of the Second storey on a multi-storey building; 	Not Limited	
Canopy Signs	Included in the maximum aggregate wall sign area	 <i>Roof line</i> of a one storey building; or The floor level of the second storey on a multi-storey building; 	2.4 m (7.9 ft) ₁	
Under Awning & Canopy Identification Signs	0.5 m² (5.38 ft²) ₂	 <i>Roof line</i> of a one storey building; or The floor level of the second storey on a multi-storey building; 	2.4 m (7.9 ft) ₁	
	 Where the canopy sign projects from the face or hangs below the canopy and overhangs a vehicular travelled portion of a highway, private laneway, drive-through lane or parking area a minimum vertical distance between grade and the bottom of the sign shall be 4.25 m (13.94 ft). Each entrance to the unit located under the awning or canopy shall be permitted one (1) under <i>awning & canopy identification sign</i>. 			

(14) All awning and canopy signs shall be subject to the requirements and restrictions as set out in the table below:

SCHEDULE V TO BY-LAW 399-2002 -**OVERHEAD SIGNS & PERMANENT BANNER SIGNS**

(Amended by By-laws 124-2005, 25-2011)

- Signs designated under this schedule shall be permitted on all lands, (1) except lands zoned residential. Wall signs for mixed-use residential/commercial buildings shall be permitted only on the commercial portion of the building in accordance with this schedule;
- (2) Only one sign per business shall be permitted on each elevation;
- (3) The sign shall be non-illuminated;
- (4) Overhead signs shall consist of a double-sided sign hanging from a permanently attached cantilevered arm. This arm shall be a metal bracket that projects perpendicular to the building wall face to which it is attached:
- (5) Permanent banner signs shall consist of a double-sided banner hanging from permanently attached cantilevered arms. These arms shall be metal brackets that project perpendicular to the building wall face to which it is attached. Cantilevered arms shall be provided at both the top and bottom of the banner;
- (6) Overhead signs and permanent banner signs for units in a commercial or industrial plaza shall be of a uniform style on each elevation of the building. This requirement shall not apply to units with a gross floor area greater than 3000 m² (32 292 ft²).
- Any sign which projects in whole or in part, over a *road right-of-way*, (7) shall be subject to an encroachment agreement with the City;
- *Prior* to the issuance of a permit for a sign that are subject to an (8) encroachment agreement with the City, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence for the entire length of time the sign is erected:
- Signs shall pertain to goods and services provided on the property. (9) Third party advertising shall be prohibited;
- (10) Signs located on a property with multiple buildings, signs shall be located on the same building as the unit being advertised.
- (11) Heritage approval is required for signage on properties designated as a heritage resource; and

SCHEDULE V TO BY-LAW 399-2002 – OVERHEAD SIGNS & PERMANENT BANNER SIGNS (Continued)

(12) All overhead signs and permanent banner signs shall be subject to the requirements and restrictions as set out in the table below:

	Maximum Width of Sign	Upper Limit of Sign	Maximum Vertical Dimension	Minimum Clearance from Finished Grade	
Overhead Signs	0.9 m (3 ft) _{1,2}	 <i>Roof line</i> of a one storey building; or The floor level of the third storey on a multi-storey building; 	0.9 m (3 ft)	2.4 m (7.9 ft) ₃	
Permanent Banner Signs	0.9 m (3 ft) _{1,2}	 <i>Roof line</i> of a one storey building; or The floor level of the third storey on a multi-storey building; 	1.2 m (4 ft)	2.4 m (7.9 ft) ₃	
	 1 The supporting members shall not extend more than 1.3 m (4.27 ft) from the building wall face. 2 Signs shall be located a minimum of 1 m (3.28 ft) from the edge of a buildings 				
	elevation and shall be separate by a minimum of 2 m (6.56 ft) from any other overhead or permanent banner sign.				
	³ Where an overhead sign or permanent banner sign overhangs a vehicular travelled portion of a highway, private laneway, drive-through lane or parking area a minimum vertical distance between grade and the bottom of the sign shall be 4.25 m (13.94 ft).				

SCHEDULE VII TO BY-LAW 399-2002 – PRODUCTION HOME BUILDERS & HIGH-RISE RESIDENTIAL DEVELOPMENT SIGNS

(Amended by By-laws 124-2005, 59-2010)

- (1) Signs designated under this schedule shall be permitted on:
 - (a) Land where in conjunction with an approved temporary sales office or model home;
 - (b) A draft plan of subdivision that is approved for future development by the builder for which the sign advertises; or
 - (c) Land zoned for high-rise residential development for which a formal Site Plan application has been accepted by the City.
- (2) Ground signs shall be single or double-faced signs only;
- (3) For ground signs the distance from the finished grade to the bottom of the sign shall be either less than 900 mm (3 ft) or greater than 2.4 m (7.9 ft);
- (4) Flags in conjunction with a temporary sales office or model home shall be permitted provided that:
 - (a) No more than nine flags are located on one lot;
 - (b) Each flag or emblem does not exceed 2.7 m² (29 ft²);
 - (c) Each flag shall be attached to a pole not exceeding 7.5 m (25 ft) in height;
 - (d) Each flag shall be setback a minimum of 1.5m from any property line; and
 - (e) Sales offices located within a unit in a commercial or industrial zoned property shall not be permitted flags.
- (5) Signs shall be indirectly illuminated only;
- (6) Signs and flags for *production home builders* shall be temporary in nature, and shall be removed upon:
 - (a) Completion of the subdivision for which it is advertising;
 - (b) Removal of the temporary Sales office for which it is advertising;
 - (c) Residential occupancy of the model home for which it is advertising; or
 - (d) Three (3) years from the date of approval of the building permit, whichever comes first.
- (7) Signs and flags for *a high-rise residential development* shall be temporary in nature, and shall be removed upon:
 - (a) Completion of the development for which it is advertising;
 - (b) Removal of the temporary Sales office for which it is advertising; or
 - (c) Three (3) years from the date of approval of the building permit, whichever comes first.

SCHEDULE VII TO BY-LAW 399-2002 – PRODUCTION HOME BUILDERS & HIGH-RISE RESIDENTIAL DEVELOPMENT SIGNS (Continued)

- (8) No person shall erect or display, or cause to be erected or displayed, a *development sign* within a visibility triangle or in a manner which interferes with pedestrian or vehicular traffic;
- (9) Signs shall pertain to goods and services provided on the property where the sign is located. Third part advertising shall be prohibited;
- (10) Production home builder and high-rise residential development A-Frame signs located on road right-of-ways shall be permitted subject to the following conditions and restrictions:
 - (a) Prior to the issuance of a permit for signs located on the road right-of-way, for the entire length of time the permit is valid and any subsequent renewal thereof, the owner shall at its own expense obtain and provide the Corporation of the City of Brampton with evidence of Commercial General Liability Insurance, against all claims for personal injury, including bodily injury resulting in death, an d property damage with an inclusive limit of not less than Two Million (\$2,000,000.00) per occurrence. Such policy(s) shall include the Corporation of the City of Brampton as an additional insured;
 - (b) No person shall erect or display, or cause to be erected or displayed, a *portable sign* without first affixing thereto, in a clearly visible fashion, a validation sticker;
 - (c) No *sign* shall be located within the Brampton Downtown Area, as indicated in Schedule II map 2 of this by-law;
 - (d) No *sign* shall be located within the minimum sightline requirements as indicated in Schedule XI of this by-law;
 - (e) No *sign* shall be located so as to obstruct or interfere with *highway* maintenance, impede movement of pedestrian or vehicular traffic, or otherwise create a hazard;
 - (f) No *sign* shall be located on a median or within 150 feet of utilities or bus stops; and
 - (g) No *sign* shall be displayed before 6:00 pm on a Friday or after 6:00 am on a Monday, except when the Friday or Monday is a statutory holiday, the display dates shall be adjusted by one day to allow the *sign* to be displayed during the statutory holiday.
- (11) Where there is a conflict between other provisions of this by-law and the provisions of this schedule, this schedule shall apply to production home builders and high-rise residential development signs;

SCHEDULE VII TO BY-LAW 399-2002 – PRODUCTION HOME BUILDERS & HIGH-RISE RESIDENTIAL DEVELOPMENT SIGNS (Continued)

(12) Signs for production home builders and high-rise residential developments shall be subject to the requirements and restrictions as set out in the tables below:

		Groun	d Signs	
	# of Signs Permitted on a Lot	Maximum Sign Area	Maximum Height	Minimum Distance from Property Lines
Signs on the same property as a temporary sales office	One	15 m² (161 ft²) _{1,3}	7.5 m (24.5 ft)	1.5 m (5 ft)
Signs on the same property as a model home approved for use as a temporary sales office	One	6 m² (64 ft²)	3.6 m (12 ft)	1.5 m (5 ft)
Signs on the same property as a model home used for the purpose of display only	One	0.75 m² (8.1 ft²)	1.2 m (4 ft)	1.5 m (5 ft)
Signs on the draft approved property ₂	One	15 m² (161 ft²)	7.5 m (24.5 ft)	1.5 m (5 ft)
Signs on the property subject to site plan approval for high-rise residential ₂	One	15 m² (161 ft²)	7.5 m (24.5 ft)	1.5 m (5 ft)
	 Where the sign is advertising more than one production home builder with temporary sales offices located on the same lot, the maximum permitted sign area may be increased to 20 m² (215 ft²) 2 Sign shall pertain to the builder and product to be developed on the site, third party advertising shall be prohibited 3 Ground signs related to a sales centre located in a commercial or industrial plaza shall be subject to the provisions of Schedule II GROUND SIGNS to this by-law. 			

SCHEDULE VII TO BY-LAW 399-2002 – PRODUCTION HOME BUILDERS & HIGH-RISE RESIDENTIAL DEVELOPMENT SIGNS (Continued)

		Wall Signs			
	Maximum Aggregate Sign Area	Upper Limit of Sign	Minimum Clearance from Finished Grade		
Signs on the same property as a Temporary Sales Office	Not Limited 4,6	 <i>Roof line</i> of a one storey building; The floor level of the second storey on a multi-storey building; or Wholly contained within a gable end wall or parapet feature of a one-storey building 	2.4 m (7.9 ft) ₅		
Signs on the same property as a model home approved for use as a temporary sales office	10% of the area of the <i>building wall</i> <i>face</i> of each elevation	 <i>Roof line</i> of a one storey building; The floor level of the second storey on a multi-storey building; or Wholly contained within a gable end wall or parapet feature of a one-storey building 	2.4 m (7.9 ft) ₅		
Signs on a High-rise residential building being developed _{7,8,9}	5% of the area of the largest building wall face	Roofline of the building	2.4 m (7.9 ft) ₅		
	•	contained wholly within the building nitted less than 2.4 m (7.9 ft) from gra			
	projects no mo 6 Signs at sales plaza shall be by-law.	projects no more than 100 mm (4 in) from the building wall face. 6 Signs at sales centres displayed on a unit in a commercial or industrial plaza shall be subject to the provisions of Schedule III WALL SIGNS to this			
	7 Shall apply to temporary banner(s) displayed on high-rise residential buildings, including mixed use commercial and residential buildings.				
	erected, the ov Corporation of Liability Insura injury resulting less than Two	or to the issuance of a permit and for the entire length of time the sign is ected, the owner shall at its own expense obtain and provide the proporation of the City of Brampton with evidence of Commercial General ability Insurance, against all claims for personal injury, including bodily ury resulting in death, and property damage with an inclusive limit of not as than Two Million (\$2,000,000.00) per occurrence.			
		removed once the sales centre relat eases to operate.	ed to the property		

		A-Frame Signs				
	Maximum Aggregate Sign Area	ggregate # of Signs Permitted Minimum				
Signs on the Road Right-of- way	1.5 m² (16 ft²) ₁₀	 12 per sales office 11 	1.2 m (4 ft)			
	10 No sign shall have more than two faces.					
	11 Permits are for a three (3) month period.					

SCHEDULE VIII TO BY-LAW 399-2002 GAS BARS AND DRIVE THROUGH COMMERCIAL OPERATIONS (Amended by By-laws 59-2010, 242-2010, 141-2017)

- (1) Where there is a conflict between other provisions of this by-law and the provisions of this schedule, this schedule shall apply to Gas Bars and Drive Through Commercial Operations;
- (2) For ground signs the distance from the finished grade to the bottom of the sign shall be either less than 900 mm (3 ft) or greater than 2.4 m (7.9 ft);
- (3) Every owner shall display the street number of the property on the main ground sign on the street frontage on which the property is addressed, in order to identify the municipal address of the property, subject to the following requirements:
 - (a) The street number shall be prominently displayed and have a minimum number height of 0.15 m (6 in) and a maximum number height of 0.5 m (1.6 ft);
 - (b) The street number and address shall be located a minimum of 0.9 m (3 ft) above the finished grade;
 - (c) Where the address on a ground sign is non-illuminated, the address shall be of a reflective material;
 - (d) Where the sign is located on a street other than that on which it is addressed, the full street number and street name shall be identified; and
 - (e) The area occupied by the street number and name shall not be included in calculating the sign area.
- (4) No person shall erect or display, or cause to be erected or displayed, a sign within a visibility triangle, unless such sign has a minimum clearance of 2.4 m (7.9 ft) above the finished grade. This provision is not applicable where the ground sign is 1.2 m (4 ft) or less in height;
- (5) Ground *signs* shall be single or *double-faced signs* only;
- (6) Where a sign is illuminated, the sign shall conform to the following requirements:
 - (a) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;
 - (b) The illumination shall not exceed 300 nits during the period between sunset and sunrise;
 - (c) The illumination of ground and instructional signs shall not increase the light levels within 10 m of all points of the sign facing by more than 3 lux above the ambient lighting level.
- (7) Illuminated signs shall be permitted on a building wall which faces lands zoned residential or containing a residential unit provided that:
 - (a) The sign face is separated from lands zoned residential or containing residential units by a distance of at least 36 m (118 ft);
 - (b) The signs shall be Indirectly Illuminated; or
 - (c) The applicant shall demonstrate to the satisfaction of the Chief that the sign is fully obscured from view from the residential units by a permanent structure. Page 310 of 393

SCHEDULE VIII TO BY-LAW 399-2002 – GAS BARS AND DRIVE THROUGH COMMERCIAL OPERATIONS (Continued)

- (8) The distance between a sign and a property zoned residential or containing a residential unit referenced in sentence (7) shall be measured at an angle of 45 degrees from the face of the sign;
- (9) Applications for a main ground sign containing an Electronic Variable Message Centre shall have a safety assessment prepared in accordance with the City of Brampton's Public Works Department's: DPAD Terms of Reference. This shall not apply to instructional signs or a ground sign only containing the EVMC referenced in Note 6 of the following table;
- (10) Foundations shall be extended a minimum of 150 mm (6 in) above grade and sloped in order to shed standing water;
- (11) Any exposed elements of a sign shall be constructed with or coated in corrosion resistant material;
- (12) Any sign with exposed anchor bolts shall be capped with acorn nuts;
- (13) Every *wall sign* shall be attached to and parallel to the building wall or *freestanding canopy* face on which it is installed;
- (14) No *wall sign* shall project more than 0.6 m (2 ft) from the wall, fascia or *freestanding canopy* to which it is attached;
- (15) No advertising shall be permitted on the projecting ends of a sign;
- (16) No person shall erect or display, or cause to be erected or displayed, a sign within a visibility triangle, unless such sign has a minimum clearance of 2.4 m (7.9 ft) above the finished grade. This provision is not applicable where the ground sign is 1.2 m (4 ft) or less in height; and
- (17) All signs for gas bars and drive through commercial operations shall be subject to the requirements and restrictions set out in the tables below:

	Ground Signs						
	Minimum	3			Instructional Signs 2		
	Distance from Property Lines	# of Signs Permitted on a Lot	Maximum Sign Area	Maximum Height	# of Signs Permitted per drive through facility	Maximum Sign Area	Maximu m Height
Gas Bars	1.5 m (5 ft)	One _{3,4}	15 m² (161 ft²) 5,6,7	7.5 m (24.5 ft)	Two	2 m² (21.5 ft²) 9	2 m (6.6 ft)
Drive Through Commercial Operations	1.5 m (5 ft)	One _{3,4}	15 m² (161 ft²) _{5,7}	7.5 m (24.5 ft)	Two ₈	4 m² (43 ft²) ₉	3 m (9.8 ft)
	 Where a gas bar or drive through commercial operation forms part of a commercial or industrial plaza, ground signs for the plaza shall be permitted as regulated under Schedule II GROUND SINGS to this by-law. No <i>sign</i> shall be located so as to obstruct, interfere or impede movement of pedestrian or vehicular traffic, or otherwise create a hazard. 						

SCHEDULE VIII TO BY-LAW 399-2002 GAS BARS AND DRIVE THROUGH COMMERCIAL OPERATIONS (Continued)

³ Corner lots shall be permitted one additional ground sign, subject to the following
requirements:
 (i) The property shall have a combined frontage in excess of 150 m (492 ft) on two or more streets;
(ii) The two signs shall not front on the same street;
(iii) A minimum distance of 30 m (98 ft) shall be provided between each sign; and
(iv) A minimum distance of 30 m (98 ft) shall be provided between the projected
point of intersection of the two lot lines.
4 In addition to ground signs permitted for a commercial or industrial plaza, one
ground sign shall be permitted for the sole use of the gas bar and any subsidiary
uses contained within the gas bar.
⁵ An Electronic Variable Message Centre is permitted within a main ground sign
provided:
(i) The EVMC shall not exceed 1/3 of the sign area;
(ii) The EVMC shall not contain a flashing message or image;(iii) The EVMC shall not contain copy that is full motion or otherwise gives the
appearance of animation of movement;
(iv) Where the message is of other than scrolling script, the frequency of an image
change shall not be less than every 10 seconds; and
(v) Where an Electronic Variable Message Centre is located within 100 m (328 ft)
of a property zoned residential or containing a residential unit, the sign shall be
turned off between the hours of 10:00 pm and 7:00 am.
⁶ Notwithstanding Note 5, a gas bar ground sign may include an Electronic Variable
Message Centre subject to the following:
(i) The EVMC shall consist exclusively of numerical digits identifying the current
gas price;
(ii) The maximum height of the digits shall be 0.33 m (13 in) in height;(iii) The EVMC shall not contain a flashing message or image;
(iv) The EVMC shall not contain copy that is full motion or otherwise gives the
appearance of animation of movement; and
(v) Each ground sign face shall contain no more than two such signs.
7 No ground sign shall be located within 600 mm (2 ft) of the vehicular traveled
portion of a highway, private laneway, drive-through lane or parking area unless
the minimum vertical distance between grade and the bottom of an overhanging
sign shall be at least 4.25 m (13.94 ft), except for a clearance or headroom sign or
where an alternative solution is accepted by the Chief;
8 Where a drive through lane contains a separate speaker board, an order
confirmation screen may be incorporate into the stand provided it does not exceed
0.2 m ² (2 ft ²) in size. The order confirmation screen may consist of a digital display.
 Instructional signs may contain an Electronic Variable Message Centre provided: (i) The EVMC shall not contain a flashing message or image;
 (i) The EVMC shall not contain a flashing message or image; (ii) The EVMC shall not contain copy that is full motion or otherwise gives the
appearance of animation of movement;
(iii) Where the message is of other than scrolling script, the frequency of an image
change shall not be less than every 10 seconds; and
(iv) An EVMC shall be separated by a minimum distance of 36 m (118 ft) from a
property zoned residential or containing a residential unit except where:
(a) The applicant shall demonstrate to the satisfaction of the Chief, that all
windows of the residential unit are full shielded from view of the illuminated
sign by landscaping subject to site plan approval; or
(b) The applicant shall demonstrate to the satisfaction of the Chief, that the
illumination of the sign is reduced by other means resulting in the visible
portion of the sign achieving the same illumination impact as a sign
providing the 36 m (118 ft) separation distance.

SCHEDULE VIII TO BY-LAW 399-2002 GAS BARS AND DRIVE THROUGH COMMERCIAL OPERATIONS (Continued)

		Wall Sign	าร		Freesta Canc	-		
	Maximum Sign Area	Upper Limit of Sign	Maximum Vertical Dimension	Minimum Clearance from Finished Grade	Maximum Sign Area	Upper Limit of Sign		
Gas Bars	20% of the area of the <i>building</i> <i>wall face</i> on which the <i>sign</i> is located to a maximum of 25m ² (269 ft ²) 10	 Roof line of a one storey building; The floor level of the second storey on a multi-storey building; or Wholly contained within a gable end wall or parapet feature of a one-storey building. 	Not Limited	2.4 m (7.9 ft) ₁₁	35% of the area of the <i>canopy</i>	Roof Line of the canopy structure 12		
Drive Through Commercial Operations	20% of the area of the <i>building</i> <i>wall face</i> on which the <i>sign</i> is located to a maximum of 25m ² (269 ft ²) 10	 Roof line of a one storey building; The floor level of the second storey on a multi-storey building; or Wholly contained within a gable end wall or parapet feature of a one-storey building. 	Not Limited	2.4 m (7.9 ft) 11	35% of the area of the <i>canopy</i>	Roof Line of the canopy structure 12		
	 ¹⁰ Whichever is less. Window signs shall be permitted as part of the maximum aggregate sign area ¹¹ Signs are permitted less than 2.4 m (7.9 ft) from grade where a sign projects no more than 100 mm (4 in) from the building wall face ¹² Signs attached to the canopy face shall not extend beyond the canopy face except that a Logo is permitted to project a combined maximum of 1 m (3.3 ft) either above or 							
		ace of the <i>canopy</i> . W etween grade and the						

SCHEDULE XI TO BY-LAW 399-2002 SIGHTLINE REQUIREMENTS (Amended by By-laws 124-2005)

RIGHT VIEW w09 w8g D₁ = 6.7m D₂ = 6.7m D₃ = 1.8m D₄ = 1.8m REQ'D SIGHTLINE FOR OPERATING SPEED OF 40-50 Km / H = 90m P = OFFSET FROM CURB LINE. E = DISTANCE OF PROPOSED INSTALLATION FROM 0m POSITION. Sx = SLOPE OF APPROPRATE SIGHT LINE. Tx = DISTANCE FROM THE 0m POSITION TO THE INTERSECTION POINT OF THE APPROPRIATE SIGHTLINE & CURB LINE. Dx = CORRECTION FACTOR BETWEEN 0m POSITION & DRIVERS EYE. T₁ = 58m T₂ = 79m T₄ = 43m T₄ = 58m の日本のであるというないのであるという m£4 ASSUMED LOCATION OF DRIVER'S EYE - 4.5m BEHIND THE EDGE OF PAVEMENT OF THE MAJOR ROAD. 90m SIGHT LINE = 0.08
 120m SIGHT LINE = 0.06
 90m SIGHT LINE = 0.11
 120m SIGHT LINE = 0.08 n0£ S₁ = SLOPE OF LEFT VIEW 5 S₂ = SLOPE OF LEFT VIEW 12 S₃ = SLOPE OF RIGHT VIEW 9 S₄ = SLOPE OF RIGHT VIEW 12 ωŋ 8.0m, 8.5m 10.0m WHERE ωc THE REQUIRED OFFSET (P) FROM CURB LINE FOR ANY DISTANCE (E) MEASURED FROM THE INTERSECTION CAN BE CALCULATED BY: P=Sx (Tx + Dx - E). SHADED AREAS REPRESENT CRITICAL SIGHT REQUIRMENTS & ARE NOT TO BE ENCROACHED UPON BY OBJECTS OF HEIGHT BETWEEN 914mm - 2.4m MEASURED FROM ROAD GRADE £ ոժմ (E) MEASURED FROM THE INTERSECTION FOR ANY OFFSET E=Tx + Dx - P/Sx REQ'D SIGHTLINE FOR OPERATING SPEED OF 60-70 Km / H = 120m ADDED TO THE ABOVE CORRESPONDS TO THE 120m SIGHT REQUIREMENT mð.8 ,m0.8 m0.01 10E PARTICULAR STATES OF STREET, ST. CORRESPONDS TO THE 90m SIGHT REQUIREMENT ndi ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED REQUIRED DISTANCE I BE CALCULATED BY: m8č w09 EFT VIEW EAN NOTES: ₽. u97 _____ c,i ė J64 APPROVED REV. 0 MINIMUM SIGHTLINE 1993/11/10 BRAMPTON Flower City REQUIREMENTS FOR 8.0m, 8.5m, 10.0m ROADWAYS 448 brampton.ca ANGLE OF INTERSECTION BETWEEN 70°- 90° ORIGINAL 1993/11/10 N.T.S

(Amended by By-laws 124-2005, 25-2011)

1. GENERAL PROVISIONS:

- (1) **"Developed Property"** shall mean a property which has been developed; and
- (2) **"Undeveloped Property"** shall mean a vacant property for which an application has been made for a proposal to develop the property and shall include properties in the process of development or under construction, but shall not include residential plans of subdivision

- (1) For ground signs the distance from the finished grade to the bottom of the sign shall be either less than 900 mm (3 ft) or greater than 2.4 m (7.9 ft);
- (2) *Development signs* shall include the following land for lease or sale signs, design-build signs, coming soon signs and marketing signs;
- (3) A *development sign* shall be permitted on all lands except lands zoned residential;
- No person shall erect or display, or cause to be erected or displayed, a *development sign* regulated under this section without first obtaining a permit;
- (5) Signs shall be temporary in nature and shall be removed upon:
 - (a) Development of the site (for undeveloped properties) which includes completion of the building;
 - (b) Within 48 hours of the property being no longer for sale or lease; or
 - (c) Two years from the date of approval of the building permit for the sign, whichever comes first;
- (6) No person shall erect or display, or cause to be erected or displayed, a *development sign* within a visibility triangle or in a manner which interferes with pedestrian or vehicular traffic; and
- (7) The sign shall be non-illuminated;

SCHEDULE XIV TO BY-LAW 399-2002 DEVELOPMENT SIGNS (Continued)

(8) All development signs shall be subject to the requirements and restrictions as set out in the table below:

	Minimum Property Frontage Required	# of Signs Permitted on a Lot	Minimum Distance from Property Lines	Maximum Sign Area	Maximum Height		
Developed Property	N/A	One 1	1.5 m (5 ft)	6 m² (64 ft²)	3.6 m (12 ft)		
	< 150 m	One	1.5 m (5 ft)	10 m² (108 ft²)	7.5 m (24.5 ft)		
Undeveloped Property		One	1.5 m (5 ft)	15 m² (161 ft²)	7.5 m (24.5 ft)		
	>= 150 m	OR					
	Two ₂		1.5 m (5 ft)	6 m² (64 ft²)	7.5 m (24.5 ft)		
	 In addition to existing permanent ground signs on the site. A minimum distance of 30 m (98 ft) shall be provided between each sign. 						

		Sign Bench	marking Com	pleted - June	2021		
	Brampton	Brampton			•		
Item:	Current	Proposed	Toronto	London	Ottawa	Oakville	Mississauga
Hoarding Signs		-				-	
Sign Area	Unlimited	Unlimited, not permitted on chainlink fencing	Unlimited, text limited to 40%, and limits distance to intersections and site entrances	Unlimited	N/A	i. 4.65 m ² - Residential; ii. 100 % - All other	N/A
Maximum Number	Unlimited	Unlimited	Unlimited	Unlimited	N/A	i. 1 - residential; ii. Unlimited - All other	N/A
Height	limited to height of structure	4 m	4.8 m (no more than 2.4m above hoarding structure)	limited to height of structure	N/A	i. 2 m - Residential; ii. 3.6 m - All other	N/A
Permit Required	No	No permti for hoarding sign. However permit required for associated development	Yes	No	No	Yes	No
Portable Signs	·						
Private Property Mobile Sign	5 / year for 21 days	5 / year for 28 days	3 / year for 30 days	7 / year for 21 days	4 / year for 30 days	7 / year for 21 days	6 / year for 21 days
Private Property A-frame	5 / year for 30 days	5 / year for 28 days	3 / year for 30 days	7 / year for 21 days	4 / year for 30 days	Annual approval	6 / year for 21 days
Banners	5 / year for 30 days	5 / year for 28 days	3 / year for 30 days	7 / year for 21 days	4 / year for 30 days	7 / year for 21 days	Not Permitted
Feather Flags	N/A	5 / year for 28 days	N/A	7 / year for 21 days	N/A	7 / year for 21 days	Temporary allowance of 3 per property line until the year 2023
Black Out Period Between Permits	1 Month	28 days	30 days	N/A	N/A	7 days	21 days
Colour of Sign Copy	Black and White or White on Black	Black and White or White on Black	Black and White or White on Black	N/A	N/A	N/A	Colour permitted
Ground Signs							
Max Number 1 lot line Fronting on 1 Street	1	1	1 or 2 if the frontage exceeds 200 m	Sign area above can be split among multiple signs	1	1 + 1 for every 100 m of frontage	1 - Typical; 1 additional sign for shopping mall with minimum separation of 100 m between signs

Sign Benchmarking Completed - June 2021								
ltem:	Brampton Current	Brampton Proposed	Toronto	London	Ottawa	Oakville	Mississauga	
Max Number Corner Lot Fronting 2 Streets	2 min 150m of lot frontage on 2 streets	2 min 150m of lot frontage on 2 streets	1 or 2 if the frontage exceeds 200 m	Sign area above can be split among multiple signs	2 for shopping centers with each frontage exceeding 100 m	N/A	2 - 1 per street frontage	
Max Number Corner Lot Fronting 3 Streets	2 min 150m of lot frontage on 2 streets	3 min 300m of lot frontage on 3 streets	1 or 2 if the frontage exceeds 200 m	Sign area above can be split among multiple signs	3 for shopping centers with each frontage exceeding 100 m	N/A	3 - 1 per street frontage	
Separation from ground signs on same property	30 m	30 m for 2 signs and 60 m for 3 signs	100 m	50 m	30 m - Non-electronic 60 m - Electronic	30 m	100 m for shopping malls	
Wall Signs								
Sign Area - General	20% of wall area to max 25 m ²	20% of wall area to max 25 m ²	1st floor signs - 20% of the 1st floor wall area; 2nd Floor signs - 10% of the 2nd floor wall area	1.1m ² per metre of building frontage	10% to 25% of wall area	 i. 20% of wall area to max 20 m²; ii. Separate Calculation for wall area in excess of 100 m² 	20% of the first floor wall area	
Sign Area - Commercial / Industrial Plaza	20% of wall area to max 25 m ²	20% of wall area to max 25 m ²	N/A	1.1m ² per metre of building frontage	20% to 25% of wall area	N/A	20% of the first floor wall area	
Vertical Height of Letters	1.8 m	Not limited	Not limited	Not limited	Not limited	Not limited	Not limited	
Max Wall Projection	0.3 m	0.6 m	0.6 m	0.6 m	0.5 m	0.45 m	0.6	
Distance from grade	2.4 m for sign projecting more than 0.1 m	2.4 m for sign projecting more than 0.1 m	2.5 m	2.4 m	2.5 m for sign projects more than 5 cm	2.6 m	2.5 m for projecting signs	
Location on Building	1st floor	1st floor	Not above 2nd floor	no more than 1.2 m above 1st floor	Not above 2nd floor	i. Maximum height of 4.5 m in Urban use and Urban Core area; ii. N/A in other areas	1st floor	

		Sign Bench	marking Com	pleted - June	2021		
Item:	Brampton Current	Brampton Proposed	Toronto	London	Ottawa	Oakville	Mississauga
Top Storey Signs -	2 signs - 2% of wall area to max 30 m ² for Schools, Offices Hotels Greater than 2 Storeys	4 signs - 2% of wall area to max 30 m ² for: i. Schools, Offices Hotels Greater than 2 Storeys; ii. Industrial Greater than 3 Storeys	2 signs - 20% of upper storey wall area on an office building 10 Storeys or more	 a) the unique building name is limited to a single building in the City; (b) the signs be located on or above the highest storey that is normally occupied; (c) the signs be limited on buildings two to five storeys in height to a maximum sign face area of 0.5m² for each metre of one wall elevation to which the sign is attached measured in length along the highest storey that is normally occupied, or; (d) the signs be limited on buildings six storeys and greater in height to a maximum sign face area of 1m² for each metre of wall to which the sign is attached measured in length along the highest storey that is normally occupied. 	4 signs - i. Commercial 5% to 15% of top storey area; ii. Industrial 10% to 15% of	8 storeys or greater	i. 2 signs - 2% of wall area for Offices and Hotels ii. 2 Additional signs - 2% o wall area for Offices and Hotels Greater than 3 Storeys
Window Signs							
Sign Area	Permitted as part of wall sign area	Permitted as part of wall sign area	Permitted as part of wall sign area	Permitted as part of wall sign area	i. Non-illuminated are exempt; ii. Illuminated is permitted as part of wall sign area	N/A	N/A
Location	i) First floor only; ii) Electronic signs only within window of main entrance.	First floor only	not above 2nd storey	First floor only	not above 2nd storey	First floor only	N/A

		Sign Benchr	marking Com	pleted - June	2021		
Item:	Brampton Current	Brampton Proposed	Toronto	London	Ottawa	Oakville	Mississauga
Area of Window Face	N/A	N/A	25% of the window area	50% of individual pane area regardless of product perforation	Not limited	20% of the window area	25% of individual window or 25% of group of windows
Electronic Window Signs	20% of the glazing area	20% of the glazed area, and Included as part of wall sign area	Same as above	Permitted	Not limited	Prohibited	Prohibited
Awning Signs						•	•
Sign Area	35% of awning area	Included in permitted wall sign area	Not Limited	Not Limited	Excempt from permit	Not Limited	Not Limited
Included in Maximum Wall Sign area	No	Yes	Yes	Yes	No	Yes	Yes
Projection	N/A	1 mm from awning face	More than 0.6 m from wall face	1.2 m from wall face	N/A	No projection permitted from awning face	No projection permitted from awning face
Canopy Signs							
Sign Area	35% of canopy area	Included in permitted wall sign area	Not Limited	Not Limited	Dependent on use 10% to 25%	Not Limited	Not Limited
Included in Maximum Wall Sign area	No	Yes	Yes	Yes	Yes	Yes	N/A
Projection	0.3 m from canopy	0.6 m from canopy	More than 0.6 m from wall face	0.6 m from canopy	N/A	0.45 m	N/A
Sign Illumination							
Brightness permitted Sunrise to Sunset	N/A	5000 nits	5000 nits	5000 nits	5000 nits	5000 nits	N/A
Brightness permitted Sunset to Sunrise	N/A	300 nits	300 nits	300 nits	220 nits	100 nits	N/A
Increased Light Levels	N/A	3 Lux within 10 m of Sign	3 Lux within 10 m of Sign	3 Lux within 10 m of Sign	3 Lux	3 nit relative to ambient light	N/A
Time Restrictions for Illumination	No	Yes	Yes	Yes	No	Yes	No
Setback to Residential	36 m	36 m	Time Restrictions for signs within 30 m of residential	N/A	45 m	Time Restrictions for signs within 90 m of residential	Some signs not permitted to be visible or face residential properties



Schedule 3 Visual Sign Guide

The following guild provide a visual representation of sign types being modified by the draft by-law provided in Schedule 1. Please note that the guide does not contain all signs permitted within the City of Brampton.



Halo Lighting

Halo lighting is an alternative means of providing indirect illumination of signs. The illumination is contained within a reverse channel letter and directs the illumination onto the surface resulting in a halo effect.





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Hoarding Sign

Hoarding signs are temporary non-illuminated signs that are printed, painted on, applied to or affixed to hoarding protecting an active construction site. This signage is not permitted on the chain-link portion of the enclosure.



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905.874.2000 • TTY 905.874.2130



Feather Flag Sign

Feather flag signs are temporary non-illuminated sign referenced in the By-law as a "Portable sign: Class A-1". These are double-faced lightweight signs made of cloth or similar light weight non-rigid material attached to a metal or plastic pole and placed into the ground or weighted base.



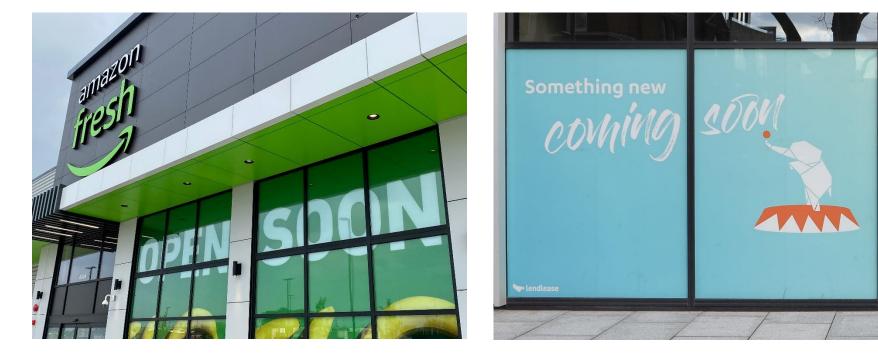


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Opening Soon Window Sign

An opening soon window sign is a single issue temporary sign painted, attached or applied to a units window to advertise a new business that will begin operation within 6 months or a "now Open" sign for a business that began operating within the last 6 months.



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Window Sign

A window sign is a permanent sign painted, attached, applied, etched, or inscribed on any part of a window. This definition also includes any signs erected or displayed within 1.0m of the window, and is capable of being viewed from the exterior of the building.



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Directory Sign

One (1) directory sign is permitted on all Commercial / Industrial Plazas within 3.0m of a common entry way. Each unit identified on the directory shall be permitted a maximum of $0.2m^2$ of sign area. The signs shall be located on the ground floor of the building.





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Awning Sign

An awning sign is printed, painted on, applied or affixed to the surface of an awning.





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905.874.2000 • TTY 905.874.2130



Under Awning Identification Sign

An under awning identification sign is hung beneath an awning mounted perpendicular to the building wall face to allow easy identification by pedestrians traveling below the awning. Subject to minimum clearances from grade.

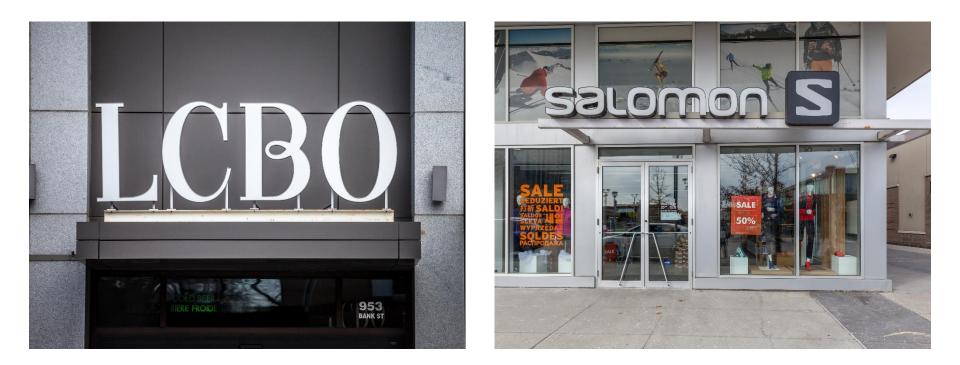


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Top of Canopy Sign

A canopy sign will be allowed on top of a canopy provided it is below the roof line of a one storey building, or below the second storey floor level on a multi-storey building.



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Hanging Canopy Sign

A canopy sign will be allowed on first storey of the building and hang below a canopy. Subject to minimum clearances from grade.





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Under Canopy Identification Sign

An under canopy identification sign is hung beneath a canopy mounted perpendicular to the building wall face to allow easy identification by pedestrians traveling below the canopy. Subject to minimum clearances from grade.



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Overhead Sign

An overhead sign consist of a ridged material hanging from a permanently attached cantilevered arm, mounted perpendicular to the building wall face to allow easy identification by pedestrians traveling along the street. Subject to minimum clearances from grade.





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Permanent Banner Sign

A permanent banner sign consist of a piece of fabric, plastic or similar lightweight nonrigid material hanging from two permanently attached cantilevered arms, mounted perpendicular to the building wall face. These signs will allow easy identification by pedestrians traveling along the street. Subject to minimum clearances from grade.





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Gas Bar Canopy Sign

A gas bar canopy logo sign will be allowed to project a combined 1.0m above and below a freestanding canopy face. Subject to minimum clearances from grade.



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Schedule 4 Sign Area Calculation Example Current vs. Proposed.

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Current Calculation

Elevation surface area of building: 15.8m x 10.67m = 168.55m²

Permitted sign area = 10% of surface area to a maximum of 10m²

Permitted sign area = 168.55m² x 10% = 16.86m², therefore 10m² permitted to be split between tenants.





Proposed Calculation

Elevation surface area of unit: 4.88m x 3.66m = 17.86m²

Permitted sign area = 20% of surface area to a maximum of 20m²

Permitted sign area = $17.86m^2 \times 20\% = 3.57m^2$ (the current sign is $2.75m^2$ in area)

Therefore, the tenant would be allowed an additional 0.82m² of signage





RESOLUTION 0231-2022 adopted by the Council of The Corporation of the City of Mississauga at its meeting on November 23, 2022

0231-2022

Moved by: D. Damerla

Seconded by: C. Fonseca

- That Council endorse positions and recommendations contained and appended to the report titled "Bill 23 'More Homes Built Faster' and Implications for City of Mississauga," and authorize staff to prepare additional detailed comments on Bill 23 and any associated regulations, as needed. In particular, the City be made whole for any revenue losses from changes to the imposition of development changes and parkland dedication.
- 2. That the Mayor or designate be authorized to make submissions to the Standing Committee with respect to issues raised in this report, or to otherwise provide written or verbal comments as part of the Ministry's public consultation process.
- 3. That the City Clerk forward this report to the Ministry of Municipal Affairs and Housing; Mississauga's Members' of Provincial Parliament, the Association for Municipalities Ontario, and the Region of Peel.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			Х	
Councillor S. Dasko	Х			
Councillor A. Tedjo	Х			
Councillor C. Fonseca	Х			
Councillor J. Kovac	Х			
Councillor C. Parrish	Х			
Councillor J. Horneck	Х			
Councillor D. Damerla	Х			
Councillor M. Mahoney	Х			
Councillor M. Reid	Х			
Councillor S. McFadden	Х			
Councillor B. Butt	Х			

Carried (11, 0, 1 Absent)

City of Mississauga Corporate Report



Date: November 17, 2022

- To: Mayor and Members of Council
- From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files: LA.07.BIL

Meeting date: November 23, 2022

Subject

Bill 23 "More Homes Built Faster Act" and Implications for City of Mississauga

Recommendation

- 1. That Council endorse positions and recommendations contained and appended to the report titled *"Bill 23 'More Homes Built Faster' and Implications for City of Mississauga,"* and authorize staff to prepare additional detailed comments on Bill 23 and any associated regulations, as needed. In particular, the City be made whole for any revenue losses from changes to the imposition of development changes and parkland dedication.
- 2. That the Mayor or designate be authorized to make submissions to the Standing Committee with respect to issues raised in this report, or to otherwise provide written or verbal comments as part of the Ministry's public consultation process.
- 3. That the City Clerk forward this report to the Ministry of Municipal Affairs and Housing; Mississauga's Members' of Provincial Parliament, the Association for Municipalities Ontario, and the Region of Peel.

Executive Summary

- Recent amendments have been proposed to several pieces of legislation that form Bill 23 *"More Homes Built Faster Act, 2022"* (the Bill) that impact the imposition of development charges (DCs), parkland dedication, planning and appeals processes and the environment.
- Staff support the need to improve the diversity and affordability of housing. However, staff's assessment is that Bill 23 is overly focused on blanket fee reductions that would apply for market rate developments with no guarantee that savings will be passed on to renters and homebuyers.

- It is estimated that the Bill could cost the City up to \$815 to \$885M over the next ten years.¹ Without corresponding provincial grants, Mississauga would need to recover that revenue through the tax base or by reducing service levels.
- A key part of this shortfall is generated by DC reductions, changes to what is DC eligible and DC exemptions. Staff estimate that the shortfall could be up to \$325M over a ten-year period¹.
 - The Province has proposed arbitrary retroactive phase-ins to all of the City's DCs (including non-residential DCs). The way the Province has structured these reductions are punitive, apply to each municipality differently and will be challenging to administer.
 - What is eligible for DC collection would also change with the removal of "affordable housing" and "studies," and the potential to limit the service for which land acquisitions can be recovered through development charges.
 - City staff support some of the proposed DC exemptions (e.g. non-profits and second units), but the other contemplated exemptions could incent small, private condominium units, at the expense of more affordable units.
- The financial impacts are even more staggering when examining the proposed changes to parkland dedication. Staff estimate the City could lose \$490 to \$560M in ten years, making up more than 70% of this revenue stream.
 - For a standard development in the City (e.g. 500 unit tower on an acre), the City could go from collecting \$10M to \$1.7M in cash-in-lieu. It's noted land prices in Mississauga are close to \$20M per acre in many of its growth areas.
 - Moreover, the Bill would allow developers to choose where parkland is located on a site (e.g. they prefer to offer slivers of undevelopable land) and they would receive full parkland credits for Privately Owned Publicly Accessible Space (POPS). It is in condominium developers' financial interest to provide a privately owned park since it can allow for higher densities on the site (e.g. parking under the park). Condominium residents will be forced to maintain the asset indefinitely while the quality, access, and programing is typically inferior to a city-owned park.
- Some of the proposed changes could speed up the approvals process (e.g. gentle intensification and pre-zoning major transit station areas), and staff are supportive of these changes. However, others could undermine important planning considerations (e.g. not allowing architectural and landscape details to be considered at site plan could undermine quality of place. Furthermore, removing the City's ability to implement Green Development Standards could impact the creation of units that are more efficient and affordable to heat and operate).

¹ This assumes that the DC By-law would need to be updated upon its expiry in 2027 and that land is removed as a DC eligible cost for each City service, as part of that exercise.

- Given the provincial importance of creating more affordable housing, it is difficult to understand the policy rationale for reducing municipal tools to create new units.
 - According to the Region of Peel the proposed elimination of Housing from Regional DCs puts at risk over 930 affordable housing units in various stages of planning and development in Mississauga for low and moderate income households e.g. East Avenue, Brightwater – with a possible shortfall of \$200M.
 - Proposed revisions to inclusionary zoning (IZ) affordability thresholds will result in virtually no inclusionary zoning ownership units being affordable for low and middle income households.
 - It is estimated that the 5% of development IZ cap will result in a minimum of 40% less affordable units than was anticipated with current IZ provisions.
 - Moreover, the Province is consulting on potentially removing or scaling back rental protection-laws.
- The potential impacts on the environment are also significant, with proposed changes to the Conservation Authorities and the boundaries of the Greenbelt. These natural features are needed to help us adapt to a changing climate. The possibility of building on flood and hazard lands is concerning given increased storm events and potential liabilities.
- Given the broad potential impacts on the natural environment, community infrastructure, parks, transit, affordable housing and the quality of our urban environments; it is suggested the Province take the time to consult with a broader range of stakeholders to help refine this Bill and achieve a more balanced and strategic plan to create more housing.
- A summary of City staff's top requests to the Province are listed below:
 - It is estimated that the Bill could cost the City up to \$815 to \$885M over the next ten years.² It is requested that the Province make the City whole (e.g. provide offsetting grants) to cover any loss in revenue resulting from the legislative changes to DCs and CIL.
 - 2. Remove non-residential DC discounts and restore City's ability to set its own DC rates.
 - 3. Not remove or limit eligibility of "costs to acquire land" for DC collection.
 - 4. Restore "affordable housing" and ability to fund "studies" as eligible for DC collection.
 - 5. Remove "attainable" housing from the proposed exemptions to DCs, CBCs and Parkland.

² This assumes that the DC By-law would need to be updated upon its expiry in 2027 and that land is removed as a DC eligible cost for each City service, as part of that exercise.

- 6. Develop mechanisms to ensure any publically funded discounts go directly to homebuyer.
- 7. Maintain the income-based definition of affordable housing as per the Provincial Policy Statement (PPS). If not, it is requested that the Province adapt the CMHC average existing market rent by bedroom for rental units and a 70% rate of average new unit price with separate values for unit size/bedrooms for ownership units.
- 8. Restore parkland rates, or at least remove the land value caps placed on rates.
- 9. Roll back ability for developers to determine park locations, or at least ensure parkland dedications are contiguous, link into the existing parkland network and have public street frontage and visibility.
- 10. Remove 100% credit for POPS, or at least roll it back to some lesser amount to disincentivize developers providing a POPS over a public park.
- 11. Increase Inclusionary Zoning set-aside rate cap to 10%.
- 12. Extend the affordability for "ownership" units to 99 years; this will have no impact on developers but will allow for more sustainable affordable housing supply.
- 13. Consider some type of incentive program to help capitalize infill projects in established neighbourhoods (e.g. a loan program that could help homeowners fund renovations to their homes to add second or third units).
- 14. Update Ontario Building Code to ensure singles and towns are built in a way that would support retrofitting for second units.
- 15. Restore urban design and landscape details at site plan stage.
- Restore ability to consider sustainable design (e.g. use of Green Development Standards) at the site plan stage.
 Maintain existing Ontario Land Tribunal (OLT) process where costs are rarely awarded.
- 17. Maintain the City's ability to protect rental housing stock through its Rental Protection By-law.
- 18. Province could reconsider the benefits of the proposed heritage review process, as most likely it will slow down development.
- 19. Reconsider the benefits of limiting Conservation Authorities (CA) powers to comment on natural heritage, as the City will need to establish expertise and development process could be slowed down.
- 20. Maintain existing wetland protections, the benefits of developing on wetlands do not outweigh the potential environmental outcomes.
- 21. Not adopt a Provincial ecological off-setting policy. Technical ecological advice on offsetting should be provided in local context by the Conservation Authorities and the City, as appropriate.

Background

Bill 23 works to implement some actions contained in *Ontario's Housing Supply Action Plan,* with the goal of increasing housing supply in Ontario by building 1.5 million new homes by 2032.

On October 25, 2022, the Honourable Steve Clark, Minister of Municipal Affairs and Housing (the Minister) introduced the Bill to the legislature with sweeping changes to 10 Acts (including the *Planning Act, Municipal Act, Development Charges (DCs) Act, Ontario Heritage Act, Conservation Authorities Act, Ontario Land Tribunal (OLT) Act*) and the Ontario Building Code.

The Province has also proposed further consultation on a range of provincial plans, policies and regulations. This includes revoking the Parkway Belt West Plan, merging the Growth Plan for the Greater Golden Horseshoe (the Growth Plan) with the PPS and changing the boundaries of the Greenbelt Plan. The Province has also committed to create working groups with municipalities to limit land speculation and examine rental protection by-laws.

Comment periods on the proposed changes (via 19 Environmental Registry of Ontario postings and 7 Ontario Regulatory Registry postings) close between November 24 and December 30, with the majority closing on November 24, 2022. City staff will continue to update and advise Council on the impacts of Bill 23 as it advances and when implementation details become available.

The purpose of this report is to: highlight to Council the major changes proposed in Bill 23; the potential impacts on the City; identify areas of support and areas that should be reconsidered by the Province and have Council endorse all comments contained and appended to this report. In anticipation of the Bill advancing, staff also seek authority to submit comments to the Province as needed, where timelines do not permit reporting to Council in advance (e.g. over the Christmas/New Year break).

Comments

The Province is setting a goal of Ontario building 1.5 million new homes by 2032. Of this total, Mississauga must *pledge* to build 120,000 homes in the next ten years (in other words 12,000 units a year). Staff question whether the development industry even has the capacity to construct that amount of units given persistent labour and material challenges.

In 2021, Mississauga issued building permits for 5,500 new units. So far, 2022 is a record year, but the City has still only issued building permits for 6,100 new units. In other words, if Mississauga is to meet this Provincial target it must double its current levels of development. Fortunately, the City has been planning for growth well beyond its Regional allocation of 100,000 units so no City planning policy changes are needed to reach the provincial pledge.³

³ *Technical Memo: Mississauga's City Structure and Residential Growth Accommodation.* File: CD.02-MIS can be accessed <u>here</u> (see April 19, 2022, PDC Agenda, Item 5.2)

However, the Bill has the potential to significantly reduce the amount of money available to the City to provide the infrastructure required to create complete communities in these planned growth areas. Many of the measures appear designed to create short-term benefits for developers of market units while saddling municipalities and future unit owners with costs and reduced amenities for decades to come. While the Bill does have some positive provisions that are specifically intended to help build more affordable and purpose built rental housing, other provisions of the Bill would have the opposite effect by reducing the amount of this badly needed housing.

Staff have summarized key changes proposed into 7 themes:

- Mandatory and retroactive phase-in of DCs would lead to significant funding shortfalls;
- Delivery of the City's infrastructure program could be jeopardized by what is classified as "DC eligible" and fee exemptions;
- City's parkland revenue could be reduced by 70% and the quality of parkland could be diminished;
- Support proposals to streamline neighbourhood infill and intensification around transit station areas;
- Range of impacts stemming from major changes to planning and appeals processes, including planning powers removed from Region of Peel and uploaded to the Province;
- Elimination and reduction of municipal tools could further threaten affordable housing;
- Significant impacts on Ontario's heritage and natural environment and its ability to mitigate and adapt to a climate changing.

Please note that not all changes proposed are captured in the body of this Corporate Report. **Please see Appendix 1 for a detailed list of changes**, potential implications for the City and comments to be shared with the Province.

1) MANDATORY AND RETROACTIVE PHASE-IN OF DCs WOULD LEAD TO SIGNIFICANT FUNDING SHORTFALLS

City Council passed its current DC By-law on June 22, 2022. The proposed changes to the *DC Act* direct that for any DC By-law passed after June 1, 2022, a 20% reduction must be applied to the DC rates in Year 1 of the By-law, with the reduction decreasing by 5% in subsequent years.

General estimates of the potential DC revenue lost, focusing solely on this proposal alone, are included below:

- Year 1: By applying a 20% discount, City will collect \$22.2 M less in DC revenues
- Total 4-Year DC revenue loss, estimated at \$56.1 M.

As part of the 2022 DC By-law review, the City's DC rates increased by 12%. Therefore if this proposal is implemented and a 20% discount is applied, the City would be collecting less revenue than prior to its 2022 DC by-law passage.

The mandatory discounts are punitive, arbitrary and the logic is unclear, given they affect each municipality so differently. For example, there are several municipalities that updated their DC rates prior to June 1, 2022 that are not having to apply the discounts, and those municipalities that didn't update their by-law recently are also not having to apply the discounts. The mandatory discounts undermine Council's discretion to impose a discount or phase-in of the DC rates; many of such policies are developed with consultation with the development industry.

City staff request that the Province continue to allow municipal Council the sole discretion to set their own policies and DC rates and remove the mandatory retroactive phase-in. If not, staff recommend that the phase-in only apply to by-laws passed after Royal Assent of the Bill and/or only apply where the proposed DC rate increase is greater than 20%.

These discounts also apply to non-residential development. City staff question how housing affordability and stock is improved by collecting less DC revenue from commercial and industrial developers. It is suggested to the Province that discounts be limited to the residential sector.

• Request that Province remove non-residential DC discounts and restore City's ability to set its own DC rates. Otherwise, a municipality should be made whole for these DC discounts

2) DELIVERY OF THE CITY'S INFRASTRUCTURE PROGRAM COULD BE JEOPARDIZED BY DC ELIGIBILITY AND FEE EXEMPTIONS

DC Eligibility

The proposed changes impact what is eligible for DC collection. It is proposed that studies and affordable housing can no longer be funded by DCs, and the ability to fund land acquisition for prescribed services will be limited by a future Regulation.

City staff's biggest concern is that a future regulation could limit land acquisition being an eligible cost recoverable through DCs for prescribed services. Land plays an integral part in the delivery of City services to its residents – whether it be the land for a library, community centre or arena, fire station, transit facility or land for the road network. Without land, or the funding to purchase land, the project itself would become unviable or unfunded. Without information about the scope of a future regulation, the financial impact is difficult to assess. However, if land were removed as an eligible cost for all services, the potential revenue loss would be approximately \$34 Million on an annual basis, upon the passage of the next DC by-law. City staff would ask the Province not to remove or limit land as an eligible DC cost.

Another concerning change is the removal of a municipality's' ability to fund affordable housing through DCs. In the past this funding has supported Regional capital projects as well as partnerships with the private sector to increase affordable housing supply.

Likewise, staff have concerns about not allowing for DC funded studies. These studies include, but are not limited to, the City's Future Directions Plans, Transit Infrastructure Plans and Growth Management Plans. It is suggested that the services be reinstated as collectively these measures help to build affordable and complete communities.

• As a priority, request that Province not remove or limit eligibility of "costs to acquire land" for DC collection. Also request that Province restore "affordable housing" and ability to fund "studies" as eligible for DC collection

DC, Parkland and CBC Exemptions

Affordable and Attainable Housing

The proposed changes exempt DCs, parkland dedication and Community Benefit Charge (CBCs) for "affordable" and "attainable" housing, Inclusionary Zoning (IZ) units, non-profit housing and second and third units.

The City already uses DCs as a tool to incentivize "missing middle" housing and exempts charges for second units, Accessory Dwelling Units and has approved DC grant based exemptions for non-profit affordable rental housing.

However, staff are concerned that broadly exempting all units that are 80% of market value could incentivize the creation of very small units (e.g. most bachelors and many one bedroom units in the city would likely meet this proposed definition) and not help achieve the types of "missing middle" housing that Ontarian households so desperately need.

At minimum, the "average" market price should be delineated for each unit size or bedroom count. Additionally, the Province should consider lowering the threshold to 70% to ensure exemptions are targeted to units affordable to low- and moderate- income households. For rental units, City staff suggest that a CMHC definition 100% AMR for rental units be adopted which is a common definition used for new rental unit incentives.

It is noted that City staff will be challenged to administer exemptions based on an 80% of the resale purchase price for ownership and 80% average market for rental for affordable units. DCs are often levied ahead of all units being sold and the price of units is in constant flux. It will be hard to determine which units may be eligible. It is also unclear how the 80% of average market rate will be determined and there could be opportunities for abuse.

The impact of exempting "attainable housing" from these growth charges is unknown. However, if the Province's definition is so broad that it applies to any unit that is not owned by an investor it could be financially catastrophic for the City. It is suggested the Province remove "attainable" housing from exemptions as the Bill already has polices exempting non-profit and gentle infill units from DCs and other charges.

As mentioned above, it is considered that the Province should make municipalities whole for any discounts offered. It is suggested that the Province could use Federal Housing Accelerator funding to address some of this municipal shortfall and staff would welcome that approach.

Rental Housing

The proposed changes also result in the DC payable for a purpose built rental housing development being discounted based on the number of bedrooms in each units, the proposal as follows:

- Bachelor and 1 bedroom units 15% reduction in DCs
- Two bedroom units 20% reduction in DCs
- Three+ bedroom units 25% reduction in DCs

The potential revenue loss stemming from this change alone would be roughly \$8.5 Million over a ten-year period. Despite this shortfall staff are supportive of these changes as it could provide an incentive to build purpose built rental units, particularly larger units. Albeit the effectiveness of this measure is muted by DC discounts and exemptions being so widely applied across the board. Staff suggest senior grants such as the Federal Housing Accelerator be used to offset the lost revenue.

Passing on Discounts to Buyers

It is suggested that the Province carefully examine safeguards to ensure any publically funded discounts are passed onto new homeowners. As noted in the recent report⁴ prepared by N. Barry Lyon Consultants, developers will price housing at the maximum level the market will support and increases/decreases in fees do not affect the sale price of units. Lost revenue leads to increased property taxes that reduce affordability overall.

City staff support requirement to enter into an agreement registered on title, to secure the exemptions, but would prefer to see an arrangement where the DCs are paid in full by the developer, then refunded to the purchaser, much like existing programs for first-time homebuyer tax rebates. This approach would help ensure that the cost savings are passed on to the homebuyer and would also expedite DC administration.

⁴ 2019 Development Costs Review – The Effect of Development-Related Costs on Housing Affordability can be accessed <u>here</u> (see May 1, 2019, General Committee Agenda, Item 8.2,)

- Request that Province:
 - Remove "attainable" housing from the proposed exemptions
 - Develop mechanisms to ensure that those people looking to buy a home to live in benefit from these municipally funded discounts. DCs could be paid in full by the developer and then refunded to eligible purchasers
 - Maintain the income-based definition of affordable housing as per the PPS. If not, it is requested that the Province adopt the 100% CMHC average market rent by bedroom type for rental units and a 70% rate of average resale price with separate values for unit size/bedrooms for ownership units

3) CITY'S PARKLAND REVENUE COULD BE REDUCED BY 70% AND THE QUALITY OF PARKLAND COULD BE DIMINISHED

Reduced Parkland Rates

The proposed changes include significant reduction to the current parkland dedication and Cash-in-Lieu (CIL) rates.

Specifically, maximum alternative dedication rates are lowered to 1 hectare per 600 units, from 1 hectare per 300 units for land. And 1 hectare for 1000 units for CIL, down from 1 hectare per 500 units. For high-density development, it is proposed that parkland is capped at 10% of land for smaller sites (up to 5 hectares) and 15% of land for large sites (over 5 hectares). These rates will be kept lower by being frozen at the date a zoning by-law or site plan is filed.

Mississauga has built out almost all of its greenfields and its development is changing to be more intensive. As a result, the City collects much of its CIL from medium and high density developments and uses these funds to acquire parkland (e.g. rather than through conveyance, which is more common in a greenfield context). The City is at a point in its development where significant future parkland will need to be acquired. However, the CIL rates proposed by the Bill are so low they will not allow the City to remain competitive buyers of land.

The full costs associated with this change are difficult to quantify. However on a site by site basis it is significant. For a routine application in Mississauga e.g. a tower of approximately 500 units on a site that is 1 acre, it is expected that subject to Bill 23 the City would collect \$1.74M in CIL. This compares to \$10.7M in CIL under the City's existing By-law (adopted June 2022).

This proposed Bill 23 rate is also well below the City's former by-law, that is 15 years old and was already unable to keep pace with rising land costs in Mississauga. Under the City's former By-law, it could have collected \$5.0M in CIL payments.

Development	Under Past by-law	Under New By-law	Under Proposed Bill 23
18 storey mixed use building containing 427 residential units (no parkland dedication)	427*\$11,710/unit = \$5,000,200	 @ 25,112 Full August 2023 CIL Capped Rate 427*\$25,112 = \$10,722,800 	\$1,734,300 CIL capped at 10% of land value.

Case Study: Typical Development in Mississauga and CIL Rates

A high-level estimate citywide suggested that under the recently approved by-law CIL revenues were anticipated to be in the order of \$1.398B between 2022 and 2041, which was the amount of revenue needed to address parkland needs. With Bill 23, that is expected to be reduced to an approximate range of \$284M - \$419M falling significantly short of projected needs.

Overall, these impacts are substantial and it is requested that the Province restore former parkland rates. However, if the Province wishes to maintain these lower rates it is requested that the 10% cap on parkland be removed as an urgent priority.

Request that Province restore parkland rates, or at least remove the land value caps placed on rates

Land Owners to Determine Park Locations

A major concern for City staff is that the proposed changes allow developers to choose where to locate parkland. This will likely result in small sections of undevelopable land being dedicated. City staff strongly urge the Province to roll back this change, but at the very least add requirements that ensure parkland dedications are contiguous, link into the existing parkland network (where applicable) and have public street frontage and visibility.

The proposed change does allow the City to appeal a developer's parkland proposal to the OLT. However, if a developer is already going to the OLT over other issues related to their application, then any leverage the City may have had is lost. Under the proposed Bill, a municipality can also be required to take on parkland it does not want. Currently, the OLT rarely order a municipality take on parkland. It is suggested that this practice be maintained and a municipality should not be forced to manage undesirable lands.

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• Request that Province roll back ability for land owners to determine park locations, or at least ensure dedications are contiguous, link into the existing parkland network and have public street frontage and visibility

Privately Owned Publicly Accessible Spaces (POPS)

The proposed changes would allow POPS and encumbered parkland to receive the same credits as a publicly owned unencumbered park. This will make it difficult for the City to secure unencumbered parkland, particularly in its growth areas.

A POPS does not provide the same level of service as a public park. Hours of operation and maintenance of POPS are subject to an easement agreement with the owner, which may be limiting. POPS have limited programming ability and would rarely, if ever, include playground equipment and other needed park amenities. Also, because POPS are encumbered (e.g. have infrastructure underground) they will not support mature trees and are more routinely closed for maintenance.

Moreover, the creation of a POPS places a significant burden on new unit owners/condominium boards. Many new unit owners may not realize the full extent of the financial commitment they are making to manage a POPS. For large developments often more than one condominium board is responsible for managing a POPS, creating frictions and administrative challenges.

Overall, POPS arrangements generate one off value for developers. Both the City and the future residents will be forced to deal with challenges stemming from this arrangement indefinitely. City staff strongly urge the Province to remove this clause, or at least roll it back to some lesser amount to disincentivize a POPS arrangement over a public park.

• Request that Province remove 100% credit for POPS, or at least roll it back to a lesser amount to disincentivize developers providing a POPS over a public park

4) SUPPORT PROPOSALS TO STREAMLINE NEIGHBOURHOOD INFILL AND INTENSIFICATION AROUND STATION AREAS

Neighbourhood Infill

The Province has proposed that three units be allowed on a lot as-of-right and parking rates are set at a maximum of one per dwellings. City staff are already working on permitting increased infill opportunities (e.g. up to 3 units) through the City's *"Increasing Housing Choices in Neighbourhoods"* study and parking rates for infill developments were reduced in line with these recommendations earlier this year. Moreover, Mississauga had already waived development charges for up to three units in its latest DC By-law.

City staff would suggest that the Province carefully consider the many barriers to residential infill in existing neighbourhoods. Specifically, construction costs for even modest residential infill units are expensive and mortgages are difficult to secure. From the City's work, it is estimated that a one bedroom/ one storey garden suite is \$250K, a two storey / two bedroom suite is \$425K and a garage conversion to a one bedroom unit is in the order of \$92K. A loan program, or way of making capital available to homeowners, could go a long way to more of these opportunities being realized.

The Province could also consider updating the Ontario Building Code (OBC) to require that all single and semi-detached units be constructed in a way that would allow for easy conversion into second suites.

- Province could consider some type of incentive program to help capitalize infill projects (e.g. grants or loans) in established neighbourhoods
- Province could update OBC to ensure singles and towns are built in a way that would support retrofitting for second units

Intensification around Stations

The Province has proposed "as-of-right" zoning in all MTSAs and is requiring zoning by-laws be updated within a year (reduced from three years). City staff will work to ensure these provincial deadlines are met, although would suggest to the Province that 18 months is a more realistic timeline. While updated zoning is important, staff do not expect that updating our zoning by-law will lead to a major increase in development. For twenty years, the City has pre-zoned its Downtown Core for unlimited heights and densities and while development remains steady, it is moderated by constraints around labour, materials, development phasing and other financial considerations.

Site Plan Exemptions and No Architectural and Landscape Details

The Province has proposed that residential development of up to 10 units be exempt from site plan control, except for land lease communities. Staff can work with the exemption however, this change could shift more of the review effort to the building permit stage. Staff are seeking clarification from the Province on whether or not city standards (e.g. storm water management, road requirements and design etc.) can be applied where a new development may be exempt.

Staff are extremely concerned by the removal of architectural and landscape details at site plan. Elimination of this takes away the City's ability to shape the public realm and would undermine the quality of places in our city. It is also proposed to remove consideration of sustainable designs. This will limit the ability for the City to implement the Green Development Standards that contribute to more efficient homes being built in Mississauga that will reduce utility bills and GHG emissions. Request that Province restore urban design, sustainable design and landscape details at site plan stage

5) RANGE OF IMPACTS STEMMING FROM MAJOR CHANGES TO PLANNING AND APPEALS PROCESSES, INCLUDING MANY PLANNING POWERS BEING UPLOADED TO PROVINCE

Regional Planning Powers

The Province has proposed to take on many new planning powers, with regional municipalities proposed to be completely removed from the planning process. A key outcome of these changes and this centralization of powers is that the Province could soon be the City's approval authority. Meaning it would be the Province that would sign off on the City's Official Plan and associated amendments rather than the Region of Peel and that the Province could redline and change the plans as they saw fit without consultation.

It is hard to gauge the impact this will have on the process. However, if it does aim to speed things up, the Province will need to build up significant expertise in municipal land use planning otherwise it is likely a bottleneck will occur.

Given the Bill downloads many responsibilities onto the City of Mississauga from the Region of Peel (and later in the report the Conservation Authorities), there could be significant staffing impacts and the need for the City to establish new areas of expertise.

Limiting Third Party Appeals

The Province has proposed to limit third party appeals. City staff consider that limiting third party appeals for developers will significantly speed up the planning processes. Currently, the City's entire Official Plan (OP) can be appealed. In the past these broad OP appeals have taken near a decade to resolve. A similar appeals process can then unfold around site specific appeals. The collective outcome of this is a lack of certainty around the City's planning framework and increased speculation on land. However, this limit on appeals also extends to the community, who may wish to have the opportunity to participate more fully in the planning process.

Awarding Costs

Staff are however, concerned about the proposal for the OLT to more routinely award costs against a loosing party. When coupled Bill 109 that requires a municipality to provide a decision in a very short space of time (or otherwise have to refund fees), a municipality could get caught in a position where it has to refuse an application because some major issue has not been resolved on the site and could later be punished by having costs awarded against them. City staff consider that the OLT's current process where costs are only awarded where there is a genuine attempt to obstruct a matter should continue, and costs should be rarely awarded.

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• Request that Province maintain existing OLT process where costs are rarely awarded

Changes to Provincial Plans

The merging of the PPS and Growth Plan has also been proposed, yet limited details have been provided. The Growth Plan sets out the Greater Golden Horseshoe's urban structure (e.g. Urban Growth Centres served by transit etc.), and its growth forecasts are fundamental to good infrastructure planning. While no details are released, it is suggested that at the very least these aspects be maintained. Any changes to this document should occur in consultation with municipalities.

City staff are supportive of adding urban river valleys to the Greenbelt and already protect these lands. It is submitted that only lands be added to the Greenbelt and not subtracted.

• Request that Province:

- Consult municipalities as provincial plans are updated
- GGH urban structure of Urban Growth Centres and Major Transit Station Areas is maintained
- o Growth forecasts are maintained for infrastructure planning
- Not change Greenbelt boundaries, aside from adding lands

6) ELIMINATION AND REDUCTION OF MUNICIPAL TOOLS THAT FURTHER THREATEN AFFORDABLE HOUSING

Inclusionary Zoning (IZ)

Definition, Set-aside Rate Cap, and Affordability Term Cap

Currently housing affordability is defined in terms of annual income spent on housing costs e.g. no more than 30%. The Province is proposing a shift to a market-based definition of affordability that can be set at no lower than 80% of resale prices for IZ ownership units and no more than 80% of average market rent for IZ rental units. While it is unclear which data sources the Province will use to set these "average" rates, it appears that the only segment of the population that could afford an IZ ownership unit are those at the top end of the moderate-income band – that is, households earning \$95,000 per year or more⁵ - pricing out the vast majority of Mississauga's essential workforce.

The Province has also proposed an IZ set-aside rate cap of 5% of units / residential gross floor area. Mississauga's adopted IZ provisions require a rate ranging from 5% to 10% after an initial phase-in period. The rates are consistent with the results of the provincially mandated market

⁵ Based on Toronto Region Real Estate Board (TRREB) data from Q3, 2022.

feasibility analysis. City staff do not support the 5% maximum as it will result in a minimum of 40% less affordable units than anticipated by the City's current IZ provisions. City staff request that the 5% cap be revised to 10% to help increase the supply of affordable units. In addition, with the DC, parkland, and CBC exemptions proposed for all IZ units, the feasibility of development is increased and therefore developments can absorb <u>higher</u> set-aside rates.

The Province is proposing a maximum affordability period of 25 years for IZ units. The City's current IZ provisions require that in condominium projects and IZ rental units are to remain affordable for a minimum of 25 years (plus a 5-year phase out) and IZ ownership units are to remain affordable for a minimum of 99 years. The City is exempting purpose-built rental projects from IZ. The rental affordability term was intentionally set shorter than the ownership affordability term to encourage / incentivize delivery of IZ rental units in condominium projects. Since the developer does not retain ownership of affordable ownership units, development feasibility is not impacted by the affordability term for IZ ownership units. Staff do not support the proposed maximum affordability period because it will cause ownership units to be lost from the IZ inventory sooner than necessary, and the proposed maximum term will have no impact on development feasibility / housing supply.

Overall, the collective impact of these proposed changes undermine the ability of this policy tool to work as intended and deliver affordable housing. The changes also reduce the efficiency of administering the IZ program. Staff urge the Province to reconsider the proposed changes to the IZ regulations, to ensure that IZ can have a meaningful impact in communities.

- Request that Province increase IZ set-aside rate cap to 10%
- Request that Province extend the affordability for "ownership" units to 99 years; this will have no impact on developers but will allow for more sustainable affordable housing supply
- Request Province maintain the income-based definition of affordable housing as per the Provincial Policy Statement

Rental Protection By-law

Rental protection by-laws help to ensure that affordable rental supply continues to remain in areas designated for intensification and to mitigate unintended consequences of growth. Retaining affordable rental housing is critical to supporting our workforce needs and businesses. It is suggested to the Province that the power for municipalities to develop rental protection bylaws be maintained. Additional considerations could be made to tailor rental protection to local markets.

The City of Mississauga has taken a flexible approach to implementing this tool recognizing the need to enable property owners to upgrade and make more efficient use of existing rental properties. For example, the by-law requires that affordable rental units be replaced by same unit types by bedroom, rather than floor areas, at similar, not the same rents. A recent proposal

was approved in Mississauga wherein the property owner was able to increase the number of rental units from 8 to 15 units. The approval process is short and typically delegated to staff.

• Request that Province maintain the City's ability to protect rental housing stock

7) SIGNIFICANT IMPACTS ON ONTARIO'S HERITAGE, NATURAL ENVIRONMENT AND ABILITY TO MITIGATE AND ADAPT TO A CHANGING CLIMATE

Heritage

The proposed changes to the *Heritage Act* create a two-year limit to review all properties on the heritage register and designate properties. Only properties currently on heritage registers can be designated. All designated properties and heritage conservation districts are to meet two out of three criteria for designation and there is a new process for repealing designations. Some of these proposed processes are to be established in forthcoming regulations.

These proposed changes to the *Heritage Act* will create a large amount of work for the City's heritage community, including the Heritage Advisory Committee and Heritage Planning staff, with potentially little reward. Rather than the City carefully considering heritage attributes through a development application processes as they arise, the City will be required to go through a process of reviewing and potentially designating 1,000 listed properties (not designated properties) on the City's register.

These efforts will take time, have staffing implications, and potentially create a substantial number of appeals at the OLT. Staff are concerned they could hold up development rather than allow it to move forward more quickly.

 Province could reconsider the benefits of heritage review process, as most likely it will slow down development

Conservation Authorities

Proposed changes to the *Conservation Authority Act* aim to streamline approvals by only permitting the Conservation Authorities (CAs) to focus on natural hazards impacts on people and their property, as opposed to protecting the Natural Heritage System as a whole. This could allow new developments to be built on lands that should be or were once protected.

Additionally, it is proposed that municipalities would exercise sole approval when a development application is filed, which may include decision making over hazard lands. The City relies heavily on the CAs for their technical review and analysis for both natural hazards as well as natural heritage. The City has excellent working relationships with Credit Valley Conservation (CVC), Toronto Region Conservation Authority and Conservation Halton. All have an excellent track record of delivering their expert technical advice in a timely manner.

Presently, the City does not have the expertise to take on these expanded responsibilities. The City will need to hire new staff in order to fill the current role of CAs and build up this knowledge base. Again, this will take time and will more likely slow down the process than speed it up.

Request that Province reconsider the benefits of limiting CA's powers to comment on natural heritage, as the City will be solely responsible to review such matters, and in the short term processes will be slowed down as new staff are hired and expertise is established

Natural Heritage System

The proposed changes to the *Conservation Authority Act* move Ontario from a holistic approach to protection of the environmental and social ecological values of a watershed to one focused on the protection of people and property against natural hazards. By framing the issue this way, Ontario could stand to loose the natural functions provided by its natural heritage system (e.g.: filtering air and water, mitigating flooding and erosion, storing carbon, providing habitat for fish and wildlife, and providing a wide range of recreation and tourism opportunities) in exchange for conventional infrastructure.

This change in approach creates a one-off financial benefit for developers. All of whom would have probably purchased newly approved land cheaply, because it would have likely been considered a flood plain with high erosion potential. Yet if this land is developed, these natural hazard burdens will be transferred to unit owners and municipalities.

Negative outcomes could be more pronounced if other measures proposed in this Bill result in the City's natural heritage system being reduced in size and as society at large works to adapt to a changing climate.

<u>Wetlands</u>

Proposed changes to the Ontario Wetland Evaluation System (OWES) alter the way that wetlands are identified and evaluated. The proposed changes would remove the concept of wetland complexes, which will make it more difficult for small wetlands (<2ha in size) to be included and evaluated under the system. Given that wetlands comprise only about 0.9% of the city's land base and many are small and exist in a mosaic of smaller habitats, the identification

and protection of small wetlands is essential to maintaining biodiversity and ecosystem function at a local and landscape scale.

The proposed changes to the OWES will also allow for wetland boundaries to be re-defined *after* they have been evaluated and accepted; which could lead to a situation where unauthorized/unpermitted changes to wetlands have led to a reduction in their size or loss over time to facilitate more growth in areas that would have been otherwise protected.

Ecological Offsetting Policy

Furthermore, the Province is consulting on a newly proposed "Ecological Offsetting" policy. Staff are concerned such a policy could result in Mississauga's natural heritage features and functions, that would otherwise be protected in-situ, being proposed for removal and replaced elsewhere, including outside of the city, region and/or watershed.

Staff are concerned that this proposal could lead to a steady reduction in the amount of natural space covered by the City's Natural Heritage System, weakening the entire system, with no mechanism to require that suitable compensation be provided within the city and/or assurances that an equal asset is provided elsewhere.

- Request that Province maintain existing wetland protections, the benefits of developing on wetlands do not outweigh the potential environmental outcomes.
- Not adopt a Provincial ecological off-setting policy. Technical ecological advice on offsetting should be provided in local context by the Conservation Authorities and the City, as appropriate.

Financial Impact

The changes identified in the proposed Bill 23 will have significant financial impact for the City. The full cost and administrative burden cannot be determined without additional details that will be found in the regulations, when these are released. The following analysis is based on currently available details.

Impact on Development Charges

It is estimated that the Bill could cost the City up to \$325M over a ten-year period. The potential ten-year DC revenue loss is shown as follows.

	2023 - 2032
Forecasted DC Revenue ¹	\$1,135,000,000
Less: Lost DC Revenue ²	(\$325,000,000)
Net Forecasted DC Revenue	\$810,000,000

- 1. Forecasted DC Revenue is based on the development forecast contained in the 2022 Development Charges Background Study.
- 2. Lost DC Revenue based on: Mandatory retroactive phase-in, removing land and studies as DC eligible cost, 15year service level calculation, estimated DC discount on for-profit rental units, and the requirement to update the DC by-law upon its expiry in 2027.

It should be noted that there will be future financial losses stemming from Bill 23 that cannot be quantified at the time of writing of this report. The City requires full details, including Regulations and Bulletins, to be released by the Province to completely understand the financial impact. Of particular concern is the DC exemption for "Attainable Housing" which is currently only defined as not affordable nor rental units.

Impact on Cash-in-Lieu of Parkland

Based on the proposals that are currently defined by the Province through Bill 23, the potential CIL Parkland revenue loss is shown as follows.

	2023 - 2032
Forecasted CIL Parkland Revenue ¹	\$700,000,000
Less: Lost CIL Parkland Revenue ²	\$490,000,000 to \$560,000,000
Net Forecasted CIL Parkland Revenue	\$140,000,000 to \$210,000,000

1. Forecasted CIL Parkland Revenue is based on the 2022 Parkland Conveyance By-law Update Report.

2. Lost CIL Parkland Revenue is based on preliminary estimates prepared by Hemson Consulting Ltd. based on available data.

Some changes to parkland dedication cannot be quantified in dollar values. For example, developers would be able to choose the location of their parkland dedication. This is of particular concern as the City may end up with remnant parcels of land or "slivers" of land that would be unsuitable for park amenities. As well, the City must accept encumbered and privately owned public space (POPS) as parkland dedication.

All of these proposed changes will create significant budget pressures. These discounts will either need to be made up by reducing service levels or increasing property taxes and charges. Transferring the burden from developers to new unit owners and taxpayers, all of which will undermine affordability in Mississauga on the whole.

Conclusion

Mississauga has demonstrated a strong commitment to support provincial aims to create more housing, a greater mix of housing and efforts to make home ownership and renting more affordable. The City further supports the government's commitment to reduce red tape and make it easier to live and do business in Ontario. However, staff's assessment is that Bill 23 is overly focused on blanket fee reductions that would apply for market rate developments with no guarantee that savings will be passed on to renters and homebuyers.

A fundamental concern that staff have with the proposed Bill is that it fails to recognize the complexity of getting a development off the ground. Staff are supportive of provincial efforts to streamline processes and ensure zoning is up to date etc., but these measures address one part of the process. Developers are dealing with all manner of costs and constraints – including labour, construction costs, rising interest rates, financing, development phasing and so on. Without addressing these matters, it is unlikely that the Bill will result in the increased level of development that is being anticipated.

With so much on the line – the potential impacts on the natural environment, community infrastructure, parks, transit, affordable housing and the quality of our urban environments – the Province should slow down and reflect on the collective impact of these changes. Taking the time to consult with a broader range of stakeholders in meaningful ways could help achieve a more balanced and strategic plan for housing that meets the needs of Ontarians.

Attachments

Appendix 1: Detailed Comments to Province Appendix 2: List of All ERO and Related Postings

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Katherine Morton, Manager, City Planning Strategies, Planning Strategies and Data

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Table 1 – Changes to City of Toronto Act, 2006 and Municipal Act, 2001 - Rental Protection

Provincial Comments Period closes on November 24, 2022 (ORR: 22-MMAH017)

Proposed Changes	Potential City Impacts	Comments to the Province
Rental Replacement Minister given the authority to make regulations imposing limits and conditions on the powers of a local municipality to prohibit and regulate the demolition and conversion of residential rental properties.	 Could diminish ability to protect rental housing. The possible outcomes could be anything from reducing the conditions Mississauga can make on the Sec. 99 permit to eliminating Mississauga's ability to regulate rental demolition or conversions at all. Mississauga currently uses a flexible approach to protect rental supply while still encourage reinvestment in existing rental stock. It does not impact the tenant provisions of the Residential Tenancies Act (RTA). 	 Staff are seeking clarification on the extent of Minister's authority. Staff would support approaches to rental protection that allow landowners to reinvest in the stock while protecting the existing (more affordable) supply. One example of flexibility is how Mississauga regulates the number of bedrooms but not unit sizes (GFAs). Financial offsets, provincial/federal tax credits and other innovative solutions should be explored. Staff would welcome participation in any working groups before regulations are enacted.

Table 2 – Changes to Conservation Authorities Act, 1990

Provincial Comment Period closes on November 24, 2022 (ERO: 019-6141) and December 30, 2022 (ERO: 019-2927)

Proposed Changes	Potential City Impacts	Comments to the Province
Cannot Comment on Applications	 Conservation Authorities act as technical advisors to the municipality on matters of natural heritage protection. Without their expertise, the 	 Staff suggest the Province reconsider the proposed changes to enable Conservation Authorities to continue providing their essential
Conservation Authorities cannot provide services related to reviewing and commenting on proposals and planning and	 municipality will have to grow this capacity on its team to address these matters. Furthermore, an individual municipality lacks the expertise to inform development decisions that may have cross-jurisdictional concerns (e.g. risk of 	review services to continue providing their essential review services to municipalities. Municipalities currently lack expertise and it would take time to grow these services, potentially leading to approval delays.

Proposed Changes	Potential City Impacts	Comments to the Province
development related applications. Minister can direct Conservation Authorities not to change the fees it charges for a program or service for a specified period of time.	flooding and water quality decisions upstream impact other municipalities downstream). Conservation Authorities can address these concerns through a watershed-based approach, which is important for Mississauga's downstream and lake-fronting location.	 A holistic approach of protecting our natural heritage systems and the public from natural hazards is important for residents, businesses and municipalities to be able to withstand and adapt to more extreme weather events because of climate change.
Removing the Consideration of Control of Pollution and Conservation of Land Removing factors of pollution and conservation of land, and adding a new factor, namely, the control of unstable soil or bedrock when Conservation Authorities are making decisions.	 The removal of <i>pollution</i> and <i>conservation of land</i> from the oversight of the Conservation Authority would create a large gap in how matters are addressed through the planning process. It could lead to development that may pollute the natural heritage system (including aquatic habitat, watercourses and Lake Ontario), and allow for development inside natural features that would otherwise be protected from incompatible uses. These features form the backbone of Mississauga's natural heritage system (e.g. valleylands) and provide critical ecosystem functions. 	 Staff recommend that the Province reconsider further scoping the oversight of the Conservation Authority to exclude pollution and conservation of land in order to retain the robust environmental protections that are required to ensure a healthy and resilient natural heritage system. A holistic approach of protecting the natural heritage systems and the public from Natural Hazards is critical for residents, businesses and municipalities to be able to withstand and adapt to more extreme weather events due to climate change. If existing controls are removed flood prone areas are subject to greater levels of development, then the Province could consider an environmental justice and equity lens. For example, homeowners may struggle to obtain appropriate home insurance for flooding or won't be able to afford the costs. Impacts could also be significant for renters.

Proposed Changes	Potential City Impacts	Comments to the Province
Obligations Regarding Land Disposition The disposition of certain land requires the Conservation Authority to provide a notice of the proposed disposition to the Minister (rather than obtaining the Minister's approval). Conservation Authorities to conduct public consultation before disposing of certain lands and the notice of public consultation must include description of the type of land, proposed date of disposition and proposed future use of the lands, if known. The Minister would be allowed to impose terms and conditions on an approval given with respect to a project that involved money granted by the Minister under section 39.	 It is unclear what criteria would be established in order to determine land disposition. Given the reduction in scope of the Conservation Authorities to matters other than flooding and erosion, other areas that are currently owned for conservation purposes that play important ecological roles (i.e. wetlands, significant natural areas, habitat of endangered and threatened species etc.) may be proposed for future housing. 	 Conservation Authority lands that are critical to securing ecosystem services should be maintained for conservation. Staff recommend that the Province remove this proposed amendment and prioritize the long term impacts on the environment. Should the amendment proceed, clear criteria should be developed that exclude lands that support conservation purposes from the disposition process.
Development for Which a Minister's Order is Issued Conservation Authorities required to issue a permission	 The oversight provided by the Conservation Authority permit process provides an important level of protection for critical ecosystem features such as wetlands and watercourses. Depending on the intent of the MZO or Planning Act approval, if 	• Staff recommend that the Province reconsider the approach to development in this case to enable greater oversight in natural heritage protection.

Proposed Changes	Potential City Impacts	Comments to the Province
or permit where an order has been made under section 47 of the Planning Act (MZO) also apply to orders made under section 34.1 of the Planning Act (Minister's order at request of municipality).	environmental protection is not at the forefront it could result in the loss of portions of Mississauga's Natural Heritage and associated ecological functions.	

Table 3 – Changes to Development Charges Act, 1997

Provincial Comment Period closes on November 24, 2022 (ERO: 019-6172)

Proposed Changes	Potential City Impacts	Comments to the Province
Mandatory and Retroactive Phase-in of DC Rates for any DC By-law Passed on or After June 1, 2022 Reduction in the maximum DC that could otherwise be charged for the first four years a DC by-law is in force. Any DC imposed during the first, second, third and fourth years that the DC by-law is in force could be no more than 80, 85, 90 and 95 per cent, respectively, of the maximum DC that could have otherwise been charged.	 This would have an immediate detrimental financial impact to the City. Focusing solely on this proposal alone, the revenue loss to the City would be over \$56 million over a four-year period. The lost DC revenue would impact the City in various ways; if the capital project were to go forward in the time frame as planned, there would be property tax increase implications. Should property tax rate increases not be viable, the timing of the delivery of service could be delayed. As a worst case scenario, the lack of DC funding could make a project completely unviable and the City may experience declines in its service levels. This proposal impacts the City unfairly, given that the City's DC by-law was passed only 21 days after the retroactive date the Province has chosen. It is 	 Generally speaking, City staff are supportive of proposals contained in Bill 23 that would affect meaningful change to the overall affordability and supply of housing. City staff are of the view that the retroactive and mandatory phase-in does not achieve the Province's stated goal. City staff are unclear why the blanket reduction also applies to the non-residential sector. It is unclear how this would help support affordable housing. Request to the Province: Remove the application of the mandatory retroactive phase-in of DC rates to the non-residential DCs.

Proposed Changes	Potential City Impacts	Comments to the Province
Reductions are applicable to new DC by-laws imposed on or after June 1, 2022.	noted that municipalities that passed their DC by- law one day before the June 1, 2022 date are not impacted by this proposal. As such, the date seems fairly arbitrary.	 Continue to allow municipalities to set their own policies on phasing-in rate increases and not include any mandatory discounts in the DCA. Alternative Suggestions: Any mandatory phase-in provisions included in the DCA should only apply to DC by-laws passed after Royal Asset of the Bill. A mandatory phase-in only applies if the proposed DC rate increase is greater than 20%. The phase-in period be reduced from 4 years to 2 years.
Changes to Eligible DC Costs New regulation authority to prescribe services where land costs will not be an eligible capital costs. Studies would no longer be an eligible capital cost. Removal of Housing from the list of eligible DC services.	 The potential revenue loss stemming from removing land as an eligible cost would be approximately \$34 million on an annual basis. Without land, or the funding to purchase land, the project itself would become unviable or unfunded. This is an area of significant concern for City staff. The potential revenue loss stemming from removing studies as an eligible capital cost would be \$800,000 on an annual basis. The Region is the Housing Service Manager and therefore would be impacted if Housing was removed from the list of eligible DC services. The Region's 2020 DC study projected \$200M over the next ten years for critical affordable housing initiatives such as the housing master plan. The change to the DC Act puts projects in Mississauga such as East Avenue, Brightwater, and others at risk. 	 Land plays an integral part in the delivery of City services to its residents – whether it be the land for a library, community centre or arena, fire station, transit facility or land for the road network. Again, City staff are concerned that the removal of land as an eligible capital cost is punitive and serves only to reduce the City's revenues. Request to the Province: Not remove or limit eligibility of "costs to acquire land" for DC collection. Studies play an integral part on how the City plans for future infrastructure and service delivery to its future residents. Restore studies as an eligible capital cost Restore Housing as eligible DC service
Discounts for Purpose Built Rental Units	 The potential revenue loss stemming from this change alone would be roughly \$850,000 on an annual basis. 	 Staff are supportive of these changes as it could provide an incentive to build purpose built rental units, particularly larger units.

Proposed Changes	Potential City Impacts	Comments to the Province
Discounts are as follows: -25% for 3+ bedrooms -20% for 2 bedrooms -15% for bachelor & 1 bedroom	• This proposed discount would be in addition to the statutory deferral of the DCs over a six-year period, stemming from the change to the DC Act that came into effect on January 1, 2020.	 It is suggested the province consider using grants such as the Housing Accelerator Fund to offset lost revenue.
Change to the Historic Service Level Calculation Historical service level for DC eligible capital costs (except transit) extended from 10 to 15 years.	 This particular proposal, again, seems arbitrary and affects each municipality differently The preliminary high level sensitivity analysis performed by City staff shows an overall neutral effect on the DC rates, with the exception of Fire Services where the City has utilized non-DC funding sources to increase its service levels and this proposal would see a decrease to the Fire DC rates. 	 Because this proposal seems fairly arbitrary and seemingly has the desired effect to lower DC rates and overall revenues to municipalities, it is an undesirable change. However, given the gamut of proposed changes of Bill 23, City staff have an overall neutral position to this particular change.
Cap on the Interest Charged by Municipalities The proposed amendment would cap the interest to prime rate plus 1 percent on rental and prescribed institutional developments. This also applies to the rates frozen at the time of application.	 The City and Region currently have a Council approved policy which levies an interest rate of 5.5%. Subsequently, Council approved a policy that set the interest rate at 0% for rental housing developments. By prescribing the maximum interest rate to the prime lending rate would more closely align with borrowing rates should the City need to debt finance growth-related capital projects. 	 City staff have a neutral position towards this particular change in the legislation.
Requirement to Spend or Allocate 60% of DC reserve funds Beginning in 2023, municipalities will be required to spend or allocate at least	 The City has plans to utilize the Roads DC reserve fund balance through the City's long-term financial planning and annual budgeting exercises. Depending on how stringent the Province is on their definition of "allocate", this requirement may make it difficult to plan for larger capital projects, 	• City staff have an overall neutral position towards this particular change in the legislation.

Proposed Changes	Potential City Impacts	Comments to the Province
60% of the monies in a reserve fund for priority services (water, waste waster, distribution and treatment of services, and roads).	and the ability to change the capital forecast annually.	
Expiration of DC By-law Changing the DC by-law expiration from 5 to 10 years. DCs can still be updated anytime before the 10 year period.	• This proposal seems fairly arbitrary and seemingly has the desired effect to stagnate the DC rates for a period of ten years.	• Given that it is not a mandated ten year shelf life of the DC by-law, City staff have an overall neutral position towards this particular change in the legislation.
 Exemptions from DCs for: > 1 unit or 1% of existing units in an existing purpose-built rental building Residential intensification (additional dwelling unit and ancillary units) 	• The potential financial impacts would be nominal, given the changes made to the Regulations in 2020 which exempt additional dwelling units that are within or ancillary to a primary unit.	City staff are general supportive of financial relief to units supporting gentle densification.
Exemptions from DCs for:Non-profit housing	 Many municipalities provide a grant-in-lieu of fees and charges to true non-profit housing providers. The potential financial impact would be nominal. 	• Staff support fee exemptions (DCs, CBC, Parkland Dedication) for non-profit housing developments.

Proposed Changes	Potential City Impacts	Comments to the Province
Full Exemptions from DCs, CBCs and Parkland Dedication Full exemptions from DC charges for affordable units; attainable units; and inclusionary zoning units. Affordable housing generally defined as being priced at no greater than 80% of the average resale price or average rent in the year a unit is sold or rented. Future regulations will give definition for "attainable housing units"	 The City has already passed a by-law with respect to DC grants for Affordable Rental Housing, but it differs from the proposal in a few ways: The grant would only be available to non-profit rental housing units Only the City's portion of DCs would be eligible for a grant The value of the grant would be determined based on the proposed rents relative to AMR where rents up to 100% AMR would be eligible for up to a 100% grant and rents up to 125% AMR would be eligible for up to a 50% grant The proposed changes are likely to support the creation of more housing units and increase supply, but is unlikely to have a true impact on creating (and preserving) affordable housing units. 	 More information is requested to understand how "average resale price" and "average market rent" be set. Will the Province be setting these rates on an annual basis? Will this be done on a municipality-by-municipality basis and by unit type? Additional details regarding the information that will be included in the MMAH bulletin supporting determination of eligibility for exemptions is required to understand implementation and impacts. Further clarification is required for the definition(s) of "attainable housing units" and/or "development designated through regulation" to understand the magnitude and scope of DC fee exemptions. Staff support the requirement to enter into an agreement registered on title, to secure the exemptions. However, it's preferable to see an arrangement where the DCs are paid in full by the developer, then refunded to the purchaser, much like existing programs for first-time homebuyer tax rebates – this would help ensure that the cost savings are in fact passed on to the homebuyer.

Table 4 – Changes to Ontario Heritage Act

Provincial Comment Period closes on November 24, 2022 (ERO: 019-6196)

Proposed Changes	Potential City Impacts	Comments to the Province
Listing of Properties on Municipal Heritage Register New requirements aimed to focus the use of the heritage register listing process with new threshold test (to meet certain prescribed criteria for cultural heritage value or interest) for listing a property.	 Increasing the threshold for designated properties from one to two criteria will have an impact on how Mississauga recognizes the heritage on equity-seeking groups. Many of the structures which play a foundational role in the community lack architectural value and are plain but have a significant importance and story behind them. 	 Changing the threshold of designating properties from one to two criteria will limit the City's ability to recognize the heritage of equity seeking groups. Many equity seeking communities solidified themselves in buildings and locations which hold significant associative value to the community, but little architectural or design value. As such, the heritage of these communities would be undervalued against the heritage of more established and better documented communities. The Province could consider options and expanding the criteria to directly engage with equity-seeking communities and ensure that heritage is approached in an equitable manner.
Time Limits and De-listing of Properties Requirement to review the heritage register and make decisions whether listed properties will be designated, and if not, the properties will be removed from the register. If a municipality fails to take action in two yeas from the date the property is listed to initiate the designation	• Significant impact to the City's heritage resources by limiting the time a property can be listed on the register. Listing a property on the register gives Mississauga time to consider its heritage value and allow for other means of conserving and interpreting its heritage and history aside from protection through designation.	 This change will limit the City's ability to explore options of interpretation and commemoration outside of the standard designation process, making the heritage process less flexible and potentially cause more challenges to development.

Proposed Changes	Potential City Impacts	Comments to the Province
process, then it will be required to remove the property.		
If a property is removed from the register as a result of a municipality's non-action, they would be prohibited from listing that property again for a period of five years.		
Freeze on Designation Process The designation process would "freeze" once a prescribed event occurs (e.g. likely to include submission of some or most development applications)	 The City would not be able to add properties to the heritage register when 'prescribed event' occurs. This places the onus on the City to be pro- active in maintaining the heritage register and anticipating when a property may come up for development. 	
Municipalities would not be permitted to issue a notice of intention to designate a property unless the property is already on the register when the current 90 day requirement for applications is triggered.		
Heritage Conservation Districts New proposed process to allow for heritage conservation district plans to be amended or repealed.	 Minimal impact to the City as this is already the process used when establishing and amending Heritage Conservation Districts. 	

Proposed Changes	Potential City Impacts	Comments to the Province
Requirement for municipalities to first undertake a study of the area to ascertain the heritage it seeks to protect, establish the district via by-law, adopt a heritage conservation district plan, and the plan would have to explain how the cultural heritage value or interest of the district meets new prescribed criteria.		

Table 5 – Changes to the Ontario Land Tribunal (OLT) Act, 2021

Provincial Comment Period closes on November 25, 2022 (ORR: 22-MAG011)

Proposed Changes	Potential City Impacts	Comments to the Province
Dismissal of Appeals Proposed changes to expand OLT's authority to dismiss proceedings without a hearing on the basis of undue delay or the OLT is of the opinion that a party has failed to comply with an OLT order.	 Generally, improvements to the OLT are welcomed however, the proposed changes will impact public participation and reduce municipalities' ability to serve the public interest. 	

Proposed Changes	Potential City Impacts	Comments to the Province
Cost Awards Proposed changes to increase powers for the OLT to order an unsuccessful party to pay a successful party's costs.	• There may be instances where the unsuccessful party is a municipality and will have to pay the awarded costs. This greatly burdens municipalities and existing taxpayers, as well as, widens the gap for financial implications and budgetary shortfalls.	• Staff recommend the OLT maintain an approach where cost awards are rare, and recommend the Province exempt municipalities from having to pay costs if they are the unsuccessful party.
Prioritizing Resolution of certain proceedingsProposed new powers for the Lieutenant Governor to make regulations setting standards with respect to timing of scheduling hearings and making decisions.The Minister can prescribe timelines that would apply specified steps taken by the OLT in specified classes of proceedings.	 Generally, improvements to the OLT are welcomed, however the proposed changes centralize powers that reduce public participation, transparency and accountability. 	 Staff recommend having written criteria for prioritizing hearings and making decisions.

Table 6 – Changes to the Planning Act, 1990

Provincial Comment Period closes on November 24, 2022 (ERO: 019-6163, ERO: 019-6172)

Proposed Changes	Potential City Impacts	Comments to the Province
Ministerial Amendment of Official Plan New powers for the Minister to make amendments to an official plan and the power to make amendments based on Minister's opinion that the plan is likely to adversely affect a matter of provincial interest.	 Minister will be the approval authority for Mississauga's OP but it is unclear how it will use this power e.g. (ad hoc in between MCR processes). Staff are concerned with the uncertainty around timelines and approval of each individual third party initiated Official Plan Amendment (OPA) This also erodes the public process and reduces opportunities for public input into the Official Plan when these amendments occur. 	 Seeking clarification on how new powers will be used and whether the Province will be approval authority for all amendments (e.g. even in instances where there are no conformity issues with provincial legislation)
Third-Party Appeals Proposed changes will limit third party appeals and require that the prospective appellant be a specified person to quality for appeal rights (e.g. limited to public bodies). The proposed limit on third- party appeal rights will be applied retroactively to appeals that have not had a hearing scheduled before October 25, 2022. changes would apply to all Planning Act decisions.	 Limits the rights of general public and participation in the appeals process. This means that city-initiated OPAs, would be approved by the province and cannot be appealed by the public, including landowners. See S. 17(24). Based on the transition policies, the OLT appeals received for existing projects could be dismissed unless there are new regulations specifying classes of appeals that may be exempt. 	 Staff consider that removing the ability for developers to appeal will significantly speed up and create greater certainty in the planning process. Developers still have an opportunity to apply for an Official Plan Amendment/ rezoning through site-specific development application. This limit on appeals extends to the community, who may wish to have the opportunity to participate in the appeals process.

Proposed Changes	Potential City Impacts	Comments to the Province
Cap on Community Benefit Charges Contribution Introduction of a new cap on the total amount of a community benefit charge based on only the value of the land proposed for new development. Affordable housing units will be exempt and implemented by discounting the max CBC of 4% of land value by the floor area of the affordable units as a proportion of total building floor area.	 Impacts to revenue and in turn, reduced benefits. Impacts to community infrastructure and long term planning and implementation of new community services/facilities 	 The original 4% proposal by the Province did not provide for a meaningful revenue source to municipalities in the first place. This proposal continues to erode this funding source.
Site Plan Control Exemption Developments of up to 10 residential units will be exempt from site plan control and there are no transition provisions.	 Cumulative impacts of site plan exemption to the City include removing the ability to: Acquire land dedications (e.g. road widenings, sight triangles, greenbelt/hazard lands) and easements (e.g. stormwater/servicing easements Control access (e.g. access to main corridors), site circulation/design for vehicles and people, Local improvements (e.g. sidewalks, multi-use trails) and lack of ability to collect cash-in-lieu of sidewalks or have developer build missing portion of sidewalk Evaluate site servicing/capacity Stormwater management controls, and potential loss of the proposed measures all together 	 Staff are seeking clarification on whether applicants still have to use/comply with City Standards. This is very important for a number of issues, but particularly for municipal servicing, stormwater management requirements/control measures, private road design/naming, etc.

Proposed Changes	Potential City Impacts	Comments to the Province
	 Utility coordination and streetlighting improvement/relocation SP Agreement to deal with design of required municipal works and/or to include other required conditions or clauses Identify existing and proposed encroachments on City owned lands/ROWs, and identify need for encroachment, license, consent to enter agreements, etc. Not being able to identify existing easements or other site restrictions/constraints (these can impact setback distances to proposed buildings, proposed building footprint location can be impacted) Fencing and acoustic requirements Limiting the application of green development standards is likely to result in inefficient homes being built – leading to increases in greenhouse gas emissions and high utility costs for residents. This exemption will impact the City's ability to manage smaller, sensitive infill redevelopment projects. It will result in the elimination of the Replacement Housing (Infill) Site Plan process in Wards 1, 2, 5 and 7. 	
	• This exemption would leave the City's Natural Heritage System vulnerable to removal and non- mitigated impacts. Loss of ability to provide technical advice on appropriate mitigation, restoration and compensation related to the Natural Heritage System (NHS).	• This exemption could reduce the size and quality of the City's natural heritage features which provide essential ecosystem services.

Proposed Changes	Potential City Impacts	Comments to the Province
New Exclusions from Site Plan Control Matters of exterior design, landscape architecture, streetscape and sustainable design will be removed from site plan control (however, exterior access to building with affordable housing will still be reviewed).	 Exterior Design Removes ability to ensure durable materials and sustainable features are used, which leads to lower quality built form and long term maintenance issues. Landscape Architecture / Sustainable Design Removes ability to ensure compatibility with surrounding properties Removes ability to ensure linkages to surrounding infrastructure such as pedestrian access to transit Removes ability to incorporate sustainable design features such as low impact design, stormwater management, planting and appropriate green features and Green Development Standards Removes ability to incorporate resolving stormwater impact adapting to climate change Streetscape Removes municipal ability to obtain sidewalks, street trees and appropriate urban infrastructure required to create and sustain walkable, transit-oriented communities Removes an opportunity to coordinate utilities with city engineering requirements which will have financial impacts on cities: capital projects may be required to address to complete the public realm resulting from increased development activity 	 Staff recommend that that these matters should be retained in site plan control in order to achieve walkable, liveable and desirable communities. Seeking clarification on whether these matters are removed from site plan control for commercial, industrial and institutional uses. Limiting the application of Green Development Standards could result in inefficient homes being built – leading to increases in greenhouse gas emissions and higher utility costs for residents.
Removal of Upper Tier Responsibilities and Approval Proposed changes will remove all upper tier municipalities	• The Region's Official Plan will no longer exist. This will be a loss of regional planning expertise on cross-jurisdictional matters, such as, health of natural systems that Mississauga is part of.	• Seeking clarification on the extent of the Province's decision making (e.g. whether the Province will approve every individual amendment).

Proposed Changes	Potential City Impacts	Comments to the Province
from the review and approval process for lower tier official plans, amendments and plans of subdivision. The Minister will become the new approval authority for all lower tier official plans and amendments. The Minister's decisions cannot be appealed.	 Relevant parts of The Region's Official Plan will be deemed to be part of Mississauga's Official Plan. Staff and Council will have to make decisions regarding what parts of the Region's recently approved OP must be integrated directly into Mississauga's OP, what needs to be revised, how to eliminate redundancies and any conflicts and what parts to rescind. This will require significant time and resources. It is out of scope of the current Official Plan Review (OPR) process. As approval authority for the City's new Official Plan, the Province will be able to directly modify Council-approved Official Plan policies. Additionally, the Minister will now be able to modify any Official Plan policy at any time when the Minister considers it to be likely to adversely affect a matter of provincial interest. This appears to be similar to MZOs, but for Official Plan policy instead of zoning by-laws. Employment Conversion authority will be brought back to the City. The Region's OP has extensive environmental policy and mapping which will become the City's responsibility to administer and update as it pertains to Mississauga. Consequently, additional staff expertise and resources may be required. Some of Region's map schedules will have to be integrated into the City's new OP. City will now be responsible to make decisions on Smart Centre requested Employment Land conversions and the Heartland land use study. 	 Seeking clarification on the transition, process and timeline to integrate and repeal Regional OP policies into Mississauga's OP. Clarification on conformity requirements, as there will not be an upper tier official plan (e.g. lower tier has one year to conform with upper tier plan). Seeking clarification on matters pertaining to conflicts between the Region's OP and Mississauga's OP amidst the local OP and OPAs getting approved e.g. which policies will prevail. If lower tier municipalities will be responsible for employment and population forecasting, while the Region will be the infrastructure provider, what will be the roles and relationship between the upper and lower tier municipalities?

Proposed Changes	Potential City Impacts	Comments to the Province
	 City will need to determine how much of the Official Plan Review (OPR) should progress in light of Bill 23 (including elimination of Regional planning authority), which could still change and has an undetermined in-force date. It is likely prudent to delay the OPR Policy Bundle 3 release to address the Bill 23 changes and pending changes to the Provincial Policy Statement and Growth Plan that the Province has indicated is coming. It appears that the 1 year time requirement for the City to update its Official Plan to conform to the Region's Official Plan no longer applies, as the Region's Official Plan will no longer exist but will be deemed to form part of Mississauga's Official Plan, where applicable. 	
Increased Gentle Intensification Proposed as of right permissions will allow up to three residential units permitted on the lot of a detached house, semi- detached house and rowhouses, with no minimum unit size. New units will be exempt from DC, Community Benefit Charge and parkland requirements.	 The City's Official Plan (as well as Official Plan Review draft policies) and Zoning by-laws will have to be revised to address this. This proposed change is in alignment with preliminary direction in Mississauga's <i>Increasing</i> <i>Housing Choices in Neighbouroods</i> Study (IHCN) and the Official Plan Review (OPR). Currently, the City's Zoning By-law requires 1.25 spaces per unit in a duplex or triplex. This will need to be revised. As per design work from the consultants on the IHCN project, staff are considering a maximum of 0.66 spaces/unit in a triplex (this would permit a two-car driveway and triplex building that fits within the existing footprint of a single-detached house and driveway). 	 Staff are seeking clarification on implementation, including the application of zoning standards (e.g. can zoning provisions have the effect of limiting the zones/sites where 3 units on a lot are feasible?) and parking requirements. Seeking clarification on time requirements for implementation.

Proposed Changes	Potential City Impacts	Comments to the Province
	 As part of Mississauga's recently approved Parking Regulations Study, an extra parking space is not required for a second unit. Consistent with this proposed change, the recently approved Parkland Conveyance By-law includes an exemption for up to two additional residential units (ARUs). The City's By-law provides a clear definition for ARUs. There is no language on timing requirements. This would mean the current 3 year zoning conformity requirement would apply once the OP is revised to conform to these new requirements, but it is unclear. 	
Appeals of Zoning By-laws for Protected MTSAs and Reduced Timeframe for Conformity Municipalities with official plan policies for Protected MTSAs have no more than one year to amend all the zoning-by laws to conform with provincial policies and plans. Zoning within Protected MTSAs can be appealed and amended if the updated zoning is passed more than one year after the official plan policies come into effect.	 Significant timing impact to Zoning Services work program, given requirement to amend zoning for PMTSAs within 1 year of OP policies being in place, instead of 3 years prior to Bill 23. The proposed wording makes it unclear as to when the 1 year requirement begins (i.e. the ineffect date of the Region's new OP or the ineffect date of Bill 23). Scope of required zoning changes is unclear, including how to incorporate minimum densities (i.e. whether use of minimum building floor space index will satisfy legislative requirements). It appears that a member of the public cannot appeal the initial bylaw itself (only public bodies and utilities have this right), but an applicant (e.g. a developer) would have the ability to submit a zoning bylaw amendment application to amend the MTSA zoning bylaw once it is in place if the 1 	 Seeking clarification on when the 1 year requirement begins. It is likely that the City will have to update its ZBL and then re-update it after the new OP is approved. This diverts planning resources and creates inefficiencies in the process. Pending significant changes to the Provincial Policy Statement and the Growth Plan that have been announced by the Province will add to process inefficiencies, as some of this zoning conformity work may have to be redone after release of these revised documents. Consequently, it is recommended that a minimum of 18 months is given for zoning implementation.

Proposed Changes	Potential City Impacts	Comments to the Province
	 year timeline is not achieved. The benefits of having Protected MTSAs, including having maximum building height certainty in most of our Strategic Growth Areas will be lost if the City is not able to achieve the 1 year timeline for zoning conformity. The new Regional OP was approved by the Province on Nov 4, 2022 and includes MTSA policies. It is unclear how any conflicts between the two official plan documents will be dealt with. 	
Changes to Parkland Dedication Requirements Proposed changes reduce the amount of parkland for a development where the maximum amount of land that can be conveyed or paid in lieu is capped at 10% of the land for sites under 5 ha and at 15% for sites greater than 5 ha. The maximum alternative dedicate rate will be reduced to 1 ha/600 units for parkland and 1 ha/1000 units for cash in lieu.	 The proposed reductions in the amount of parkland/ CIL that can be required of new development significantly impacts the City's ability to achieve parkland goals set out in the Parks Plan. Parkland requirements included in the recently approved Parkland Conveyance By-law accounted for the amount of parkland needed to 2041 to support new growth and ensure the provision of complete communities. The proposed new legislation would have the effect of reducing CIL revenues by approximately 70% - 80% thereby significantly impacting the City's ability to provide the amount of parkland needed in Mississauga neighbourhoods. The result would be less new parkland where it is needed and increased pressure on the existing parkland supply. 	 The proposed changes could result in lower standards for parkland provision and less access to parkland. The proposed caps in Bill 23 would undermine the principle that growth pays for growth. Funding shortfalls will be transferred onto the tax base reducing overall affordability in the city. The City is requesting that the Province restore the former rates, or that it remove the funding cap.
Parkland rates will be frozen as of the date that a zoning-by law or site plan application is		

Proposed Changes	Potential City Impacts	Comments to the Province
filed. The freeze is effective for two years after approval. If two years have passed since the contribution amount was calculated, then the value will be calculated based on the rate on the day of the first building permit.		
Parkland Dedication Exceptions Proposed changes will exempt two additional residential units on a lot and non-profit housing from parkland dedication requirements.	 The recently approved Parkland Conveyance By- law includes an exemption for up to two additional residential units (ARUs). The recently approved Parkland Conveyance By- law includes an exemption for any development or redevelopment undertaken by the Region of Peel, which could include some non-profit housing. The proposed new legislation proposes exemptions for affordable housing, IZ units, non- profit housing and attainable housing, which is beyond the by-law exemptions. The impact to the City is a decreased ability to provide parkland, as part of a complete community, to support these types of developments. 	 Staff support fee exemptions (DCs, CBC, Parkland Dedication) for additional residential units as it encourages additional density in existing residential neighbourhoods to make better use of existing infrastructure and services.
Requirement for a Parks Plan The proposed change will require a municipality to prepare and make available a parks plan before passing of a parkland dedication by-law.	• The 2022 Parks Plan was approved by Council earlier this year. It is unclear if the proposed new legislation will require a new Parks Plan every time a Parkland Conveyance By-law is passed or an update to the existing Parks Plan.	 Seek clarification on the need for a new Parks Plan.

Proposed Changes	Potential City Impacts	Comments to the Province
Landowners can Select Portion of Lands for Parkland Developers can identify the land they intend to convey to the municipality for parkland. If agreement can't be reached the municipality or the land owner can appeal it to the OLT. If OLT determines the land meets certain criteria, the municipality may be required to credit it towards the parkland contribution. Furthermore, the new changes allow landowners to dedicate encumbered parkland (strata parks) and privately owned publicly accessible spaces (POPS) for eligible parkland credits.	 This proposed change that allows developers to identify the lands they intend to convey could result in dedication of small sections of undevelopable lands or parcels that are unsuitable for functional parkland. The proposed change that requires full parkland credit for encumbered parkland (strata and POPS for example), will result in less unencumbered parkland in growth areas. Encumbered parkland does not provide the same level of park service as a publicly owned and operated park. POPS have limited park programming ability, are subject to maintenance and operational restrictions and will not support mature trees. The financial burden for maintenance and capital investments for POPS would be that of the private landowner. Credits for POPS are financially beneficial to the developer but could cause financial hardship for the future private landowner/s, particularly in the case of residential buildings that would be responsible for maintaining these spaces. 	 Request that Province roll back ability for landowners to determine park locations, or at least ensure dedications are contiguous, link into the existing parkland network and have public street frontage and visibility. Request that Province remove 100% credit for encumbered lands or POPS, or at least roll it back to some lesser amount to disincentivize developers providing encumbered parkland or POPS over a public park.
Requirement for Minimum Spending of Parkland Monies New requirement for municipalities to spend or allocate at least 60% of the monies in their parkland reserve account at the beginning of each year.	 The City already allocates CIL funds through the CIL Continuity 10 Year Plan forecast. 	 Seeking more information from the Province regarding the meaning of "allocation" to determine if there are any impacts.

Proposed Changes	Potential City Impacts	Comments to the Province
Public Meeting for SubdivisionApplicationsThe proposed change willcompletely remove the publicmeeting from subdivisionapplications.	 This reduces the public's ability to participate in the subdivision process Additionally, minor variances and consents are no longer appealable by residents, which is a significant change. 	

Table 7 – Review of A Place to Grow (Growth Plan) and Provincial Policy Statement (PPS)

Provincial Comment Period closes on December 30, 2	2022 (ERO: 019-6177)
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Proposed Changes	Potential City Impacts	Comments to the Province	
Merging the Growth Plan and PPS Consultation process on merging the Growth Plan and the PPS.	 Few details have been provided to date on how the Growth Plan and PPS would change. 	 Staff are requesting that the Province consult with municipalities on changes to these documents. Staff suggest that Regional Urban Structure (e.g. UGCs and MTSAs) and growth forecasts to help plan for regional infrastructure be maintained. 	

Table 8 – Municipal Housing Targets to 2031

Proposed Changes	Potential City Impacts	Comments to the Province
New Housing Targets for Municipalities The Province has assigned Mississauga a new housing target of 120,000 units by 2031. Targets are based on current population and growth trends.	 In 2021, Mississauga issued building permits for 5,500 new units. So far, 2022 is a record year, but the City has still only issued building permits for 6,100 new units. If Mississauga is to meet the Provincial housing target, it must double its current levels of development. The City has been planning for growth well beyond its Regional allocation of 100,000 units so no city planning policy changes are needed to reach the provincial pledge. 	 Staff suggest these targets may be hard to reach given constrains on the development industry (e.g. market conditions, high interest rates and labour and construction costs that influence viability and timing of development projects).

Table 9 – Changes to Ontario Regulation 232/18 – Inclusionary Zoning

Provincial Comment Period closes on December 9, 2022 (ERO: 019-6173)

Proposed Changes	Potential City Impacts	Comments to the Province
New definition of "Affordable" for Inclusionary Zoning (IZ) Units	• This change would require amendments to Mississauga's policies/IZ By-law and would raise questions about the fundamental utility of the IZ tool to increase housing supply that is affordable	 Suggest the use PPS definition for housing affordability, which is based on annual income spent on housing costs. If it is decided to move to a market-based approach, affordable ownership
Province is proposing that the lowest price/rent that a municipality can require a developer to sell / rent IZ units at is 80% of the average resale purchase price of ownership units or 80% of the average	for Mississauga's moderate income households. The proposed definition for ownership IZ units would mean that IZ units are effectively unaffordable to the vast majority of Mississauga's moderate income households.	 units should be priced at 70% or less of resale price. Requesting that the Province maintain the income-based definition of "affordable housing" for IZ units.

Proposed Changes	Potential City Impacts	Comments to the Province
market rent (AMR) for rental units.		 Requesting clarification on methodology (e.g. will it be a rate by unit type or one rate regardless of type? What is the source of the resale data?)
Caps on IZ Set-Aside Rate Proposed change will set an upper limit to the set-aside rate, which would be 5% of total number of units or 5% of total residential gross floor area.	 Impacts to the City's Official Plan and Zoning- bylaw set-aside rate provisions. Mississauga's IZ policies require a rate ranging from 5% to 10% residential area, after an initial phase-in. Recent Provincial legislation changes already limited the geographic scope of IZ to protected MTSAs, directly impacting IZ unit yield. Raises question of administrative efficiency of IZ for both the City and Region, given the small IZ unit yield that may result. 	 City staff do not support the 5% maximum as it will result in approximately 40% less affordable units than anticipated by the City's current IZ provisions. The proposed changes reduce the efficiency of administering the IZ program. One-size-fits-all approach does not recognize that certain sub-markets in Ontario can absorb a higher rate, especially given significant public investment to transit and infrastructure. The 5% maximum calls into question the necessity of current requirements to perform periodic IZ market analyses / policy updates. Request that Province increase the set aside rate cap to 10% to help increase the supply of affordable units. Request that Province consider cash-in-lieu for scenarios where the IZ unit yield is small in smaller projects, to reduce administrative burden to developers and municipalities.

Proposed Changes	Potential City Impacts	Comments to the Province
Cap on Affordability Term Proposed maximum affordability period of 25 years for IZ units.	 Impacts City's Official Plan and zoning provisions for IZ. Raises question of merit of IZ program given short affordability term. Mississauga's adopted policy and zoning provisions establish a 99-year affordability term for ownership units and a 25-year affordability term (plus 5-year phase-out) for rental units. The rental affordability term was intentionally set shorter than the ownership term to encourage delivery of rental units in condominium developments. The City exempts purpose-built rental projects from IZ. 	 Staff do not support the proposed maximum affordability period because it will cause ownership units to be lost from the IZ inventory sooner than necessary, and the proposed maximum term will have no impact on development feasibility / housing supply. Request that Province extend the affordability for "ownership" units to 99 years; this will have no impact on developers but will allow for more sustainable affordable housing supply.

Table 10 – Proposed Amendments to the Greenbelt Plan and Greenbelt Area Boundary Regulation

Provincial Comment Period closes on December 4, 2022 (ERO: 019-6216 and ERO: 019-6217)

Proposed Changes	Potential City Impacts	Comments to the Province
Changes to the Greenbelt Plan and Area Boundary	 Removing land from the Greenbelt could have environmental consequences both inside and outside of Mississauga. Environment impacts could be compounded by a reduced role of Conservation Authorities. 	 There are no guarantees that removing some lands from the Greenbelt while adding others will have equal environmental value and ecological function. City staff are supportive of adding urban river valleys to the Greenbelt and already protect these lands. It is submitted that only lands be added to the Greenbelt and staff are not supportive of removing lands.

Table 11 – Proposed Updates to the Ontario Wetlands Evolution System

Provincial Comment Period closes on November 24, 2022 (ERO: 019-6160)

Proposed Changes	Potential City Impacts	Comments to the Province
Removing the Concept of Wetland Complexes The proposed changes would remove the concept of wetland complexes and weaken the evaluation process. The changes will allow for wetland boundaries to be re-defined after they have been evaluated and accepted.	 It will be more difficult for smaller wetlands (<2 ha in size) to be included and evaluated under the system. Given that wetlands comprise only about 0.9% of the city's land base and many are small and exist in a mosaic of smaller habitats, the identification and protection of small wetlands will be impacted - they are essential to maintaining biodiversity and ecosystem function at a local and landscape scale. Given that boundary changes will be allowed after a wetland has been accepted, this could lead to a situation where unauthorized and unpermitted changes to wetlands lead to a reduction in their size or loss over time to facilitate growth in areas that would have been otherwise protected. 	 The Province should maintain existing wetland protections. The benefits of developing on wetlands do not outweigh the potential environmental outcomes.

Appendix 2: List of All ERO and Related Postings

Postings to the Environmental Registry of Ontario (ERO)

	Name of Posting	Link and ERO #	Comment Deadline			
	Information Bulletins					
1	Consultations on More Homes Built Faster: Ontario's Housing Supply Action Plan 2022-2023	<u>019-6162</u>	n/a			
2	2031 Municipal Housing Targets	<u>019-6171</u>	n/a			
	Legislation (Act)					
3	Proposed Planning Act and City of Toronto Act Changes (Schedules 9 and 1 of Bill 23 – the proposed More Homes Built Faster Act, 2022)	019-6163	November 24, 2022			
4	Proposed Planning Act and Development Charges Act Changes: Providing Greater Cost Certainty for Municipal Development-related Charges	<u>019-6172</u>	November 24, 2022			
5	Supporting Growth and Housing in York and Durham Regions Act, 2022	<u>019-6192</u>	November 24, 2022			
6	Proposed Changes to the Ontario Heritage Act and its regulations: Bill 23 (Schedule 6) - the Proposed More Homes Built Faster Act, 2022	<u>019-6196</u>	November 24, 2022			
	Regulation					
7	Proposed updates to the regulation of development for the protection of people and property from natural hazards in Ontario	019-2927	December 30, 2022			
8	Legislative and regulatory proposals affecting conservation authorities to support the Housing Supply Action Plan 3.0	<u>019-6141</u>	November 24, 2022			
9	Proposed Amendment to O. Reg. 232/18: Inclusionary Zoning	<u>019-6173</u>	December 9, 2022			
10	Proposed Changes to Ontario Regulation 299/19: Additional Residential Units	<u>019-6197</u>	December 9, 2022			
11	Proposed Changes to Sewage Systems and Energy Efficiency for the Next Edition of Ontario's Building Code	<u>019-6211</u>	December 9, 2022			
12	Proposed Amendments to the Greenbelt Area Boundary Regulation O. Reg. 59/05	<u>019-6217</u>	December 4, 2022			
13	Proposed redesignation of land under the Oak Ridges Moraine Conservation Plan O. Reg. 140/02	<u>019-6218</u>	December 4, 2022			
	Policy	1	1			
	-					

14	Proposed Updates to the Ontario Wetland Evaluation System	019-6160	November 24, 2022
15	Conserving Ontario's Natural Heritage	<u>019-6161</u>	December 30, 2022
16	Proposed Revocation of the Parkway Belt West Plan	<u>019-6167</u>	December 30, 2022
17	Proposed Revocation of the Central Pickering Development Plan	<u>019-6174</u>	November 24, 2022
18	Review of A Place to Grow and Provincial Policy Statement	<u>019-6177</u>	December 30, 2022
19	Proposed Amendments to the Greenbelt Plan	019-6216	December 4, 2022

Postings to Ontario's Regulatory Registry (ORR)

	Name of Posting	Link and Proposal #	Comment Deadline	
Proposal				
1	Seeking Input on Rent-to-Own Arrangements	22-MMAH018	December 9, 2022	
Act				
2	Seeking Feedback on Municipal Rental Replacement By- Laws	<u>22-MMAH017</u>	November 24, 2022	
3	Proposed Amendments to the Ontario Land Tribunal Act, 2021	22-MAG011	November 25, 2022	
4	Amendments to the New Home Construction Licensing Act, 2017 to Protect Purchasers of New Homes	22-MGCS021	November 24, 2022	
5	Proposed legislative amendments to the Ontario Underground Infrastructure Notification System Act, 2012 under the More Homes Built Faster Act, 2022	22-MGCS022	November 25, 2022	
Regulation - Minister				
6	Proposed Building Code Changes to Support More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022-2023 (Phase 3 - Fall 2022 Consultation for the Next Edition of Ontario's Building Code)	22-MMAH016	December 9, 2022	
7	General Proposed Changes for the Next Edition of Ontario's Building Code (Phase 2 – Fall 2022 Consultation)	22-MMAH019	December 9, 2022	

Background and Other Provincial Updates

	Description	Link
1	Community Infrastructure and Housing Accelerator – Final Guideline	<u>Guideline</u>
2	More Homes Built Faster Act, 2022 - Backgrounder	Backgrounder
3	More Homes Built Faster Action Plan	Action Plan
4	Bill 23, More Homes Built Faster Act, 2022	Bill 23



Annette Groves Mayor

November 28, 2022

Sent via E-Mail: doug.fordco@pc.ola.org

Honourable Doug Ford, Premier Premier's Office, Room 281 Legislative Building, Queen's Park Toronto, ON M7A 1A1

Dear Premier Ford,

RE: Small Urban GTHA Mayors Call on Province to Pause Proceeding with Bill 23, More Homes Built Faster Act

I am writing to advise that at the Emergency Town Council meeting held on November 25, 2022, Council adopted a motion supporting the Small Urban GTHA Mayors' requesting that the Provincial government pause on proceeding with Bill 23, *More Homes Build Faster Act,* 2022.

The resolution reads as follows:

That the Town of Caledon support the Small Urban GTHA Mayors call to the Province to pause on proceeding with Bill 23, More Homes Built Faster Act, 2022; and

That a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable David Piccini, Minister of the Environment, Conservation and Parks, the Honourable Graydon Smith, Minister of Natural Resources and Forestry, The Honourable Sylvia Jones, Deputy Premier, Minister of Health and MPP, Dufferin-Caledon, Region of Peel MPP's, Region of Peel municipalities, the Honourable Peter Tabuns, Leader of the Opposition and interim leader of the Ontario New Democratic Party, the Honourable John Fraser, Interim Leader of the Ontario Liberal Party, Mike Schreiner, Leader of the Green Party of Ontario, Toronto Region Conservation Authority, Credit Valley Conservation, Association of Municipalities of Ontario (AMO) and all Small Urban GTHA Mayors.

THE CORPORATION OF THE TOWN OF CALEDON

For more information regarding this request, please contact the undersigned by email to <u>mayor@caledon.ca</u> or by phone at 905.584.2272 ext. 4155.

Thank you for your attention to this matter.

Sincerely,

Annette Groves Mayor

Cc: Honourable Steve Clark. Minister Municipal Affairs and Housing, of minister.mah@ontario.ca Honourable David Piccini, Minister of the Environment, Conservation and Parks, david.Piccini@pc.ola.org Honourable Graydon Smith, Minister of Natural Resources and Forestry, graydon.smith@pc.ola.org Honourable Sylvia Jones, Deputy Premier, Minister of Health and MPP Dufferin-Caledon, sylvia.jones@pc.ola.org Deepak Anand, MPP, Mississauga-Malton, deepak.anand@pc.ola.org Rudy Cuzzetto, MPP, Mississauga-Lakeshore, rudy.cuzzetto@pc.ola.org Natalia Kusendova, MPP, Mississauga-Centre, natalia.kusendova@pc.ola.org Kaleed Rasheed, MPP, Mississauga East-Cooksville, kaleed.rasheed@pc.ola.org Sheref Sabawy, MPP, Mississauga-Erin Mills, sheref.sabawy@pc.ola.org Amarjot Sandhu, MPP, Brampton West, amarjot.sandhu@pc.ola.org Prabmeet Sarkaria, MPP, Brampton South, prabmeet.sarkaria@pc.ola.org Charmaine Williams, MPP, Brampton Centre, charmaine.williams@pc.ola.org Hardeep Grewal, MPP, Brampton East, hardeep.grewal@pc.ola.org Nina Tangri, MPP, Mississauga-Streetsville, nina.tangri@pc.ola.org Graham McGregor, MPP, Brampton-North, graham.mcgregor@pc.ola.org Honourable Peter Tabuns, Leader of the Opposition and Interim Leader of the Ontario New Democratic Party, tabunsp-qp@ndp.on.ca Honourable John Fraser. Interim Leader of the Ontario Liberal Party, jfraser.mpp.co@liberal.ola.org Mike Schreiner, Leader of the Green Party of Ontario, mschreiner@ola.org Nando Iannicca, Regional Chair, Region of Peel, nando.jannicca@peelregion.ca Aretha Adams, Regional Clerk, aretha.adams@peelregion.ca Bonnie Crombie, Mayor, City of Mississauga, bonnie.crombie@mississauga.ca Diana Rusnov, Director, Legislative Services and City Clerk, City of Mississauga, diana.rusnov@mississauga.ca Patrick Brown, Mayor, City of Brampton, patrick.brown@brampton.ca Peter Fay, City Clerk, City of Brampton, peter.fay@brampton.ca Toronto and Region Conservation Authority, clerks@trca.ca Credit Valley Conservation, cvc@cvc.ca Association of Municipalities of Ontario, amo@amo.on.ca All Ontario Municipalities

THE CORPORATION OF THE TOWN OF CALEDON



Annette Groves Mayor

November 25, 2022

The Honourable Doug Ford Premier of Ontario Legislative Building, Queen's Park Toronto, ON M7A 1A1 <u>premier@ontario.ca</u> The Honourable Steve Clark Minister of Municipal Affairs and Housing College Park 17th Floor, 777 Bay St. Toronto, ON M7A 2J3 <u>steve.clark@pc.ola.org</u>

Dear Premier Ford and Minister Clark,

Re: Corporation of the Town of Caledon Position – Proposed *Bill 23, More Homes Built Faster Act*

The Town of Caledon Council held an emergency meeting of Council on November 25, 2022 to consider Bill 23 and unanimously passed the resolution noted below.

Town of Caledon staff gave a presentation which outlined the significant, and I'm sure unintended, implications and impacts of Bill 23 to the Caledon community. It's important to note that our position aligns with the GTHA Small Urban Municipalities and other Ontario Municipalities in the Province.

We are asking that you, as Premier and Minister of Municipal Affairs and Housing, defer the passing of Bill 23 and engage and consult with your local municipal partners to amend this legislation, so that it both addresses the housing crisis and considers the current and future needs of our communities.

Whereas Bill 23, More Homes Built Faster Act, proposes changes that will severely impact environmental protection, heritage preservation, public participation, loss of farmland, and a municipality's ability to provide future services, amenities, and infrastructure, and negatively impact residential tax rates; significantly restrict how municipalities manage growth through implementation of the official plan and the ability to provide essential infrastructure and community services; and

Whereas Conservation Authorities will no longer be able to review and comment on development applications and supporting environmental studies on behalf of a municipality;

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6 T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | annette.groves@caledon.ca Whereas Bill 23 proposes to freeze, remove, and reduce development charges, community benefits charges, and parkland dedication requirements that are required to fund infrastructure and create complete communities;

Whereas Bill 23 will remove aspects of Site Plan Control and would also remove the ability to regulate architectural details and aspects of landscape design;

Whereas Bill 23 proposes sweeping changes to planning in Ontario and significantly impacts the Town of Caledon's ability to grow, provide services, and create safe and healthy communities;

Now therefore be it resolved that the Council of the Town of Caledon requests the Province of Ontario to halt Bill 23 and begin fulsome consultation, including the removal or re-designation of protected lands from the Provincial Greenbelt Area and/or the Oak Ridges Moraine Conservation Plan for residential development, with all municipalities, Chiefs of Ontario, Conservation Authorities, Association of Municipalities of Ontario (AMO) to ensure that its objectives for sound decision-making for housing growth that meets local needs will be reasonably achieved;

That a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable David Piccini, Minister of the Environment, Conservation and Parks, the Honourable Graydon Smith, Minister of Natural Resources and Forestry, The Honourable Sylvia Jones, Deputy Premier, Minister of Health and MPP, Dufferin-Caledon, Region of Peel MPP's, Region of Peel municipalities, the Honourable Peter Tabuns, Leader of the Opposition and interim leader of the Ontario New Democratic Party, the Honourable John Fraser, Interim Leader of the Ontario Liberal Party, the Honourable Mike Schreiner, Leader of the Green Party of Ontario, Toronto Region Conservation Authority, Credit Valley Conservation, Association of Municipalities of Ontario (AMO) and all Small Urban GTHA Mayors.

Premier Ford, Minister Clark, on behalf of the Caledon community, I ask that you consider our concerns and request on this important matter, I look forward to a response to this letter.

incerely

Mayor Annette Groves

THE CORPORATION OF THE TOWN OF CALEDON