



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

Date: Monday, November 16, 2020
Time: 7:00 p.m.
Location: Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting
Members: Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10
Mayor Patrick Brown (ex officio)

NOTICE: In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requiring physical distancing, in-person attendance at Council and Committee meetings will be limited to Members of Council and essential City staff.

As of September 16, 2020, limited public attendance at meetings will be permitted by pre-registration only (subject to occupancy limits). It is strongly recommended that all persons continue to observe meetings online or participate remotely. To register to attend a meeting in-person, please [complete this form](#).

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Shauna Danton, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130, or email cityclerksoffice@brampton.ca

1. Call to Order

2. Approval of Agenda

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

4. Consent Motion

All items listed with an caret (^) are considered to be routine and non-controversial by Council and will be approved by one resolution. There will be no separate discussion of these items unless a Council Member requests it in which case the item will be removed from the consent resolution and considered in its normal sequence on the agenda.

(7.1, 7.2, 8.1, 11.1)

5. Statutory Public Meeting Reports

- 5.1. Staff report re: Application to Amend the Official Plan, Zoning By-law, and Proposed Draft Plan of Subdivision (to permit the development of a mix of dwellings) - Glen Schnarr & Associates Inc. - Georgian Mayfield Inc. - File OZS-2019-0014 & 21T-19023B

Location: 6875 and 6889 Mayfield Road - Ward 10

If requested, staff presentation by Himanshu Katyal, Development Planner, Planning, Building and Economic Development

See Item 11.2

- 5.2. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit a mixed-use development) - Technoarch, Architects & Designers - Chatrath Holdings Inc. - File C03W06.008

Location: 1466 and 1478 Queen Street West, and 9021 and 9025 Creditview Road - Ward 5

If requested, staff presentation by Kevin Freeman, Development Planner, Planning, Building and Economic Development

- 5.3. Staff report re: Application to Amend the Zoning By-law (to permit a 9-storey apartment building with commercial uses at grade) - Glen Schnarr & Associates Inc. - G.C. Jain Investments Ltd. - File OZS-2020-0013

Location: 185 and 187 Queen Street East - Ward 3

If requested, staff presentation by Kevin Freeman, Development Planner, Planning, Building and Economic Development

- 5.4. Staff report re: Application to Amend the Zoning By-law (to permit a 9-storey apartment building containing 82 units and 130 parking spaces) - Fifth Avenue Development Group Inc. - D.J.K. Land Use Planning - File OZS-2020-0025

Location: 83 Wilson Avenue and 14 and 16 Centre Street North - Ward 1

If requested, staff presentation by Carmen Caruso, Central Area Planner, Planning, Building and Economic Development

See Item 11.3

- 5.5. Staff report re: Application to Amend the Zoning By-law (to permit truck parking and outdoor storage of tractor trailers as a temporary use) - 2538948 Ontario Inc. - Blackthorn Development Corp. - File OZS-2020-0024

Location: South side of Mayfield Road and West of Coleraine Drive - Ward 10

If requested, staff presentation by Mark Michniak, Development Planner, Planning, Building and Economic Development

- 5.6. Staff report re: Application to Temporarily Amend the Zoning By-law (to permit additional retail/commercial uses) - 2644083 Ontario Inc. - Asternik International Corp. - File OZS-2020-0016

Location: 18 Corporation Drive

If requested, staff presentation by Stephen Dykstra, Development Planner, Planning, Building and Economic Development

See Item 11.4

- 5.7. Staff report re: Proposed Draft Plan of Subdivision (to create a development block) - Madan Sharma - Kennedy Road Owners Group (KROG) - File OZS-2020-0020 and 21T-20007B

Location: 0, 7646, 7660 and 7686 Kennedy Road South - Ward 3

If requested, staff presentation by Jacqueline Lee, Development Planner, Planning, Building and economic Development

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

7. **Staff Presentations and Planning Reports**

- 7.1. ^ Staff report re: City-initiated Zoning By-law Amendments to Modernize Parking Standards

Recommendation

- 7.2. ^Staff report re: Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision (to develop approximately 20 single detached residential units and a parkette) - 2047189 Ontario Inc. - Candevcon Ltd. - File C07E12.015

Location: North of Castlemore Road and West of Goreway Drive - Ward 10

Recommendation

- 7.3. Staff report re: Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision (to permit a residential community) - 2128743 Ontario Inc. - Weston Consulting Group Inc. - File C03W15.008

Location: 1265, 1279, 1303, 1323 Wanless Drive - Ward 6

Recommendation

- 7.4. Staff report re: Application to Amend the Zoning By-law (to permit the redevelopment of the Shoppers World Mall) - SvN Architects + Planners - RioCan Management Inc. - File OZS-2019-0009

Location: 499 Main Street South - Ward 3

Recommendation

8. **Committee Minutes**

8.1. ^Minutes - Cycling Advisory Committee - October 20, 2020

To be approved

9. **Other Business/New Business**

10. **Referred/Deferred Matters**

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

11. **Correspondence**

11.1. ^Correspondence from Todd Coles, City Clerk, City of Vaughan, dated October 20, 2020, re: GTA West Transportation Corridor - Update and Announcement of Preferred Route

To be received

11.2. Correspondence re: Application to Amend the Official Plan, Zoning By-law, and Proposed Draft Plan of Subdivision (to permit the development of a mix of dwellings) - Glen Schnarr & Associates Inc. - Georgian Mayfield Inc. - File OZS-2019-0014

1. Rajeev Saini, Brampton resident, dated October 24, 2020, including a petition of objection containing approximately 25 signatures

To be received

See Item 5.1

- 11.3. Correspondence re: Application to Amend the Zoning By-law (to permit a 9-storey apartment building containing 82 units and 130 parking spaces) - Fifth Avenue Development Group Inc. - D.J.K. Land Use Planning - File OZS-2020-0025
1. Steven and Judy Booth, Brampton residents, dated October 23, 2020
 2. Judiane Lang, Brampton resident, dated October 22, 2020
 3. Michelle Wheeler and Mark Atwell, Brampton residents, dated October 20, 2020
 4. Bernard Casser, Brampton resident, dated October 29, 2020
 5. Carol Amey, Brampton resident, dated November 1, 2020
 6. Jackie Stapper, Brampton resident, dated October 13, 2020, and November 2, 2020
 7. Cor Stapper, Brampton resident, dated November 2, 2020
 8. Sherry Lennips, Brampton resident, dated October 27, 2020
 9. Tina Sacchetti, Brampton resident, dated October 12, 2020
 10. Darlene and David Loney, Brampton residents, dated November 4, 2020

To be received

See Item 5.4

- 11.4. Correspondence from Charles Cheyne, Brampton resident, dated November 5, 2020, re: Application to Amend the Zoning By-law - 2644083 Ontario Inc. - Asternik International Corp. - File OZS-2020-0016

To be received

See Item 5.6

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 decisions made at the meeting via email to the City Clerk at cityclerksoffice@brampton.ca, to be introduced during the Public Question Period section of the meeting.

14. **Closed Session**

15. Adjournment

Next Meeting: Monday, December 7, 2020, at 7:00 p.m.

Date: 2020-10-23

Files: **OZS-2019-0014 & 21T-19023B**

Subject: **INFORMATION REPORT**

Application to Amend the Official Plan, Zoning By-Law and Proposed Draft Plan of Subdivision (*to permit the development of a mix of detached dwellings, townhouse dwellings and apartment dwellings*)
Glen Schnarr & Associates. - Georgian Mayfield Inc./ Sterling Chase Inc.
6875 and 6889 Mayfield Road
West of McVean Drive, south side of Mayfield Road
Ward: 10

Contact: Himanshu Katyal, Development Planner, Planning and Development Services, Himanshu.Katyal@brampton.ca 905-874-3359, and Cynthia Owusu-Gyimah, Manager, Planning and Development Services, Cynthia.OwusuGyimah@brampton.ca 905-874-2064.

Report Number: Planning, Building and Economic Development-2020-238

Recommendations:

1. **THAT** the report titled: **Information Report: Application to the Amend the Official Plan, Zoning By-law and Proposed Draft plan of Subdivision – Glen Schnarr & Associates – Georgian Mayfield Inc./ Sterling Chase Inc. – 6875-6889 Mayfield Road – Ward 10 (eScribe Number: Planning, Building and Economic Development-2020-238 and City file: OZS-2019-0014)**, to the Planning and Development Committee Meeting of November 16, 2020, be received;
2. **THAT** Planning, Building & Economic Development staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- **The applicant proposes to develop the lands with 204 residential units consisting of single detached, townhouse and apartment units.**

- The property is designated “Residential” and “Open Space” on Schedule A, and “Upscale Executive Housing Special Policy Areas” on Schedule A1 of the Official Plan; and “Executive Residential”, “Executive Transition Residential” and “Natural Heritage System” in the Vales of Humber Secondary Plan (Area 50); and ‘Executive Residential’, ‘Executive Transition Residential’ and ‘Natural Heritage System’ in the Vales of Humber Block Plan (Area 50-2). An amendment to the Secondary Plan, including the Block Plan, is required to permit the proposed development.
- The property is zoned “Residential Rural Estate Holding (REH)” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to implement the proposal.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

Background:

The lands subject to this application are located at 6875 and 6889 Mayfield Road. 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 November 27, 2019.

Current Situation:

Proposal (Refer to Appendix 1):

The applicant proposes to amend the Official Plan and Zoning By-law to permit residential uses in a variety of building typologies. In addition, an application for a Draft Plan of Subdivision has been received to create single detached dwelling lots, townhouse blocks, as well as an apartment block. Details of the proposal are as follows:

- 204 residential units including:
 - 96 apartment units in a five-storey apartment block;
 - 5 two-storey back-to-back townhouses with a unit width of 6.5 metres;
 - 80 three-storey stacked back-to-back townhouses with a unit width of 6.4 metres;
 - 15 three-storey standard townhouses with a unit width of 7.0 metres; and,
 - 8 two-storey single detached houses with a lot frontage of 12.2 metres;
- a future public road extending south from Mayfield Road (referred to as Street A on Appendix 1);
- an outdoor amenity area on the west side of Street A;

- an underground parking garage consisting of 290 resident and visitor parking spaces servicing the stacked townhouse and apartment units;
- private driveways will provide access to the standard townhouse units and single detached lots to the east; and,
- two natural heritage system blocks, two natural heritage system buffer blocks, an open space block at the intersection of Mayfield Road and Street A, and road widening and right-of-way blocks;

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

The land has the following characteristics:

- has a total site area of approximately 3.24 hectares (8 acres);
- has a total frontage of approximately 200.50 metres (657.8 feet) along Mayfield Road;
- contains a creek on the east side of the property; and,
- is currently vacant.

The surrounding land uses are described as follows:

North: Mayfield Road, beyond are existing single detached dwellings and residential land uses that are located in the Town of Caledon;

South: natural heritage system area, a future public park and extension of Street A, beyond which will be future residential uses;

East: a natural heritage system area, and future residential uses; and,

West: natural heritage system area, beyond which are existing residential uses.

Technical Considerations

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

A virtual community meeting was held by the applicant in consultation with the area Councillors on September 1, 2020 to inform the area residents about the proposed development and get their feedback on the proposal. At the meeting, the following concerns were noted by the area residents:

- The proposed development would impact the executive character of the neighbourhood;
- The proposed development would negatively affect the residents' enjoyment of their property;

- Whether there is adequate capacity available to accommodate the future students that will be generated by this development;
- The intersection of Mayfield Road and Proposed Street A could pose future traffic safety issues;
- Whether there is adequate infrastructure available in terms of servicing capacity to service the proposed development;

Staff will consider the above noted concerns during the processing of this application. A response to the public concerns will be provided in the future recommendation report.

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

- Clarification is required with respect to how the proposed development satisfies the general intent of the “Executive Residential” and “Executive Transition Residential” designation of the Official Plan;
- Confirmation is required that the future students generated by this development will be appropriately accommodated by the school boards;
- Confirmation is required that the intersection of Mayfield Road and Proposed Street A will ensure safe traffic movement;
- Confirmation of the adequacy of the existing water and sanitary sewer infrastructure’s ability to support the proposed development is required;
- Confirmation is required that all proposed building lots are outside the natural heritage system area; and,
- This development shall be required to provide an appropriate transition to the adjacent residential uses.

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

Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on December 5, 2019, and property owners within 240 metres of the subject lands on March 6, 2020 as per *Planning Act* requirements. A notice of public meeting was also posted in the Brampton Guardian Newspaper. However, due to the closures of City facilities as a result of the COVID-19 pandemic, the public meeting scheduled for April 6, 2020 was cancelled. A notice of cancellation of public meeting was mailed to all property owners within 240 metres of the subject lands. A notice of cancellation of public meeting was also posted in the Brampton Guardian Newspaper.

For the public meeting scheduled for November 16, 2020, the application was circulated to property owners with 240 metres of the subject lands on October 16, 2020 as per *Planning Act* requirements. A notice of public meeting was also posted in the Brampton Guardian Newspaper.

This report, along with the complete application requirements including studies, has been posted to the City's website.

Corporate Implications:

Financial Implications:

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

Other Implications:

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

Term of Council Priorities 2019-2022:

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

Living the Mosaic – 2040 Vision

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

Conclusion:

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

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

Authored by:

Reviewed by:

Himanshu Katyal, MCIP, RPP
Development Planner, Development
Services

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

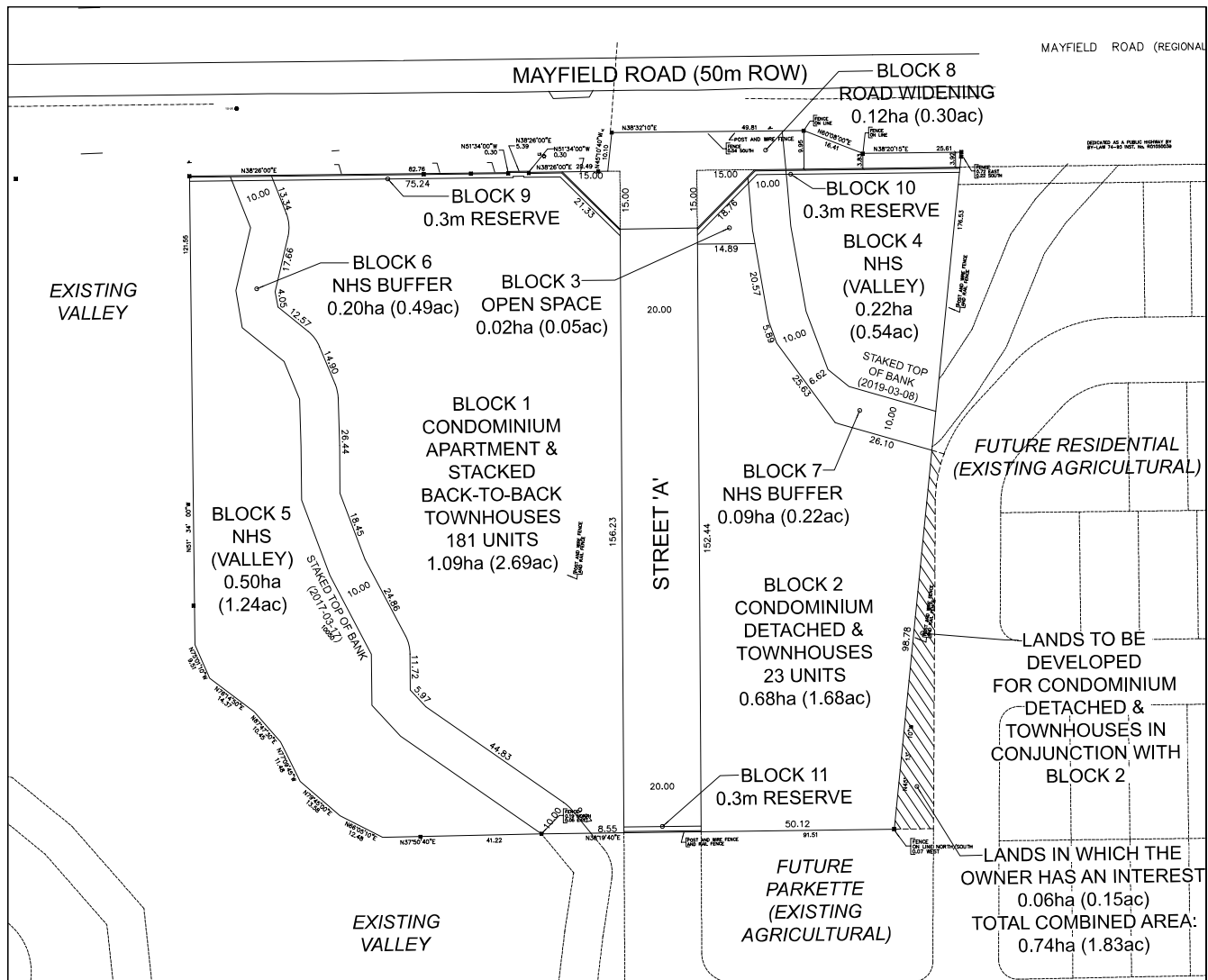
Submitted by:

Richard Forward,
Commissioner, Planning, Building and
Economic Development Department

David Barrick,
Chief Administrative Officer

Attachments:

Appendix 1:	Draft Plan of Subdivision
Appendix 1a:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 3A:	Upscale Executive Housing Special Policy Areas
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Aerial & Existing Land Use
Appendix 7:	Heritage Resources
Appendix 8:	Block Plan Designations
Appendix 9:	Information Summary



MAYFIELD ROAD



LEGEND

- 3 STOREY STACKED BACK-TO-BACK TOWNHOUSE (6.4m BAY)
- 5 STOREY APARTMENT BUILDING
- 3 STOREY CONVENTIONAL TOWNHOUSE (7.0m BAY)
- 2 STOREY SINGLE DETACHED HOUSE
- VALLEY LANDS
- 10.0M BUFFER
- OUTDOOR AMENITY AREA



BRAMPTON
Flower City

PLANNING AND DEVELOPMENT SERVICES

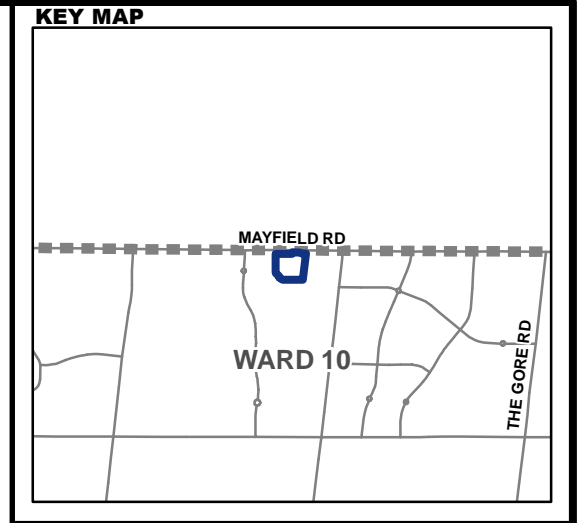
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Date: 2020/03/03

APPENDIX 1A CONCEPT PLAN

GLEN SCHNARR & ASSOCIATES INC.
GEORGIAN HUMBERVALE INC.
STERLING CHASE INC

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CITY FILE: OZS-2019-0014

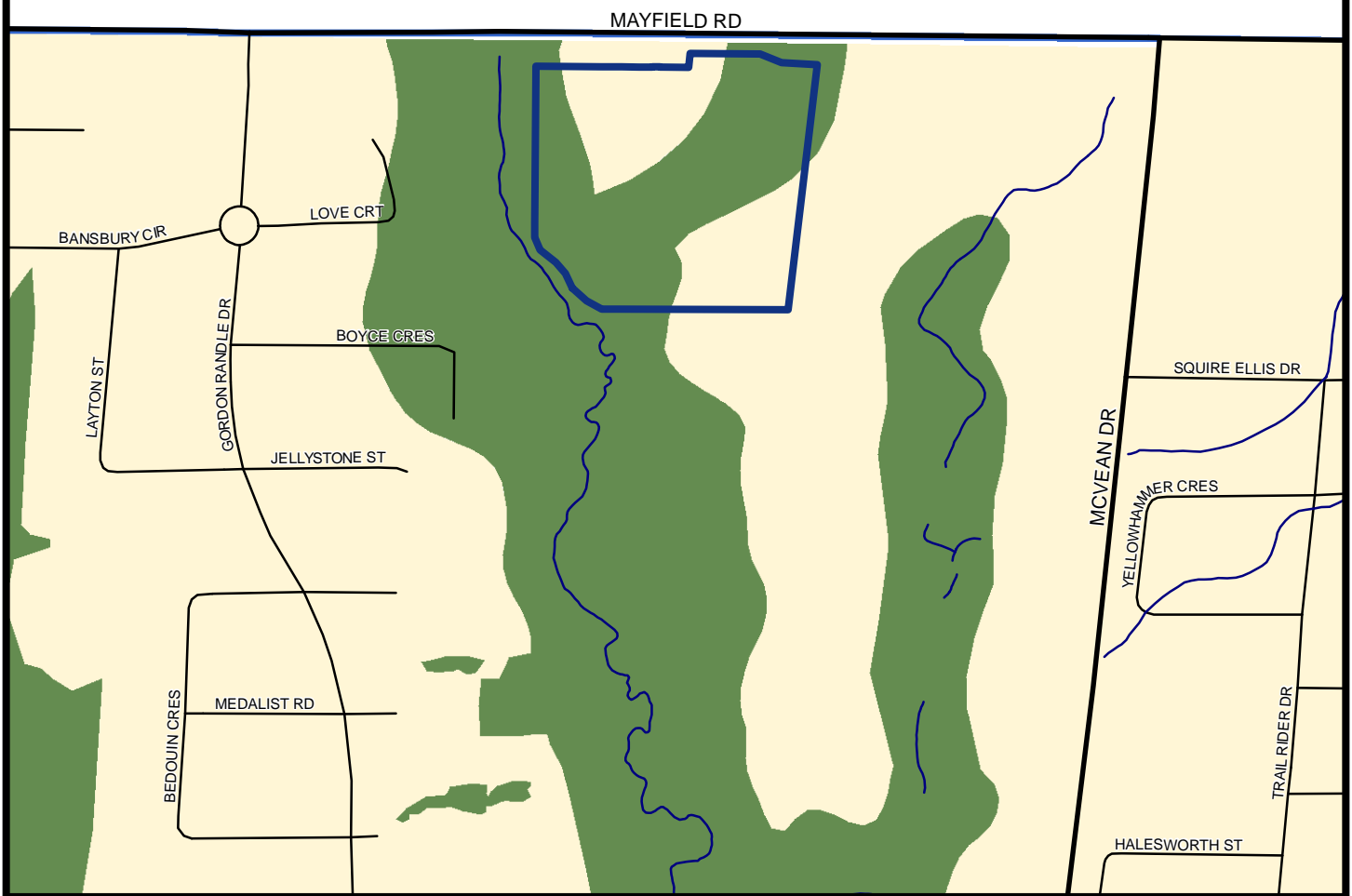


-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE



APPENDIX 2 LOCATION MAP

GLEN SCHNARR & ASSOCIATES INC.
GEORGIAN HUMBERVALE INC.
STERLING CHASE INC
CITY FILE: OZS-2019-0014



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



TOWN OF CALEDON

MAYFIELD RD

VALES OF
HUMBER
SECONDARY PLAN

LOVE CRT

BOYCE CRES

JELLYSTONE ST

MEDALIST RD

BEDOUIIN CRES

MCVEAN DR



Upscale Executive Housing Special Policy Areas


 Minor Street

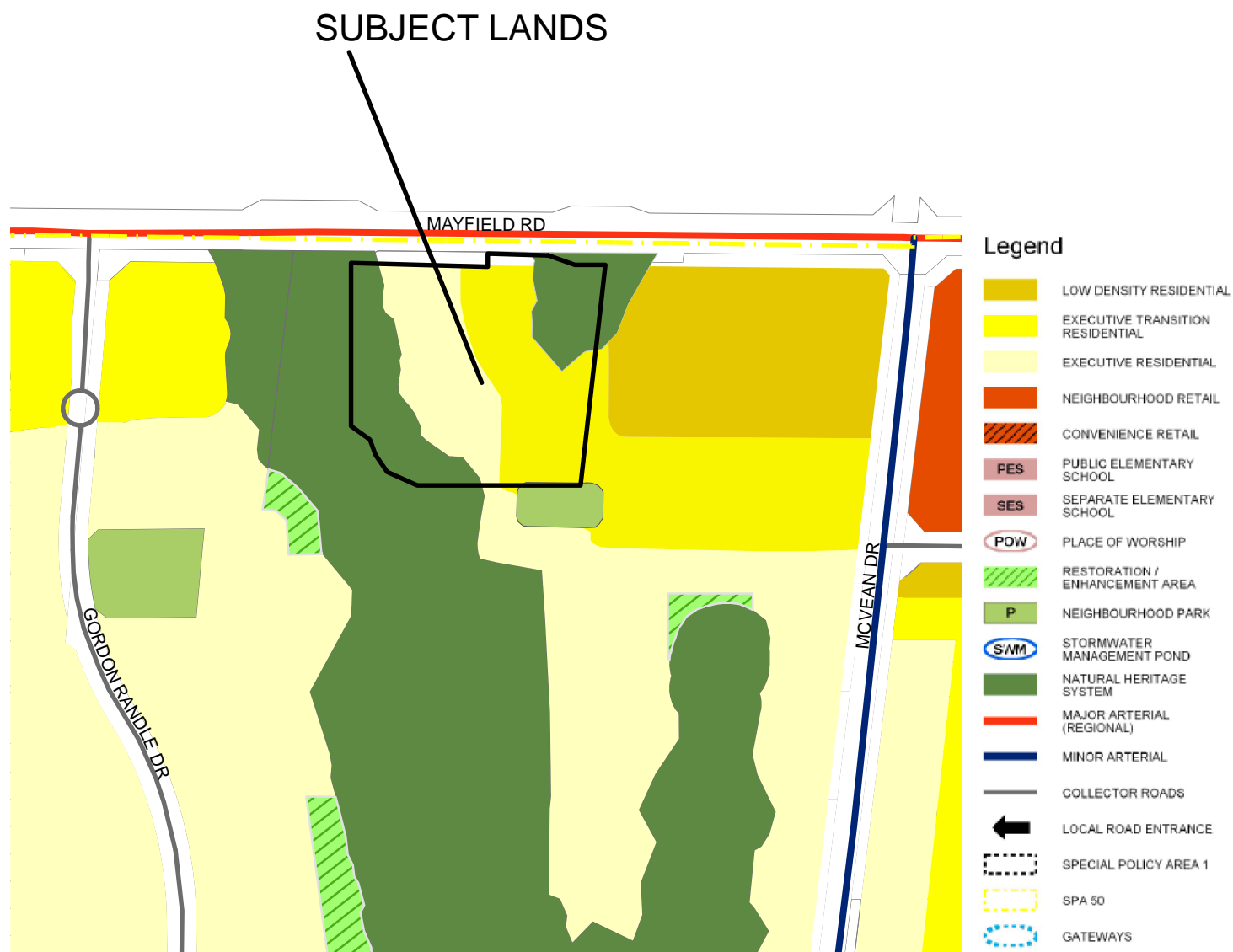
 Major Street

 Subject Lands
City File: OZS-2019-0014

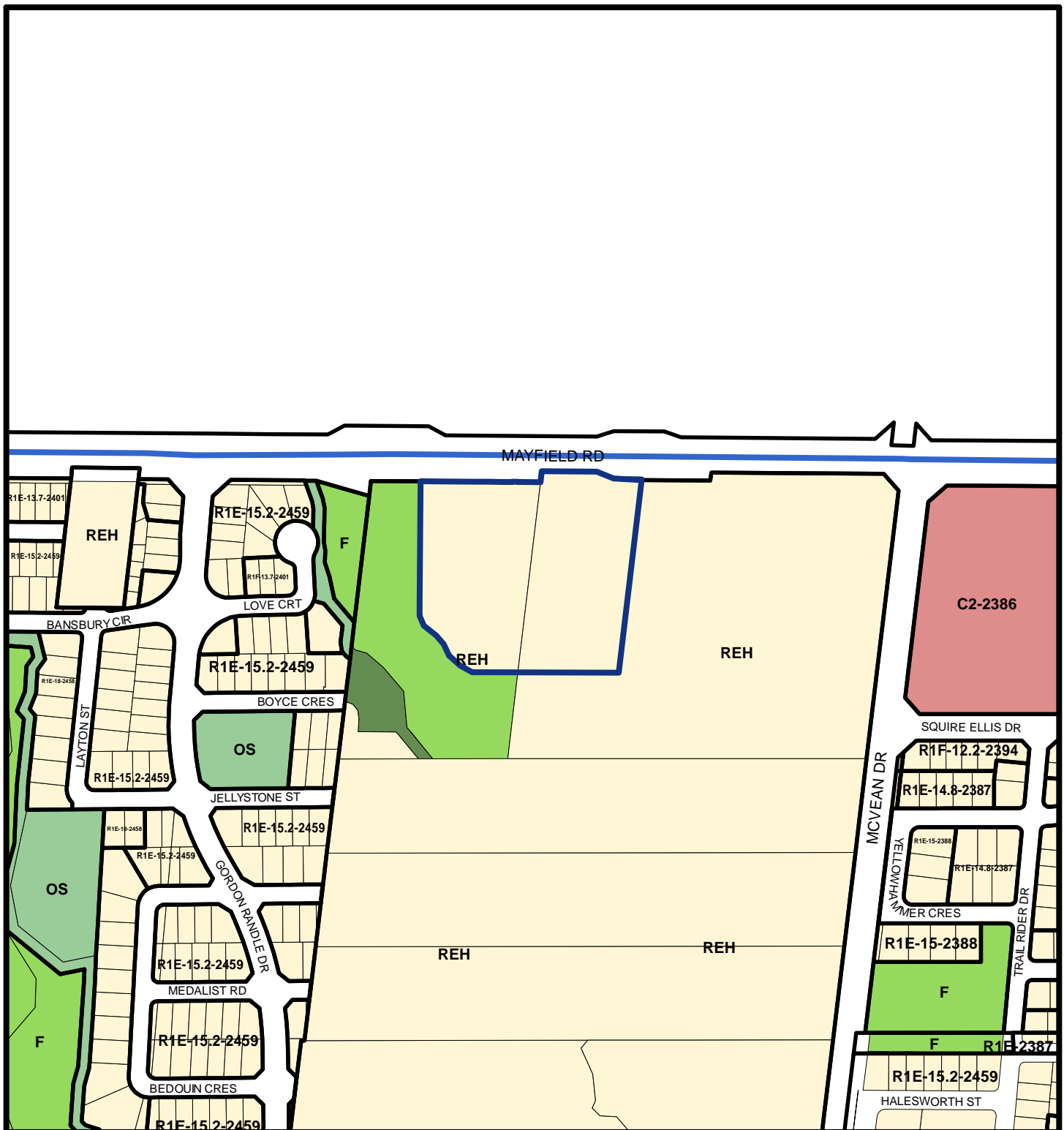
 City Limit

Official Plan Schedule A1

 Upscale Executive
Housing Special Policy Area



EXTRACT FROM SP50(A) OF THE DOCUMENT KNOWN AS THE VALES OF HUMBER SECONDARY PLAN



- | | | | | | |
|---|--------------|---|------------|---|------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | FLOODPLAIN |
|  | RESIDENTIAL |  | OPEN SPACE |  | CITY LIMIT |



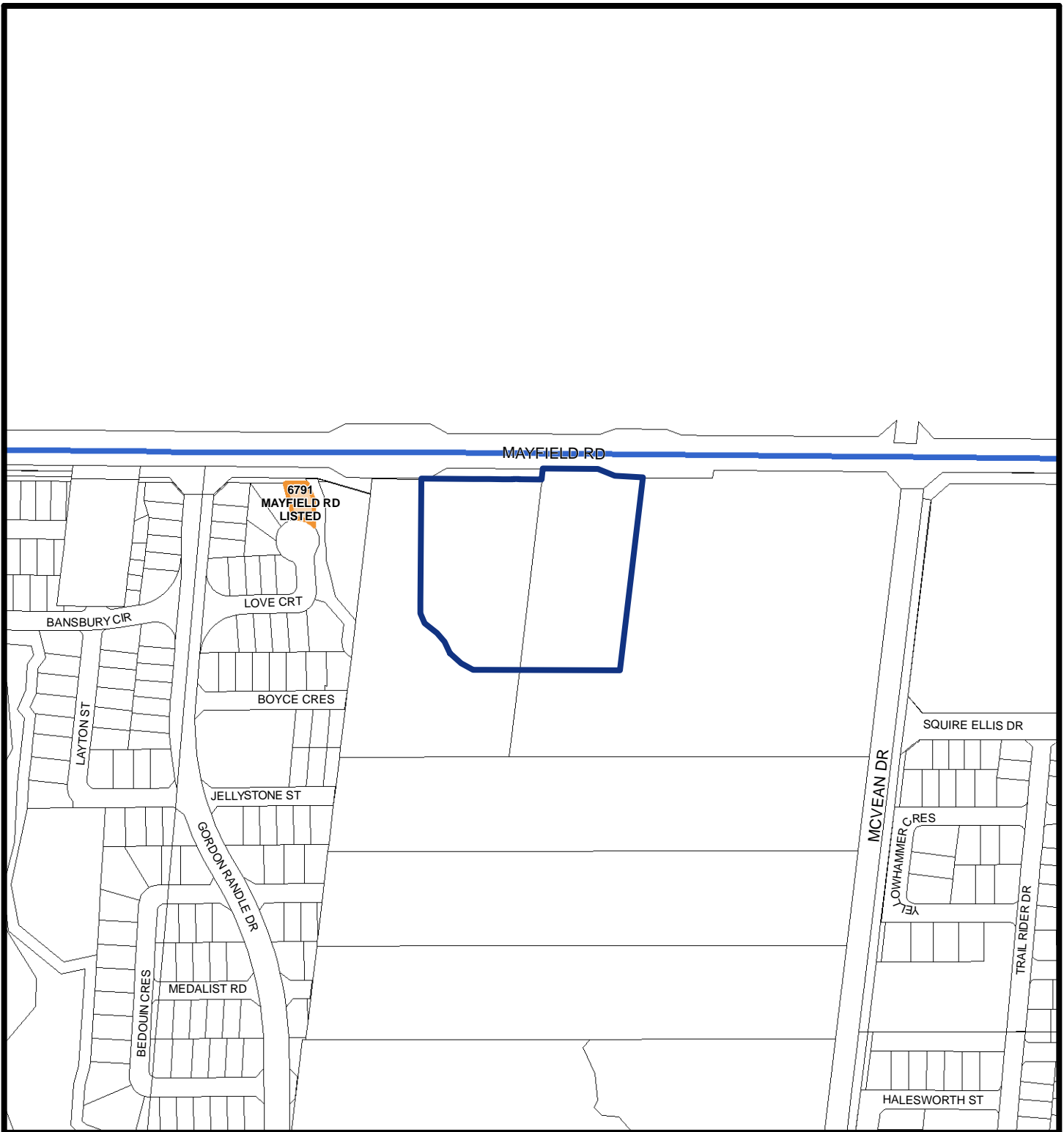






Legend

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

AERIAL PHOTO DATE: FALL 2018

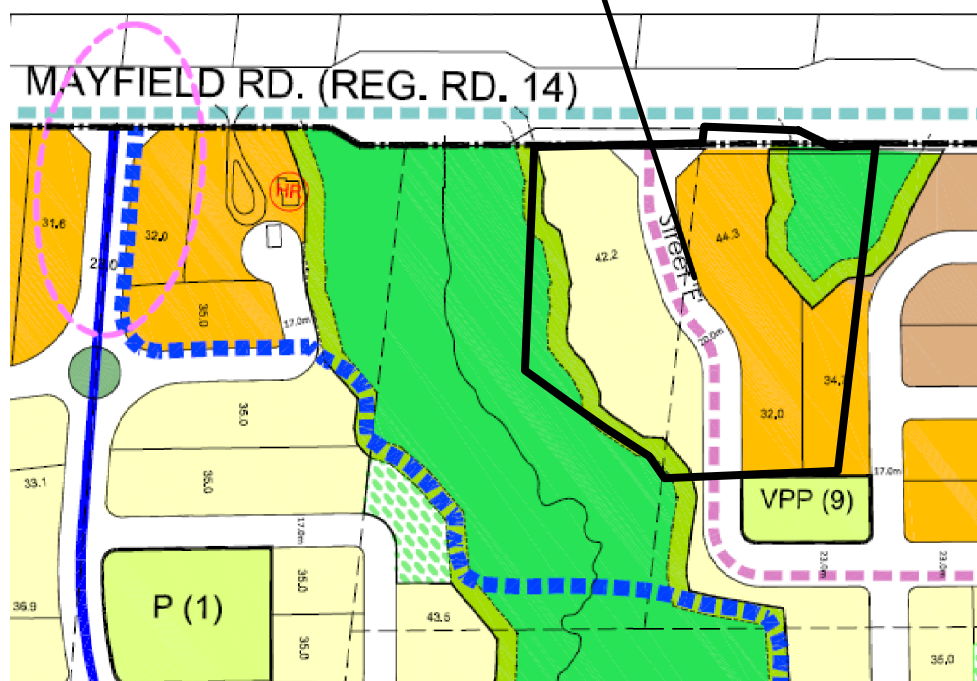




- | | | | |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 50-1 KNOWN AS THE VALES OF HUMBER BLOCK PLAN



Information Summary

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

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

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

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

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

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

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

- new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
- planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c, d, f):
 - permitting and facilitating:
 - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
 - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- long-term economic prosperity should be supported by (section 1.7.1 b, c, and e):

- encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, f, g):
 - promote compact form and a structure of nodes and corridors;
 - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
 - maximize vegetation within settlement areas, where feasible;
- natural features and areas shall be protected for the long term (section 2.1.1);
- the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features (section 2.1.2);
- development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of (section 3.1.1 b and c):
 - hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and,
 - hazardous sites; and,
- planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards (section 3.1.3).

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

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

- to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (section 2.2.6.3);
- new development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):
 - supports the achievement of complete communities;
 - supports active transportation; and,
 - encourages the integration and sustained viability of transit services;
- within the Natural Heritage System for the Growth Plan, the new development or site alteration will demonstrate that (section 4.2.2.3 a) i to iii):
 - there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
 - connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
 - the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible; and,
- municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks (section 4.2.5.2).

Regional Official Plan

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

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
 - support the Urban System objectives and policies in this Plan;
 - support pedestrian-friendly and transit-supportive urban development;
 - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
 - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities (section 5.5.4.2.2):
 - City of Brampton: 51 residents and jobs combined per hectare;
- direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling (section 5.5.4.2.6);
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);

- control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality (section 5.9.4.2.12);
- protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development (section 5.9.4.2.13);
- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

Official Plan:

The property is designated “Residential” and “Open Space” in the Official Plan. Further, the property is identified within “Area 4A” on Schedule A1 – Upscale Executive Housing Special Policy Areas of the Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. The “Open Space” designation consists of both natural and cultural heritage as well as recreational open space features. The “Upscale Executive Housing Policy Areas” are characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density (section 3.2.2.2);
- The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan (section 4.2.1.2);
- The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household

- incomes, according to substantiated need and demand for the City, as appropriate (section 4.2.1.4);
- The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development (section 4.2.1.9);
 - In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
 - Variety of housing types and architectural styles;
 - Siting and building setbacks;
 - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
 - Incorporation of multiple unit dwellings and apartments; and,
 - Landscaping and fencing on private property;
 - The City shall consider the following natural heritage planning principles in the design of residential development (section 4.2.1.15 i to vii):
 - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
 - Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;
 - Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
 - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development;

- Protection, maintenance and restoration of remaining trees and woodlots;
- The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
- That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features;
- The following detailed principles and standards shall, as much as practicable, be incorporated into the secondary plan level and tertiary plan level designs of upscale executive housing areas (section 4.2.2.2 i to xiv):
 - These communities will be planned abutting or close to natural heritage and man-made features such as valleys, woodlots, golf courses and areas of rolling or unique topography. The communities shall be designed to contribute to the features, functions and linkages of the open space system, and both the design and the open space system shall combine to define the special character of the community;
 - These communities will be near logical transportation systems that are well connected to the Greater Toronto Area;
 - The minimum lot frontage for single detached homes in these communities is 15 metres and minimum residential floor areas may be established, where appropriate;
 - The maximum net density (defined as residential lots only and excludes roads, parks, schools, etc. but includes the land occupied by certain upscale streetscape features and/or non-credited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare;
 - A sufficient area will be planned for upscale executive communities to accommodate a minimum of 250 upscale executive lots except in the Snelgrove Secondary Plan Area;
 - A variety of lot sizes up to and beyond 26 metre lot widths with many sufficient sized lots to accommodate three-car garages shall be provided in these communities;

- Distinct and high quality housing forms with lots greater than 21 metres frontage be established as anchors to each upscale executive community;
- Despite the above prescribed minimum lot frontage and maximum density requirements, a buffer of appropriately sized lots shall be planned within upscale executive community areas to provide a desirable interface with any abutting lower density portions of the community such as existing estate residential developments, and it is recognized that the average net density may have to be reduced to accomplish this while achieving the desired upscale executive housing characteristics;
- A transition area around the upscale executive community (with similar urban design and architectural standards as the upscale executive community) with a minimum lot frontage for single detached homes of 12 metres and an approximate net density of 19.5 units/net hectare, together with minimum residential floor areas if considered appropriate, will be provided as required to achieve a desirable land use interface between the upscale executive area and higher density portions of the community;
- An appropriate opportunity for wide-shallow single detached homes with similar rear yard setback as conventional depth lots and a maximum lot frontage of 16.5 metres may be provided within the transition area around the upscale executive community and at key locations within the core area of such a community;
- An appropriate opportunity for high-end executive townhouses with a minimum lot frontage of 9 metres may be provided in the transition area or at key locations within the upscale executive community;
- A strong community identity and neighbourhood character will be established through design and placement of commercial buildings and main entry features;
- A high quality urban design, architectural treatment and streetscape will be incorporated into the fabric of the community, expressed by means of enhanced architectural character of individual dwellings and structures and by features such as landscaped medians and boulevards, entrance features, historic buildings and settlements, shopping amenities, civic squares, open space, natural features, public walkways and other public realms, to ensure an enhanced overall community appearance, an upscale image, and a strong sense of place; and,
- A strong, identifiable and appropriate edge treatment to the community will be provided through urban design and architectural treatments along the connecting road network;

- The city shall endeavour to ensure that the eight Upscale Executive Housing Special Policy Areas designated on Schedule “A1” collectively yield a minimum of 5,100 upscale executive housing units having nominal lot sizes exceeding 464.5 square metres. The allocation of this total upscale executive housing requirement to the eight areas is as follows (section 4.2.2.6):
 - Area 4A Vales of Humber Secondary Plan – 1000 units;
- The eight Upscale Executive Housing Special Policy Areas are of a sufficient size to readily accommodate the allocated number of upscale executive housing units, and in some cases, these areas are significantly larger than the allocated unit count would require. In the latter circumstance, the City recognizes and expects that the size and configuration of the final Secondary Plan level Upscale Executive Housing area may be reduced through the detailed study process and that these studies will determine how much and which portion of each area is appropriate for executive housing, and conversely, which areas should be excluded from the final executive housing area, provided that the achievable upscale executive housing yield for the particular area continues to match or exceed the specified allocation requirement (section 4.2.2.7);
- Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan (section 4.2.7.2);
- The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersection roadways (section 4.5.2.8);
- From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to iii):
 - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - Requiring the provision of adequate off-street private parking; and,
 - Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;

- The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule “D” unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions (section 4.6.6.8);
- The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections (section 4.6.10);
- The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features (section 4.6.6.28 i to vii):
 - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, in accordance with the policies of this plan;
 - Protection, enhancement and restoration of streams, ponds, marshes, valleylands and woodland habitats for both fish and wildlife
 - Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
 - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the development;
 - The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;

- The City will seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features; and,
- That the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate;
- Natural Heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule “D” (section 4.6.6.30);
- Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account (section 4.6.7.1 i to ix):
 - No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;
 - Existing development shall be reviewed in consideration of the identified slope stability, 100 year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;
 - Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;
 - The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;
 - The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;

- The impact of the development proposal to the physical continuity of the natural heritage open space system, including public access where appropriate and feasible;
 - The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
 - The risk of the lost of life or property damage; and,
 - The comment of the appropriate Conservation Authority and Provincial Ministry;
- Vista blocks and window streets shall be strategically located to provide strategic views onto the valley and watercourse corridors providing a focus for neighbourhoods and access to valleylands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis (section 4.6.7.10);
 - Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
 - Communicate the image and character of the community;
 - Reinforce the street network and enhance special community roads (primary streets);
 - Promote an urban relationship between built form and public spaces;
 - Enhance the daily experience of the residents and visitors;
 - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
 - De-emphasize the importance of the car/garage on the streetscapes;
 - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
 - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;

- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- Mid-rise buildings shall address the following design issues (section 4.11.3.1.1):
 - Building articulation and efficiencies;
 - Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
 - Servicing (i.e. loading, garbage, parking);
 - Separation between commercial and residential;
 - Access to transit;
 - The manner in which the building addresses the street and neighbouring land uses;
 - Building along the streetline and maintain common setback; and,
 - Ground floor uses;
- Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section (section 4.11.4.1).

Amendment to the Official Plan

Staff will evaluate and recommend whether the proposed development is consistent with the policies of the Official Plan.

Secondary Plan:

The property is designated “Executive Residential, Executive Transition Residential and Natural Heritage System” in the Vales of Humber Secondary Plan (Area 50).

The following policies are applicable to the lands designated “Executive Residential”:

- Lands within the “Executive Residential” designation shall be developed with a variety of wide frontage 15-24 metres (50-80 foot) single detached lots. In addition, the secondary plan has been designed to accommodate anchor lots, defined as measuring 21 metres (870 feet) or greater in frontage, in appropriate locations. The criteria for the location and distribution of anchor lots will be set out in the approved Community Design Guidelines (section 5.1.2.1);
- As shown on Schedule SP50(a), “Executive Residential” areas shall be located along valleylands and other natural heritage features, community edges (other than Mayfield Road), and adjacent to the Hamlet of Wildfield (section 5.1.2.2);
- In areas designated “Executive Residential” on Schedule SP50(a), the following policies will apply (section 5.1.2.3 i to v):
 - A maximum density of 14.5 units per net residential hectare (6 units per net hectare) for the lands designated “Executive Residential”;
 - A minimum lot width of 15.2 metres (50 feet);
 - The secondary plan will generally be designed for a minimum lot depth of 35 metres (115 feet), however, the City will permit lot depths less than 35 metres (115 feet) where there are lotting constraints;
 - A limited number of wide shallow lots may be provided within the designation provided the overall lot size meets or exceeds 464.5 square metres (5,000 square feet);
 - A range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) shall be provided, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System. Lots at the lower end of the range will be located adjacent to the “Executive Transition” and “Low Density Residential” designations; and,
 - In the order of 690 lots shall be provided in the “Executive Residential” designation of this plan, which shall contribute towards the Official Plan requirement for a minimum of 1,000 upscale executive housing units within the secondary plan area. If the 690 minimum number of lots cannot be achieved within the “Executive Residential” designation, additional executive lots will be provided within the “Executive Transition” designation without an amendment to this Plan, provided the lots meet the executive size criteria set out in 5.1.2.3 i to iv) and the total number of executive lots meets or exceeds the 1,000 unit target;

- Executive Residential lots along Collector Road A shall, where possible, be oriented with the frontage facing the Collector Road. If this is not possible, it is preferred that the flankage elevation facing Collector Road A contain the main entrance to the dwelling and be the subject of a high degree of architectural detailing in order to foster an upscale community image (section 5.1.2.4).

The following policies are applicable to the “Executive Transition” Residential designation:

- Lands within the “Executive Transition” designation shall be developed for a variety of mid-sized single detached lots that act as a transition between the “Executive Residential” and “Low Density Residential” areas of the community (section 5.1.3.1);
- Notwithstanding Section 4.1.2.2(iii) of the Official Plan, in areas designated “Executive Transition” on Schedule SP50(a), the following policies will apply (section 5.1.3.2 i to iv):
 - A maximum density of 19.5 units per net residential hectare (8 units per net hectare) for the lands designated “Executive Transition”;
 - A minimum lot width of 13.7 metres (45 feet);
 - A range of lot frontage from 13.7 metres (45 feet) up to and beyond 18 metres (59 feet); and,
 - A minimum of 310 lots with frontages of 15.2 metres (50 feet) and greater and with a minimum lot area of at least 464.5 square metres (5,000 square feet) shall be provided in the “Executive Transition” designation of this plan. Fewer than 310 lots may be provided without an amendment to this plan if additional executive lots beyond the minimum in 5.1.2.3 v) are provided in the “Executive Residential” designation and provided the additional lots meet the executive size criteria set out in 5.1.2.3 i) to iv) and the total number of executive lots meets or exceeds the 1,000 unit target;
- Given the planned function of the “Executive Transition” designation to serve as a transition area between the “Executive Residential” designation and the “Low Density Residential” designation, lots with frontages greater than 15.2 metres within “Executive Transition” designation shall generally be located adjacent to the “Executive Residential” designation, with smaller lot frontages within the “Executive Transition Residential” designation generally located along collector roads and adjacent to the “Low Density Residential” designation (section 5.1.3.3).

Further, the following policies are applicable to the “Natural Heritage System” designation:

- The “Natural Heritage System” designation shown on Schedule SP50(a) is comprised of valleylands, watercourse corridors, wetlands, and woodlands and associated buffers, setbacks and linkages, and Restoration Areas that collectively contribute to the ecological integrity of the West Humber River watershed, as identified in the MESP. The NHS, including buffers, setbacks and linkages, shall be conveyed to the City in a condition satisfactory to the municipality (section 5.3.2.1);
- Minor refinements to the boundaries of the “Natural Heritage System” may be considered to reflect the differences in scale and level of detail available through the preparation of Environmental Impact Studies (EIS) and Functional Servicing Reports (FSR) at the draft plan of subdivision stage. However, minor refinements to its boundaries shall not adversely impacts its functions or result in any significant increase or decrease in the size of the final “Natural Heritage System” (section 5.3.2.2);
- The “Natural Heritage System” shall be zoned in a restrictive zoning designation to protect it from development and be restored and enhanced, in accordance with the recommendations of the Vales of Humber Master Environmental Servicing Plan (section 5.2.2.3);
- Lands designated within the NHS designation shall remain primarily in a natural state, but uses such as fish, wildlife and conservation; limited infrastructure including roads and municipal services, crossing, stormwater management facilities and low impact development measures; restoration and enhancement works; passive recreational facilities and uses such as trails, interpretive displays and signage; and site alterations to accommodate the above uses are permitted (section 5.3.2.4);
- Urban land uses developed adjacent to the Natural Heritage System will contribute to the conservation and enhancement of natural features and ecological functions, through the application of sustainable best management practices for stormwater drainage, public infrastructure maintenance and management site design, land use buffers and setbacks (section 5.3.2.5);
- Small parcels of land created through the location of valley edge roads, which may serve as vista blocks, shall not be accepted as parkland dedication under the *Planning Act*, if such parcels are not usable as parkland and instead will be naturalized to the satisfaction of the City (section 5.3.2.6);
- The “Natural Heritage System” and the “Recreational Open Space System” are both given a high profile within the Vales of Humber Secondary Plan Area as visible and accessible public amenities. These areas are to be inter-connected with each other as well as school sites to the greatest

extent possible through the creation of pedestrian and cyclist linkages at the detailed subdivision design stage, where it can be demonstrated that such connections do not adversely impact the functions of the “Natural Heritage System”. Such linkages have been identified through the concurrent Block Plan process and may be further refined during the processing of Subdivision Plans (section 5.3.2.7);

- The existing urban tree canopy will be identified, conserved and enhanced to the greatest extent feasible, as determined through the MESP together with the City of Brampton Guidelines for the Assessment of Existing Tableland Vegetation (section 5.3.2.8).

Amendment to the Secondary Plan

The proposed amendment to the Vales of Humber Secondary Plan Schedule entails amending land use schedule SP 50(a) by adding a “Special Policy Area 2” designation for the lands to accommodate the housing types coinciding with the single detached, townhouse and apartment units according to the proposed draft plan of subdivision.

Staff will evaluate and recommend on the proposed amendment to the Secondary Plan in the future recommendation report.

Block Plan:

The property is located within the Vales of Humber Block Plan (Areas 50-1 and 50-2) and is designated ‘Executive Residential’, ‘Executive Transition Residential’ and ‘Natural Heritage System’. The Block Plan policies are intended to support the implementation of the Official Plan and Secondary Plan and provide direction for the Block Plan 50-1 and 50-2 Community Design Guidelines.

Amendment to the Block Plan

The proposed amendment to the Vales of Humber Block Plan Sub Area 50-1 and 50-2 includes an amendment to Schedule BP50 to accommodate the proposed residential density, and to permit a cluster of upscale medium to high density residential built form units.

Staff will evaluate and make a recommendation on the proposed amendment to the Block Plan in the future recommendation report.

Zoning By-law:

The property is zoned “Residential Rural Estate Holding (REH)” by By-law 270-2004 as amended. This zone permits single detached dwelling, a group home type 1 and auxiliary group home.

Amendment to the Zoning By-law

The application has submitted a draft zoning by-law to implement the proposed uses for apartment, townhouse and single detached purposes on the draft plan of subdivision. Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 46 points; a silver designation which exceeds the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

- Draft Plan of Subdivision
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Site Plan
- Master Landscape Plan
- Underground Parking Plan
- Planning Justification Report
- Public Consultation Strategy
- Phase 1 & 2 ESA
- Geotechnical Report
- Functional Servicing and Stormwater Management Report
- Scoped EIS
- Noise Report
- Traffic Impact Study
- MTCS Acceptance Letter
- Architectural Elevations
- Stage 1 and 2 Archaeological Assessment
- Sustainability Scoring Matrix and Summary

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

Date: 2020-10-23

File: C03W06.008

Subject: **INFORMATION REPORT**

Application to Amend the Official Plan and Zoning By-law
(To permit a mixed-use development consisting of three, 3-storey
buildings with commercial uses on the first floor and residential
units on the upper floors)

**TECHNOARCH, ARCHITECTS & DESIGNERS – Chatrath
Holdings Inc.**

1466 & 1478 Queen Street West and 9021 & 9025 Creditview Road
North-east corner of Queen Street West and Creditview Road
Ward: 5

Contact: Kevin Freeman, Development Planner, Planning and Development
Services Department (Kevin.Freeman@brampton.ca or 905-874-
2051)
David VanderBerg, Manager, Planning and Development Services
Department (David.Vanderberg@brampton.ca or 905-874-2325)

Report Number: Planning, Building and Economic Development-2020-242

Recommendations:

1. **That** the report titled: **Information Report**, Application to Amend the Official Plan and Zoning By-Law, **Technoarch, Architects & Designers – Chatrath Holdings Inc.**, 1466 & 1478 Queen Street West and 9021 & 9025 Creditview Road, Ward 5 (File: C03W06.008) dated October 23, 2020 to the Planning and Development Committee Meeting of November 16, 2020, be received; and,
2. **That** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- The applicant has submitted an application to amend the Official Plan and Zoning By-law to permit a mixed-use development consisting of three, 3-storey buildings with commercial uses on the first floor and residential units on the upper floors.
- The property is designated “Residential” in the Official Plan and “Residential – Springbrook Settlement Area” in the Credit Valley Secondary Plan (Area 45). An amendment to the Official Plan and Secondary Plan is required to permit the proposed mixed-use development.
- The property is zoned “Residential Hamlet One (RHm1)” by By-law 270, 2004, as amended. An amendment to the Zoning By-law is required to permit the proposed mixed-use development.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

Background:

Staff have reviewed this application for completeness and have found the application to be complete in accordance with the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on September 27, 2018.

A Statutory Public Meeting for this application was held on November 19, 2018 to present the applicant’s initial proposal to develop the lands for commercial purposes with two, one-storey commercial buildings. The applicant has since revised their development proposal to incorporate a residential component. The proposal is for three, 3-storey buildings each with commercial uses on the first floor and residential units on the upper floors.

The subject lands are identified as “Springbrook Special Study Area” on the approved Springbrook Community Block Plan Area 45-2 (see Appendix 8). The Springbrook Settlement Area is located within the Credit Valley Secondary Plan and is comprised of a land area of approximately 12.5 hectares (31 acres). The Springbrook Settlement Area is identified as a historically settled community with the potential for infill development that may contribute to the enhancement of the hamlet.

In January 2018, the City initiated a Tertiary Plan Study for the Springbrook Settlement Area to guide future land use and development proposals within it. The limits of the

Tertiary Plan study area are defined by Elbern Markell Drive to the west, Angelgate Drive to the east, and include the undeveloped lands north and south of Queen Street West (see Appendix 9).

The objective of the City initiated Tertiary Plan is to develop a comprehensive land use plan that will assist the City in assessing future development applications and to ensure that future land uses are compatible with existing uses in the area. The vision for the settlement area is to maintain Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road. The vision directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area's natural heritage features and hamlet character.

The proposal to redevelop the lands for a mixed-use development is consistent with the draft Springbrook Tertiary Plan, which envisions the subject properties to develop with a mix of commercial and residential uses, contributing to the creation of a complete community. A proposed City-initiated Official Plan Amendment would introduce a new policy framework that will include the "Springbrook Settlement Area Tertiary Plan" as well as a new planning vision focused on maintaining Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road.

The staff report recommending approval of the Springbrook Settlement Area Tertiary Plan was deferred at the October 5th, 2020 Planning and Development Committee in order for staff to re-evaluate opportunities for additional density throughout the study area. The City initiated Official Plan Amendment will implement the recommendations of the Springbrook Tertiary Plan and introduce a policy framework that will ensure the comprehensive development of the settlement area in a manner that is compatible with the existing pattern of the hamlet.

Current Situation:

The applicant has revised their initial development proposal since the November 19, 2018 public meeting to incorporate residential land uses to make a mixed-use development. Since the scope of the proposal has changed to include a residential land use, an additional Statutory Public Meeting is required by the *Planning Act*.

Proposal:

The applicant is proposing to amend the Official Plan and Zoning By-law to permit a mixed-use development consisting of three, 3-storey buildings each with commercial uses on the first floor and residential units on the upper floors. Details of the proposal are as follows (see Appendix 1 – Concept Site Plan):

- To permit three, 3-storey mixed-use buildings with a combined commercial gross floor area of approximately 1,457.7 square metres (15,684 sq. ft.) and a combined

residential gross floor area of approximately 2,748.6 square metres (209,585 sq. ft.). Further details pertaining to the mixed-use buildings are as follows:

- **“Block I”**: 3-storey mixed use building consisting of 4 commercial units at grade and 4 residential units with frontage along Queen Street West;
 - **“Block II”**: 3-storey mixed use building consisting of 6 commercial units at grade and 6 residential units with access to the units internal to the site; and,
 - **“Block III”**: 3-storey mixed-use building consisting of 4 commercial units at grade and 4 residential units with frontage along Creditview Road.
- To permit a total of 14 residential units ranging in size from 151.5 square metres (1,631 sq. ft.) to 226.6 square metres (2,440 sq. ft.);
 - To permit a total of 14 commercial units with the total leasable commercial floor area of each building ranging from 429.4 square metres (4,610 sq. ft.) to 504 square metres (5,871 sq. ft.);
 - To permit a full range of commercial land uses to operate from the proposed ground floor commercial units. The proposed uses are as follows:
 - an office, including the office of a health practitioner
 - a retail establishment;
 - a convenience store;
 - a grocery store;
 - a bakery;
 - a specialty food store;
 - a bank, trust company, or financial institution;
 - a tavern;
 - a personal service shop;
 - a dry-cleaning and laundry distribution station
 - a laundromat;
 - a printing or copying establishment;
 - a health or fitness centre;
 - a shopping centre;
 - an animal hospital;
 - a dining room restaurant or take-out restaurant; and,
 - a day nursery.
 - To provide a total of 66 parking spaces;

- To provide a restricted right-in, right-out access to Queen Street West and a full moves access to Creditview Road;
- To permit a lot coverage of 28.9% and a floor space index (FSI) of 0.71;
- To develop the site with a building configuration and orientation that does not preclude the future redevelopment of the corner property for mixed-use purposes.

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

The lands have the following characteristics:

- a total site area of approximately 0.57 hectares (1.42 acres);
- are comprised of four residential hamlet lots municipally known as 1466 & 1478 Queen Street West and 9021 & 9025 Creditview Road;
- are located directly adjacent to an existing single detached lot at the north-east corner of Queen Street West and Creditview Road;
- are currently occupied by four single detached dwellings and accessory structures that are proposed to be demolished; and,
- has a frontage of approximately 42.7 metres (140 feet) along Queen Street West and 42.6 metres (139 feet) along Creditview Road.

The surrounding land uses are described as follows:

- North: An existing single detached lot that is subject to an application for Site Plan Approval to demolish the existing building and construct a 3-storey private elementary school. Beyond is a place of worship operating from an existing single-detached dwelling, a stormwater management pond and a residential subdivision;
- East: An existing day nursery, beyond which are residential hamlet lots;
- South: An existing single detached lot located at the north-east corner of Queen Street West and Creditview Road, beyond which is an existing commercial building that is currently vacant and a residential subdivision consisting of single detached dwellings; and,
- West: An existing single detached lot located at the north-east corner of Queen Street West and Creditview Road, beyond which are residential hamlet lots.

Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis of this application. All comments received will be considered in the future Recommendation Report to the Planning & Development Services Committee.

At this time, staff has noted the following items that will need to be addressed as part of the comprehensive analysis of the application:

1. **Impacts on Existing Low-Density Residential** – The applicant will need to demonstrate opportunities to mitigate the impacts on the adjacent property located at the north-east corner of Queen Street West and Creditview Road. The applicant will need to incorporate appropriate siting, building orientation and buffering elements including setbacks and landscaping to mitigate impacts on the neighbouring property.
2. **Site Access** – City and Regional staff will need to determine through the review of the Traffic Impact Study submitted in support of the application whether the proposed access locations and anticipated traffic implications are acceptable. Internal connections to adjacent lands are to be reviewed to better understand potential linkages to surrounding land uses.

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

Further technical planning and development implications associated with this application will be undertaken and discussed within a future Recommendation Report. The Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

Public Meeting Notification Area:

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

Corporate Implications:

Financial Implications:

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

Other Implications:

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

Term of Council Priorities:

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

Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will ‘Live the Mosaic’.

Conclusion:

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

Respectfully submitted:

Authored by:

Kevin Freeman, MCIP, RPP
Development Planner, Development
Services

Approved by:

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

Reviewed by:

Allan Parsons, MCIP, RPP
Director, Development Services

Submitted by:

David Barrick
Chief Administrative Officer
City of Brampton

Appendices:

Appendix 1 – Development Concept Plan

Appendix 2 – Location Map

Appendix 3 – Official Plan Designations

Appendix 4 – Secondary Plan Designations

Appendix 5 – Zoning Designations

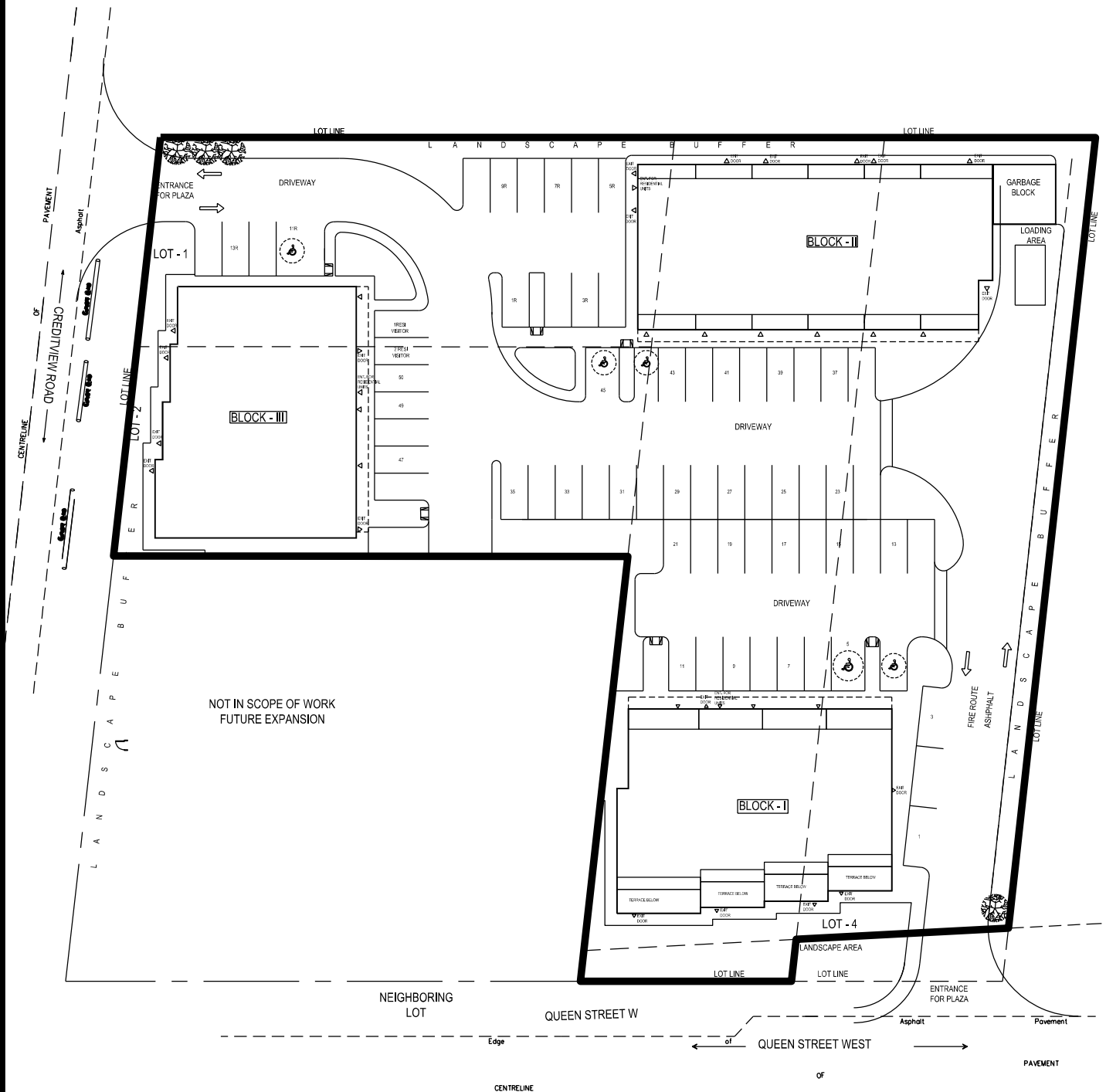
Appendix 6 – Aerial & Existing Land Use

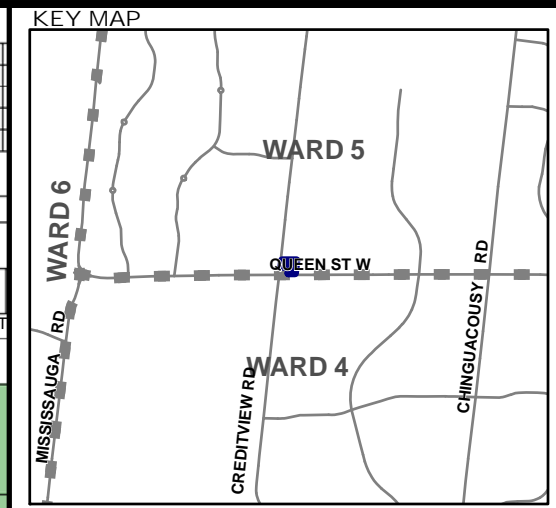
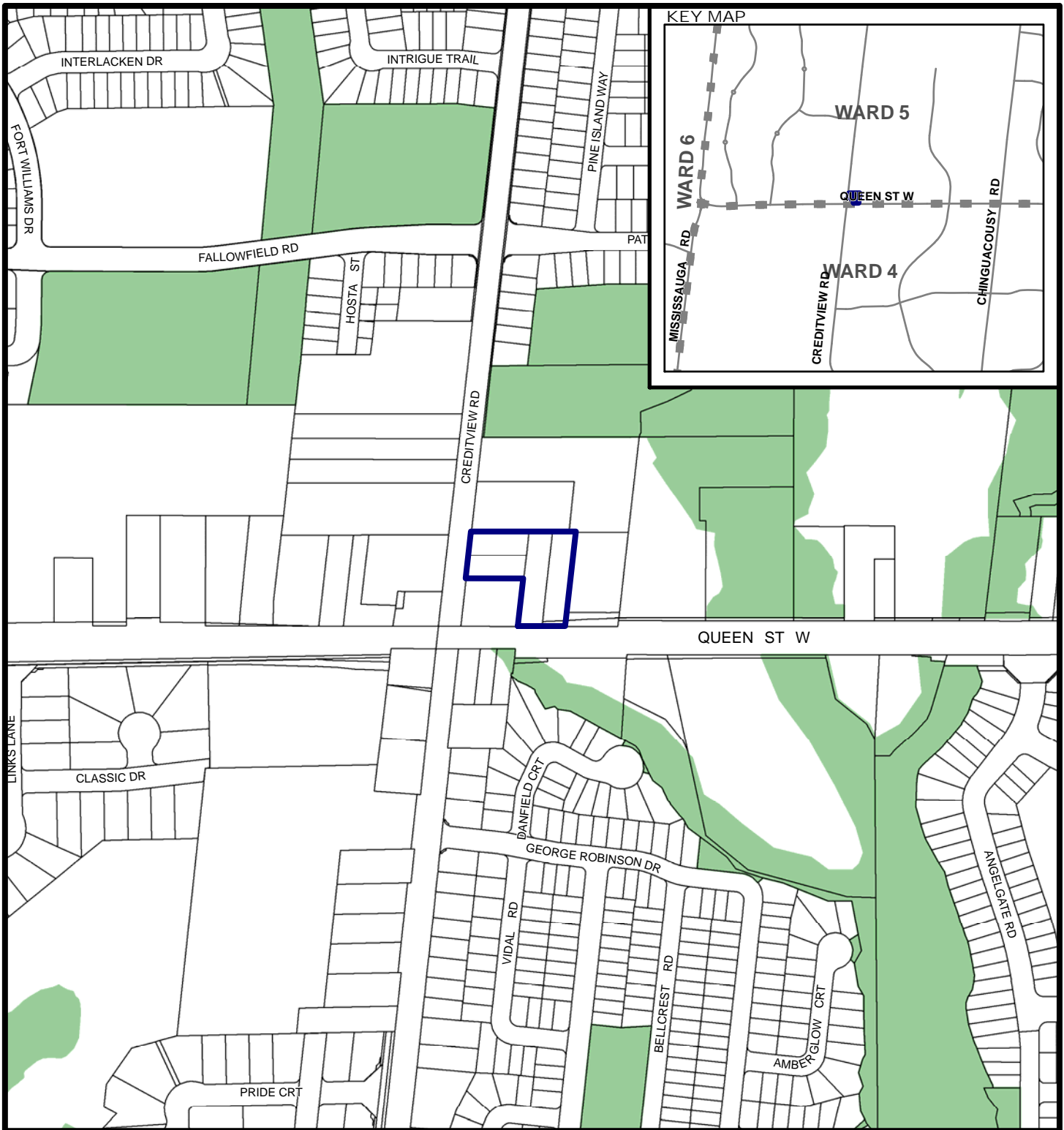
Appendix 7 – Heritage Resources

Appendix 8 – Block Plan Designations

Appendix 9 – Springbrook Settlement Area Tertiary Plan

Appendix 10 – Information Summary



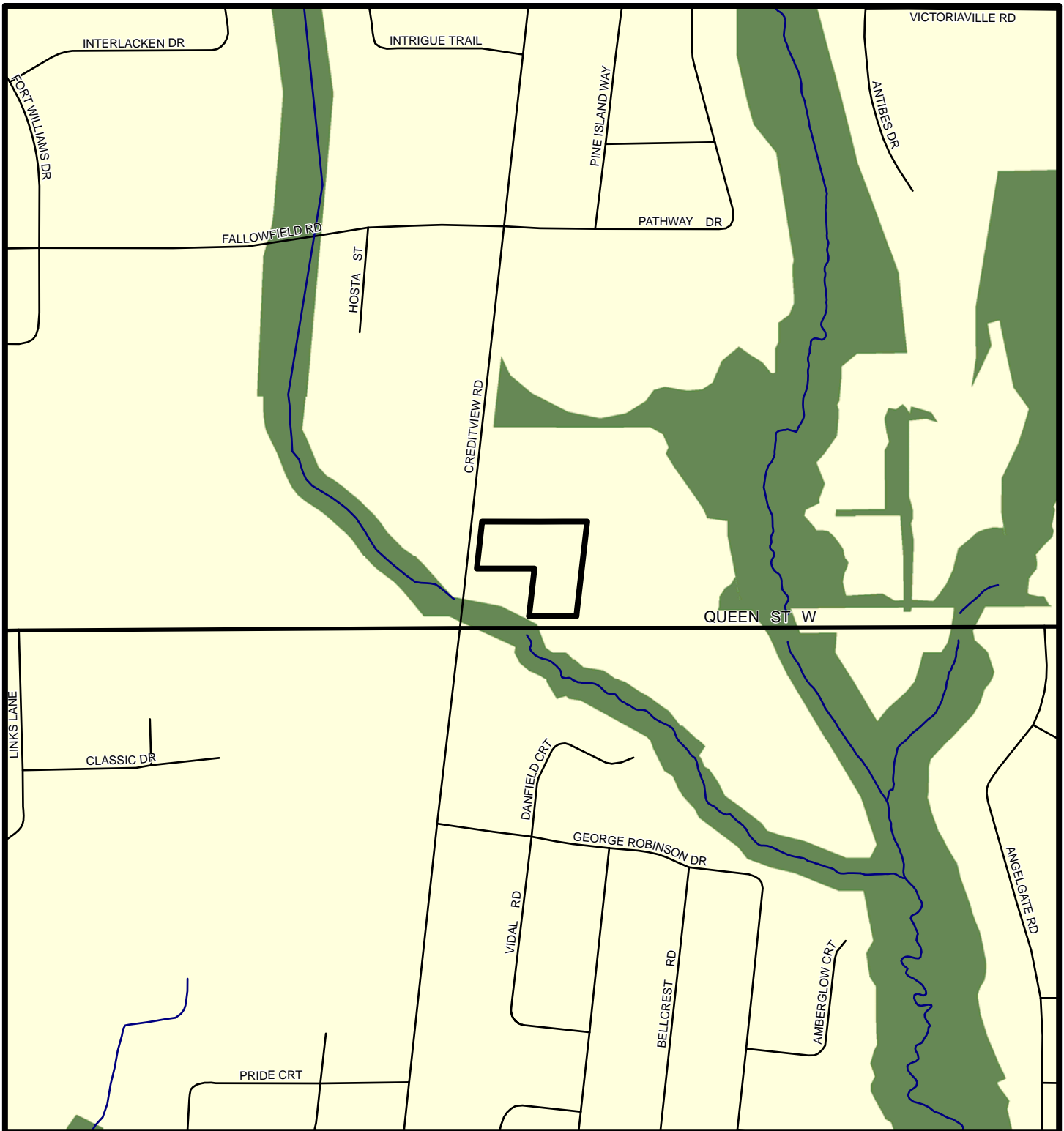


- SUBJECT LAND
- WARDS
- PROPERTY LINE
- GREENSPACE

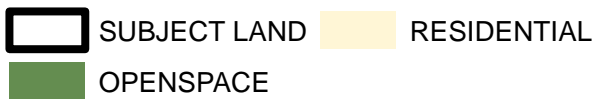


APPENDIX 2 LOCATION MAP

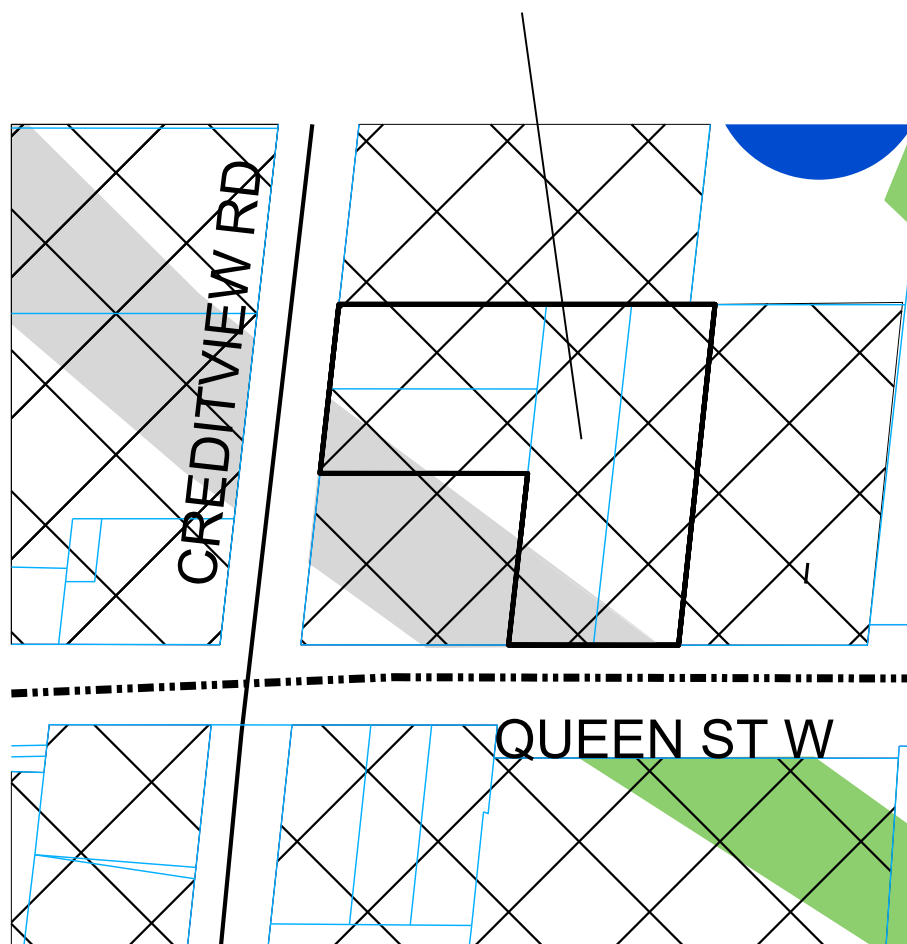
TECHNOARCH, ARCHITECTS & DESIGNERS - Momi, Balbir



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



SUBJECT LANDS



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

RESIDENTIAL



Low Density 2



Springbrook Settlement Area

OPEN SPACE



Primary Valleyland



Secondary Valleyland



**Potential Stormwater
Management Ponds**

INFRASTRUCTURE

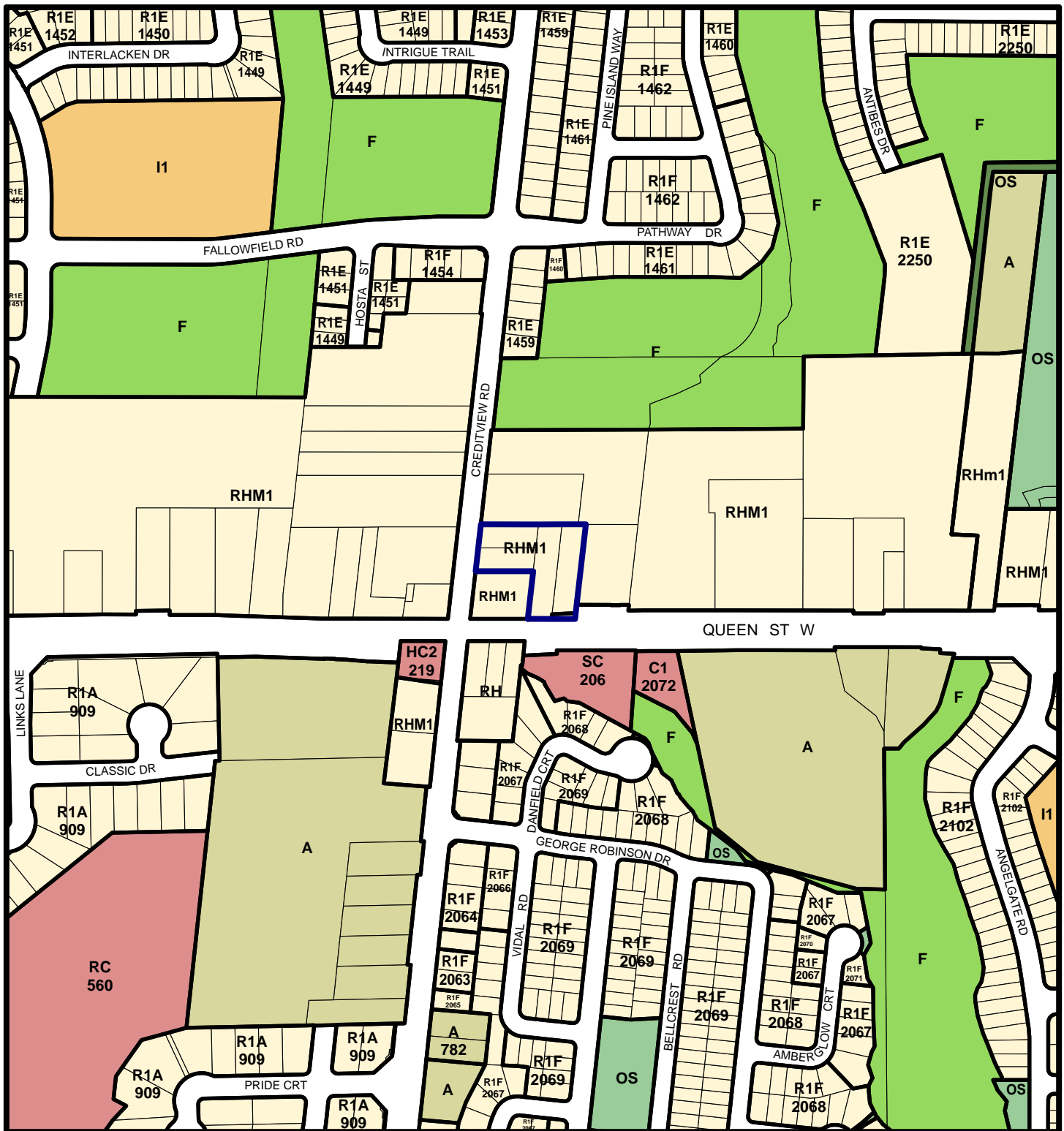


Minor Arterial Roads



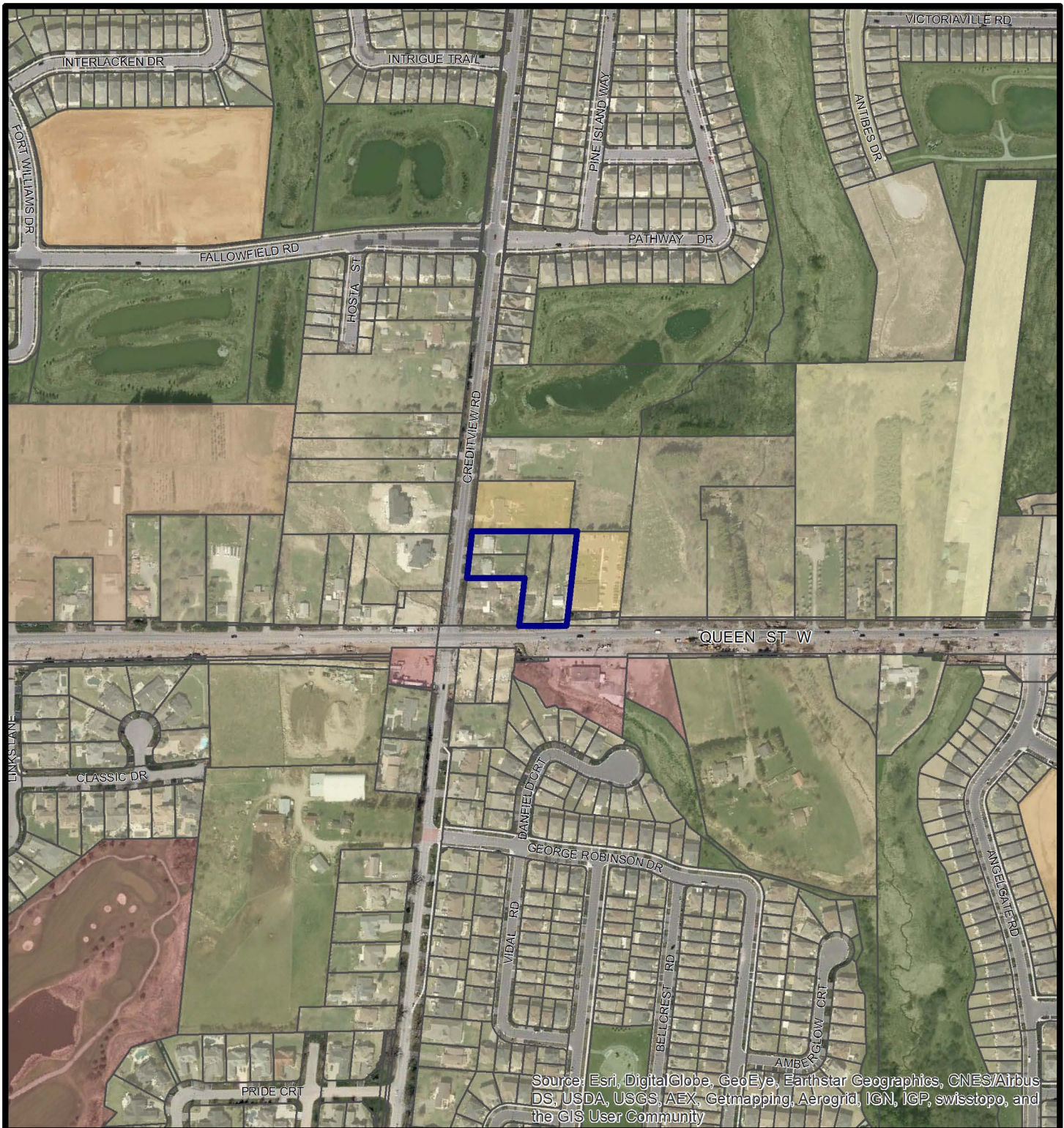
Two Lane Scenic Road











- SUBJECT LAND
- RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL
- AGRICULTURAL
- OPEN SPACE
- CITY LIMIT
- FLOODPLAIN

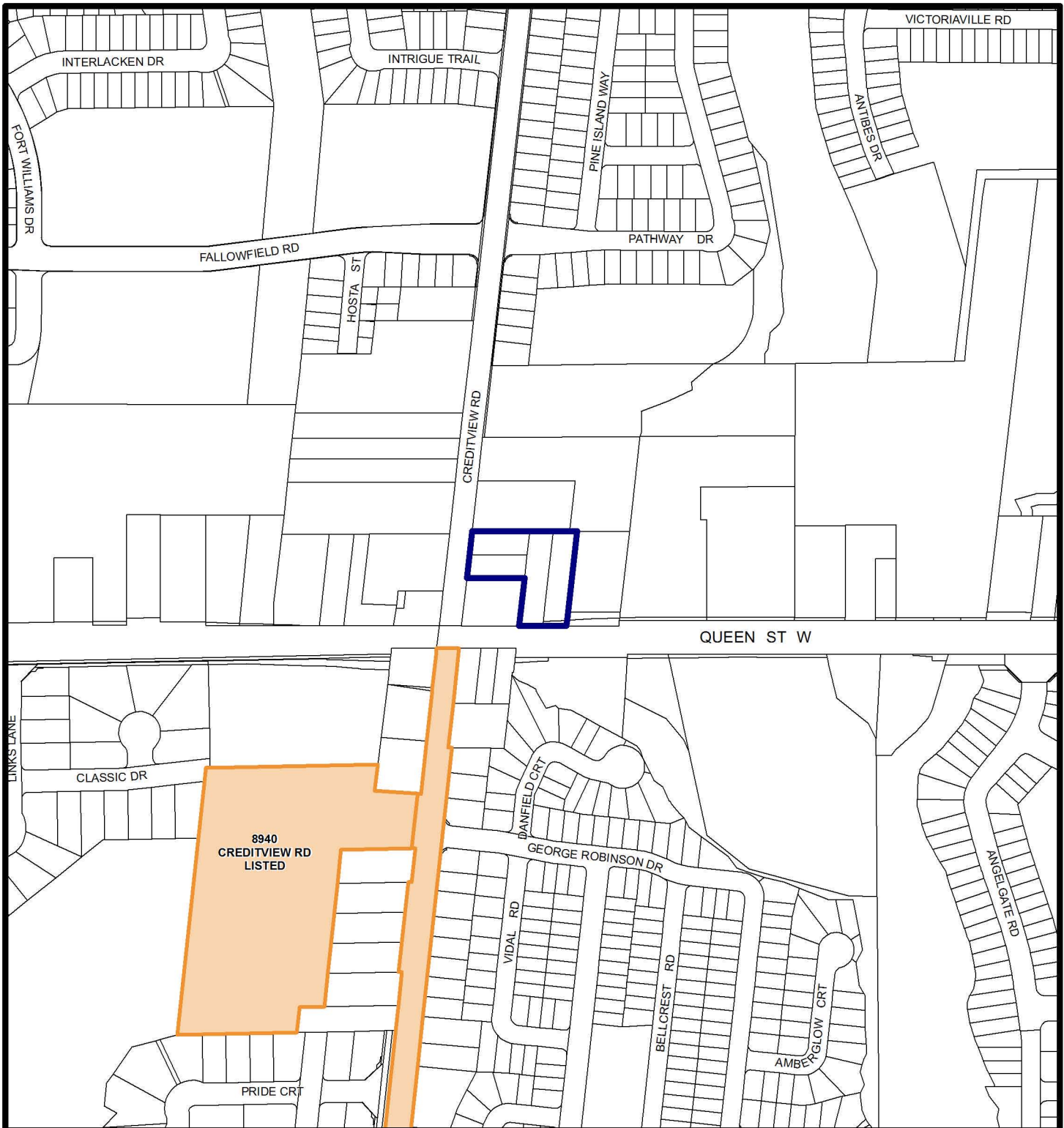




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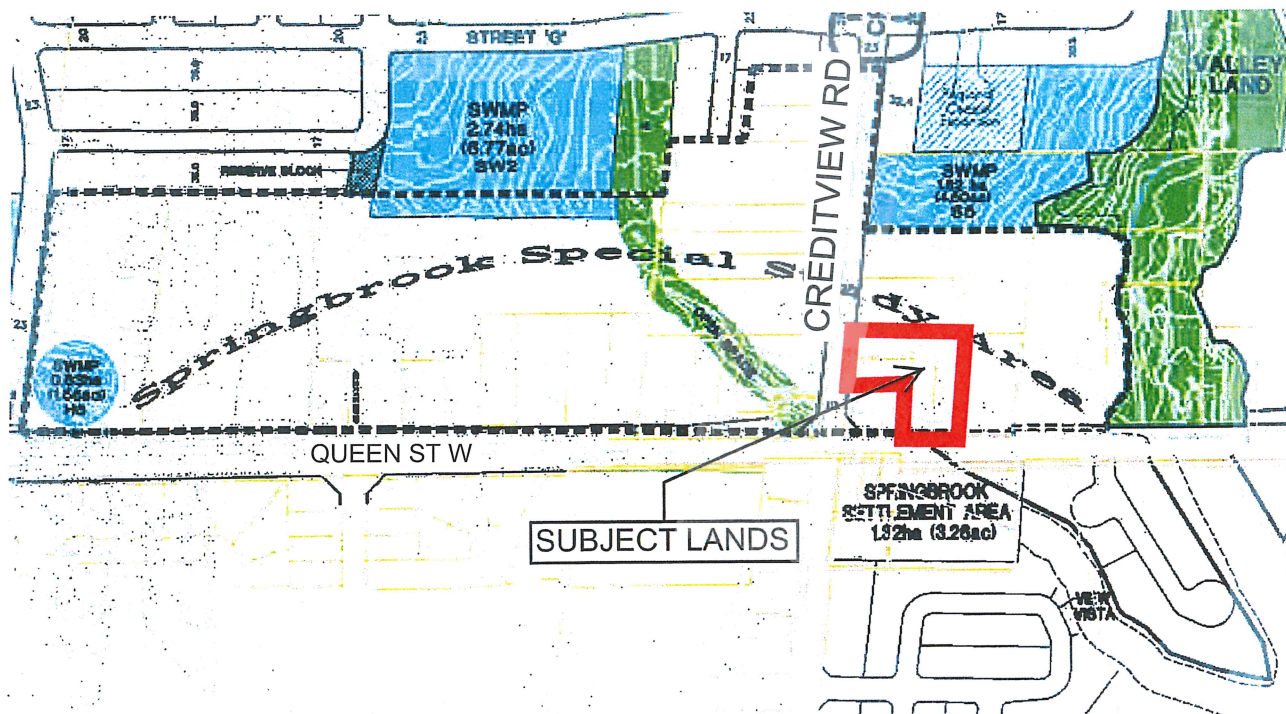
- | | | | | | |
|---|---------------|---|---------------|---|-------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | OPEN SPACE |
|  | PROPERTY LINE |  | INDUSTRIAL |  | RESIDENTIAL |
|  | AGRICULTURE |  | INSTITUTIONAL |  | UTILITY |



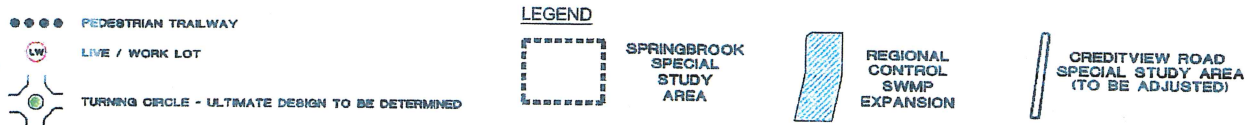


- SUBJECT LAND
- HERITAGE PROPERTIES OUTSIDE 50M
- CITY LIMIT
- HERITAGE PROPERTIES WITHIN 50M

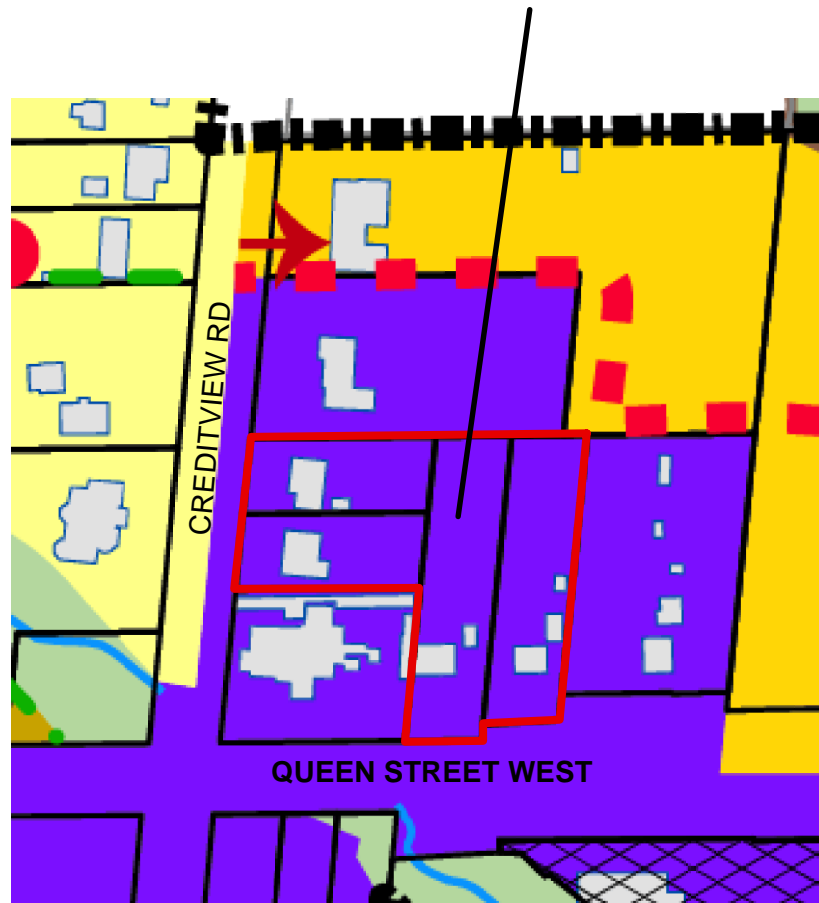




EXTRACT FROM BLOCK PLAN 45-2 KNOWN AS THE SPRINGBROOK COMMUNITY BLOCK PLAN



SUBJECT LANDS



EXTRACT FROM THE DOCUMENT KNOWN AS THE SPRINGBROOK SETTLEMENT AREA TERTIARY PLAN

Legend		Natural Heritage System			
	Tertiary Plan Boundary		Woodland (subject to further study)		Existing Stormwater Management Pond
	Watercourses		Wetland (subject to further study)		Proposed Stormwater Management Pond (subject to further study)
	Existing Building Footprint		Valleyland/Watercourse Corridor		Parkette - Conceptual
	Special Site Area 1		Other Wetland		Hamlet Residential
					Hamlet Mixed Use
					Low Density Residential
					Low-Medium Density Residential
					Conceptual Access
					Conceptual Road
					Conceptual Trail Opportunity

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990 and Provincial Policy Statement (2020)

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

- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - *Is well-designed,*
 - *Encourages a sense of place, and*
 - *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The PPS policies that are applicable to this application are as follows:

Section 1 of the PPS includes policies focused on building strong, healthy communities and promoting efficient land use and development patterns that support sustainable, liveable, and resilient communities.

- *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;*
 - b) *accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.*
- *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;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed.*
- *Section 1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- *Section 1.1.3.6 - New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- *Section 1.4.1 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;"*
- *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:*
 - b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- 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; and*
 - e) *requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.*
- *Section 1.6.7.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
 - *Section 1.6.7.4 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
 - *Section 1.6.8.3 - Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate 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 Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Designated Greenfield Area" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be

evaluated against the policies of the Growth Plan to ensure conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- *Section 2.2.1.2 - Forecasted growth to the horizon of this Plan will be allocated based on following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- *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 second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.*
 - e) *provide for a more compact built form and a vibrant public realm, including public open spaces.*
- *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 second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing.*
- *Section 2.2.6.3. - To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit*

residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

- *Section 2.2.7.1 - New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) supports the achievement of complete communities;*
 - b) supports active transportation; and*
 - c) encourages the integration and sustained viability of transit services.*

Regional Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are designated “Urban System” on *Schedule D – Regional Structure* in the Regional of Peel Official Plan, which consists of lands included within the 2031 Regional Urban Boundary. The general objectives of the Urban System is to achieve sustainable development, establish healthy complete communities and to achieve an intensified and compact form consisting of a mix of land uses.

The applicable sections of the Regional Official Plan for this development application include:

- *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 characteristics of existing communities.*
- *Section 5.2.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- *Section 5.3.1.5 - To achieve an urban structure, form and densities which hare pedestrian-friendly and transit supportive.*
- *Section 5.3.1.6 - To promote crime prevention and improvement in the quality of life.*
- *Section 5.3.2.2 - Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this plan and the area municipal official plans.*
- *Section 5.5.2.1 - Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented offer transportation choices, including a diverse mix of land uses, accommodate people of all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*

- *Section 5.5.2.2 - Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- *Section 5.9.1.2 - To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- *Section 5.9.1.3 - To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- *Section 5.9.1.4 - To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

Official Plan:

The purpose of the City of Brampton Official Plan is to give clear direction as to how physical development and land use decisions should take place to meet the current and future needs of its residents. The subject lands are designated “Residential” in the Official Plan. The “Residential” designation permits predominately residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses including commercial uses may also be permitted subject to specific Secondary Plan policies or designations. The proposal is generally consistent with the “Residential” policies of the Official Plan. An Official Plan Amendment is not required.

Secondary Plan:

The site is currently designated “Residential - Springbrook Settlement Area” in the Credit Valley Secondary Plan (Area 45). The Springbrook Settlement Area is a historical crossroad hamlet associated with the agricultural settlement of the area. In accordance with Section 4.1.3 of the Official Plan, limited service commercial, village crafts and home workshops are permitted in the form of a low intensity and low-density development that is in keeping with the scale and character of the historic hamlet. Under the existing policy framework, an amendment to the Secondary Plan would be required to permit the proposed mixed-use development.

Although an Official Plan Amendment is required under the existing policy framework, a City Initiated Official Plan Amendment is currently under review to replace the existing policy with a new policy framework. The new policy framework will include the “Springbrook Settlement Area Tertiary Plan” and a new planning vision focused on maintaining Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road.

Under the new proposed policy framework, the site will be designated “Hamlet Mixed Use” in the Credit Valley Secondary Plan (Area 45). The “Hamlet Mixed Use” designation

places emphasis on creating street related and pedestrian oriented uses that frame the streetscape and contribute to a strong sense of place.

Uses identified as Hamlet Mixed Use at the intersection of Queen Street East and Creditview Road are to be developed as small-scale commercial uses at grade, including retail, restaurants, service uses, private schools and offices, with residential uses above or behind commercial buildings, with a height of two to three storeys. In particular, three storey buildings are appropriate to be located at the immediate corners of Queen Street West and Creditview Road, where they will help define this intersection. Buildings are to be sited close to the public streets to create a consistent street edge, with parking and loading located at the rear or side of buildings.

To minimize the impact on the adjacent low density residential uses, such as shadowing, privacy, lighting, and noise, proposed redevelopment within the Hamlet Mixed Use designation shall incorporate adequate siting, massing and orientation, and buffering elements such as appropriate height transition, setbacks, and landscaping.

Built form and materials shall reflect the historic character of the Springbrook Hamlet. Highly detailed buildings are encouraged, with elements such as cornices, key stones, eaves and dormers to provide visual interest. Flat roofs are discouraged. Roof styles should utilize a gabled character, consistent with the established hamlet character. The intersection of Queen Street West and Creditview Road will function as the gateway to the Springbrook Settlement Area, and shall integrate entry features as a component of the mixed use development. The entry features are intended to create a sense of arrival, serve as placemaking and wayfinding elements and enhance the visual quality of the streetscape. Entry features will reinforce the heritage character of the Settlement Area as a unique component of the Springbrook community.

The development proposal is consistent with the “Hamlet Mixed Use” designation that is currently contemplated by the City Initiated Official Plan Amendment. The development proposal however is not consistent with the current “Residential - Springbrook Settlement Area” designation in the Credit Valley Secondary Plan (Area 45). An Official Plan Amendment is currently required to facilitate the development proposal. Should the City Initiated Official Plan Amendment be approved by Council, staff will re-evaluate the development proposal within the context of the new policy framework.

Block Plan:

The subject lands are identified as “Springbrook Special Study Area” on the approved Springbrook Community Block Plan Area 45-2 (see Appendix 7). The Springbrook Settlement Area is located within the Credit Valley Secondary Plan and is comprised of a land area of approximately 12.5 hectares (31 acres) (see Appendix 8). The Springbrook Settlement Area is identified as a historically settled community with the potential for infill development and enhancement of the Hamlet. An amendment to the Block Plan is not required.

Tertiary Plan:

The site is located within the “Springbrook Settlement Area Tertiary Plan” as identified by Schedule SP45(b). The objective of the Springbrook Settlement Area Tertiary Plan is to develop a comprehensive land use plan that ensures that proposed redevelopment within the Springbrook area is of a scale and built form compatible with existing low density residential and commercial uses. The vision for the settlement area is to maintain Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road. The vision directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area’s natural heritage features and hamlet character.

The Tertiary Plan provides guidance for natural heritage protection, municipal services, road connections, road network, and stormwater management. The proposal to redevelop the lands for a mixed-use development is consistent with the “Hamlet Mixed Use” designation as shown on the Springbrook Tertiary Plan, which envisions the subject properties to develop with a mix of commercial and residential uses, contributing to the creation of a complete community.

Zoning By-law:

The properties are zoned “Residential Hamlet One (RHm1)” by By-Law 270-2004, as amended. The “Residential Hamlet One (RHm1)” zone permits a single detached dwelling, a group home type 1, an auxiliary group home, a place of worship, a public or private school, a cemetery, a nursing home, and a greenhouse or nursery. An amendment to the Zoning By-law is required to permit the proposed commercial development.

Sustainability Score & Summary:

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The application has a Sustainability Score of 50 points, which achieves the City’s Bronze threshold. City staff is currently reviewing the sustainability performance metrics and summary to verify the sustainability score.

Documents Submitted in Support of the Application

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Site Plan
- Concept Elevation Drawings
- Property Survey
- Planning Justification Report
- Public Consultation Strategy

- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Geotechnical Report
- Functional Servicing Report
- Traffic Impact Study
- Stage 1 & 2 Archaeological Assessment
- Urban Design Brief
- Vegetation Assessment
- Noise Feasibility Study
- Tree Inventory and Preservation Plan

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.

Date: 2020-10-23

File: OZS-2020-0013

Subject: **INFORMATION REPORT**
Application to Amend the Zoning By-Law
(*Proposal to permit a 9 storey apartment building with commercial uses at grade*)
Glen Schnarr & Associates Inc. – G. C Jain Investments Ltd.
185 & 187 Queen Street East
East of Centre Street, west of Kennedy Road on the south side of Queen Street East
Ward: 3

Contact: Kevin Freeman, Development Planner, Planning and Development Services Department (Kevin.Freeman@brampton.ca or 905-874-2051)
David VanderBerg, Manager, Planning and Development Services Department (David.Vanderberg@brampton.ca or 905-874-2325)

Report Number: Planning, Building and Economic Development-2020-240

Recommendations:

1. **That** the report titled: **Information Report**, Application to Amend the Zoning By-Law, **Glen Schnarr & Associates Inc. – G. C Jain Investments Ltd.**, 185 & 187 Queen Street East, Ward 3 (File: OZS-2020-0013), to the Planning and Development Committee Meeting of November 16, 2020, be received; and,
2. **That** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- **The applicant has submitted an application to amend the Zoning By-law to permit a mixed-use development consisting of a 9-storey apartment building with commercial uses at grade.**

- **The property is located at 185 & 187 Queen Street East, which is east of Centre Street, west of Kennedy Road on the south side of Queen Street East.**
- **The property is designated “Central Area” in the Official Plan and “Central Area Mixed-Use” in the Queen Street Corridor Secondary Plan (Area 36). An amendment to the Official Plan and Secondary Plan is not required to permit the proposed development.**
- **The property is currently zoned “Future Development – Section 3453 (FD-3453)” by By-law 270, 2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development.**
- **This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.**

Background:

The applicant has submitted an application to amend the Zoning By-law to permit a mixed-use development consisting of a 9-storey apartment building with commercial uses at grade.

The application was received on May 4, 2020 and has since 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 July 14, 2020.

In accordance with Section 5.34 of the Official Plan, the applicant was required to submit a Tertiary Plan, attached as Appendix 8, in support of the development application submission. On June 24, 2020 a public notice was circulated to all affected landowners within the Tertiary Plan area inviting them to participate in the Tertiary Planning Process for the block bounded by Queen Street East, Torrome Street, John Street and Truman Street. A virtual public consultation session was held on August 27, 2020 to review and discuss the Tertiary Plan with the affected landowners, applicant and City Staff.

The Tertiary Plan will need to be finalized through consultation with City staff and participating landowners to establish a development pattern for the entirety of the block. The Tertiary Plan will be evaluated based on good planning principles and will be endorsed for inclusion as a non-statutory appendix to the Secondary Plan prior to the approval of the development application.

Current Situation:

Proposal:

The applicant has submitted an application for a Zoning By-law Amendment to permit a mixed-use development consisting of a 9-storey apartment building with commercial uses at grade. Details of the proposal are as follows:

- Four commercial units ranging in size from 55 square metres (592 square feet) to 165 square metres (1,776 square feet) for a total commercial gross floor area of approximately 522 square metres. The commercial units are proposed to be accessible from Queen Street East with entryways to each individual unit. A central driveway will support access to the residential building, underground parking and bicycle storage;
- 80 residential units consisting of 32 one-bedroom units and 48 two-bedroom units ranging in size from 70 square metres for a one-bedroom unit to 125 square metres for a two-bedroom unit. The residential units are to occupy floors 2 through 9 for total gross floor area of approximately 9,663 square metres;
- A net density of 500 units per net hectare and a floor space index (ratio of building area to site area) of 6.85;
- Two levels of underground parking consisting of a total of 43 parking spaces; and,
- Maintain existing full-moves access along Queen Street East, which will be restricted to right-in, right-out once the BRT lane has been constructed on Queen Street East.

Property Description and Surrounding Land Use (see Appendix 2):

The lands have the following characteristics:

- are municipally known as 185 & 187 Queen Street East;
- have a total site area of approximately 0.16 hectares (0.39 acres);
- have a frontage of approximately 40 metres (130 feet) along Queen Street East;
- are comprised of two separate, vacant parcels of land with no vegetation; and,
- have an existing full moves access to Queen Street East.

The surrounding land uses are described as follows:

- North: Queen Street East, beyond are vacant lands for which a Zoning By-law Amendment application has been approved to permit a 20 storey mixed-use building (City File: C01E06.053). To the immediate east of the vacant lands is a single storey commercial building;
- East: Existing single-detached dwellings, beyond is a 31-storey mixed-use building currently being constructed;
- South: Existing single-detached dwellings; and,
- West: An existing place of worship and a two-storey commercial building.

Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis of this application. All comments received will be considered in the future Recommendation Report to the Planning & Development Services Committee.

At this time, staff has noted the following items that will need to be addressed as part of the comprehensive analysis of the application:

- *Tertiary Plan* – The Tertiary Plan will need to be finalized through consultation with City staff and participating landowners to establish a development pattern for the entirety of the block. The Tertiary Plan is intended to ensure that new development contributes to enhancing the character of the community, compliments and improves the community urban structure and mitigates any adverse impacts on the surrounding area. The completed Tertiary Plan will be evaluated based on good planning principles and must be endorsed for inclusion as a non-statutory appendix to the Secondary Plan prior to the approval of the development application.
- *Building Setbacks* – The development proposal must be sensitive to the existing neighbourhood context and establish an appropriate transition and physical integration with adjacent properties. The surrounding area is predominately comprised of low-density residential land use but which are planned for higher-density uses in the Queen Street Corridor Secondary Plan. The applicant will need to demonstrate through the submission of a shadow impact study and implementation of urban design principles to ensure that appropriate building setbacks have been considered to mitigate any impacts on the adjacent properties.

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

Further technical planning and development implications associated with this application will be undertaken and discussed within a future Recommendation Report. The Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site specific studies submitted by the applicant.

Public Meeting Notification Area:

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

Corporate Implications:

Financial Implications:

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

Other Implications:

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

Term of Council Priorities:

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

Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic'.

Conclusion:

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

Respectfully submitted:

Authored by:

Reviewed by:

Kevin Freeman, MCIP, RPP
Development Planner, Development
Services

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

Submitted by:

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

David Barrick
Chief Administrative Officer
City of Brampton

Attachments:

Appendix 1 – Development Concept Plan

Appendix 2 – Location Map

Appendix 3 – Official Plan Designations

Appendix 4 – Secondary Plan Designations

Appendix 5 – Zoning Designations

Appendix 6 – Aerial & Existing Land Use

Appendix 7 – Heritage Resources

Appendix 8 – Tertiary Plan

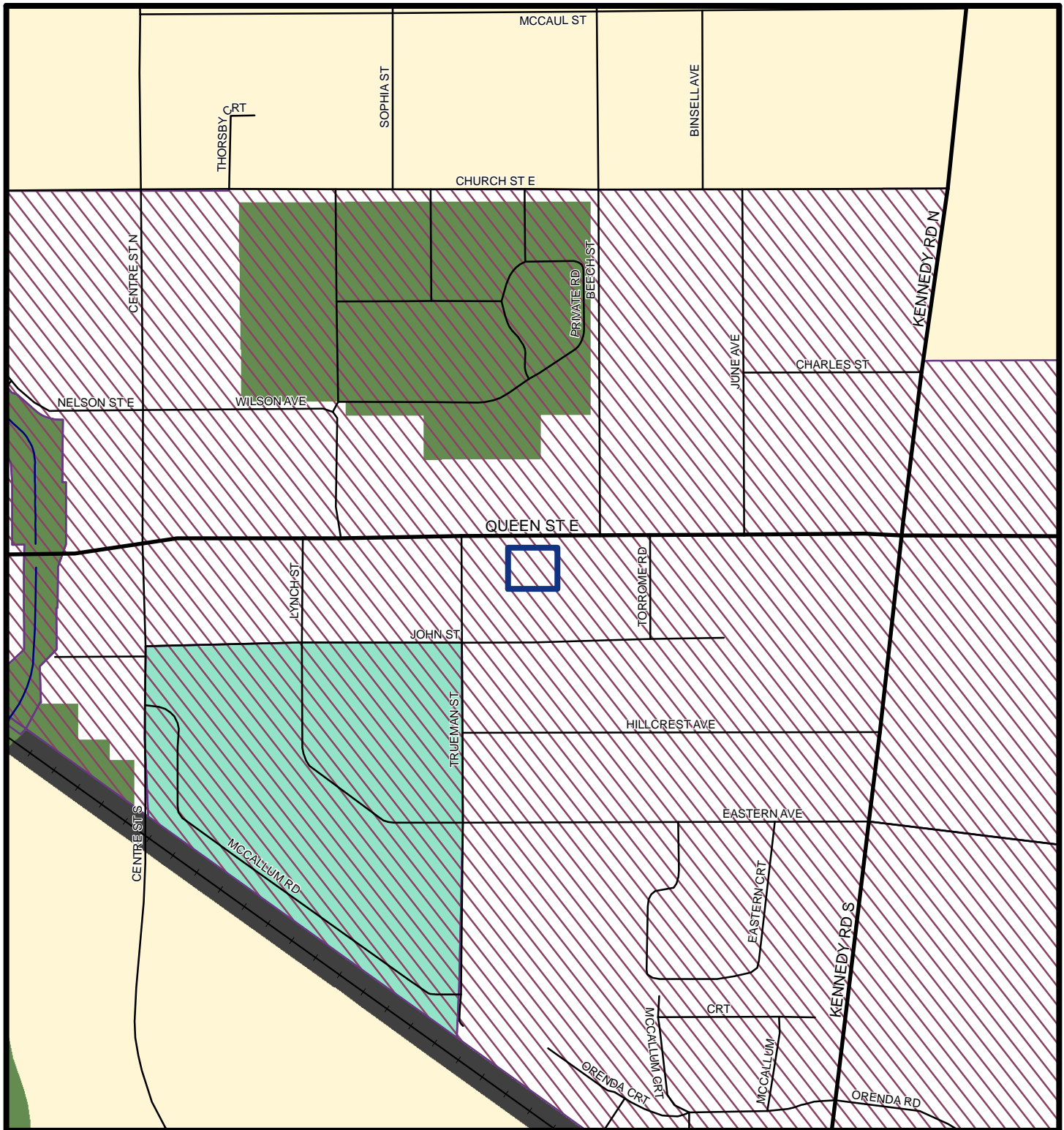
Appendix 9 – Information Summary











- SUBJECT LAND
 GREENSPACE
 CEMETERY
 H HOSPITAL
 S SCHOOLS
- PROPERTY LINE
 + + RAILWAYS

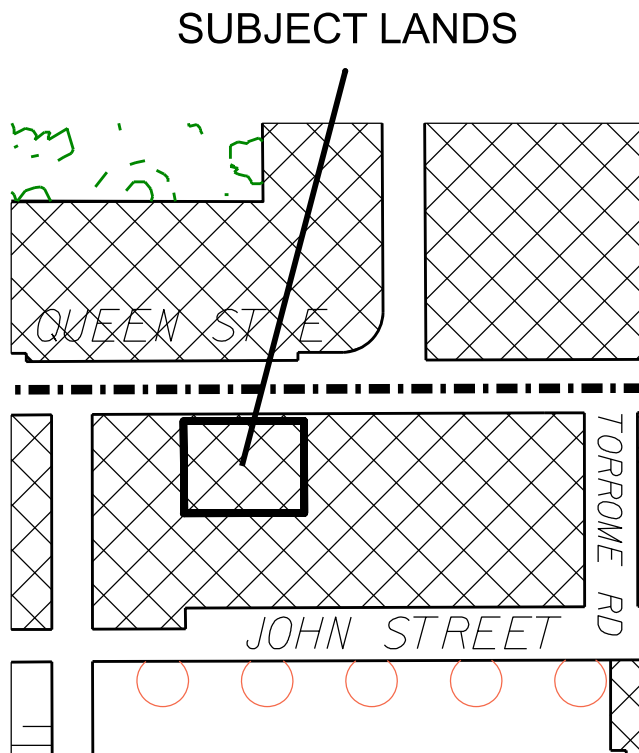




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | | | | | |
|--|--------------|---|---------------------|---|-------------|---|---------|
|  | SUBJECT LAND |  | OPENSOURCE |  | RESIDENTIAL |  | UTILITY |
|  | CENTRAL AREA |  | MAJOR INSTITUTIONAL | | | | |





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

RESIDENTIAL



PUBLIC OPEN SPACE









COMMERCIAL



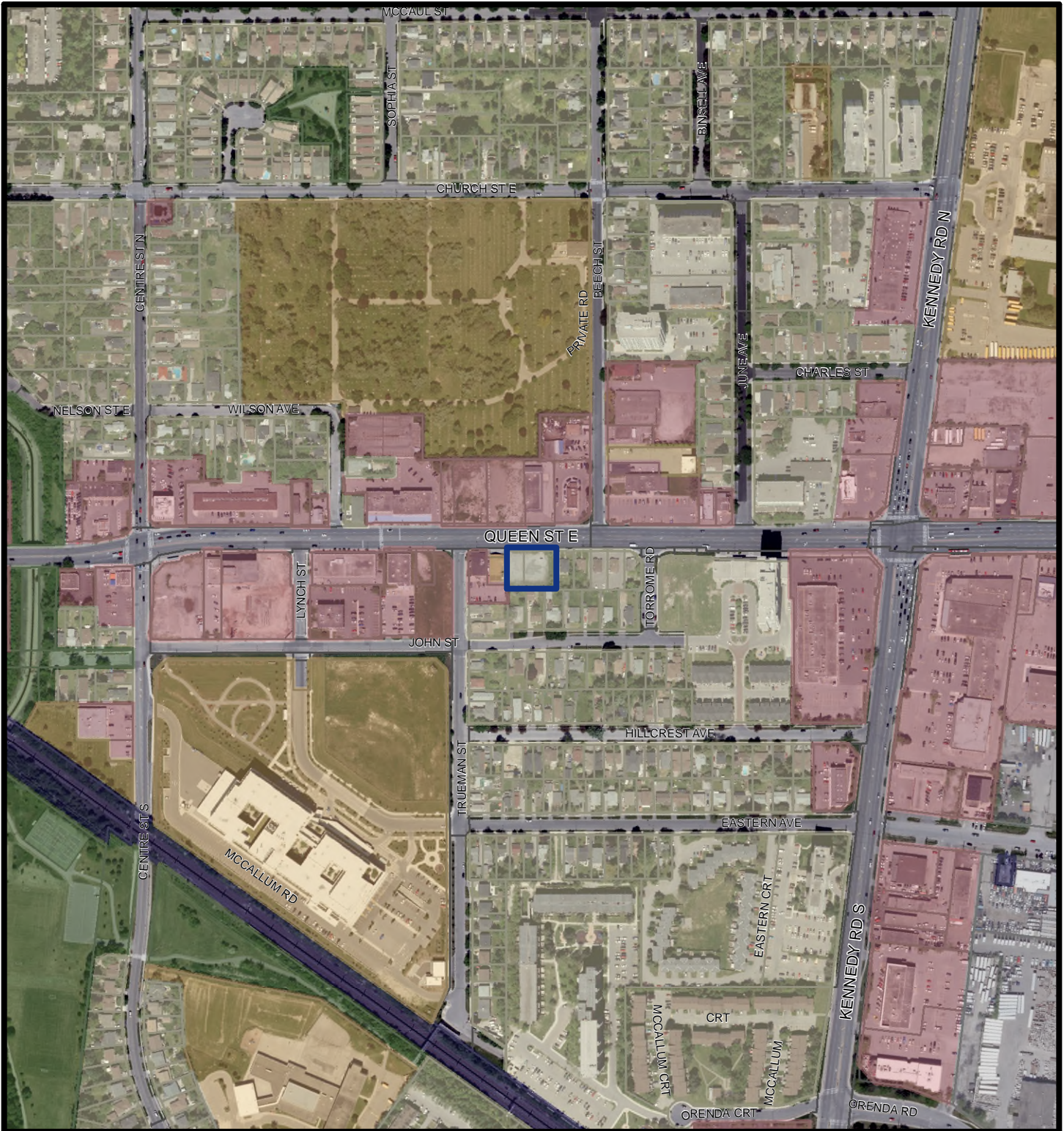
TRANSPORTATION





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



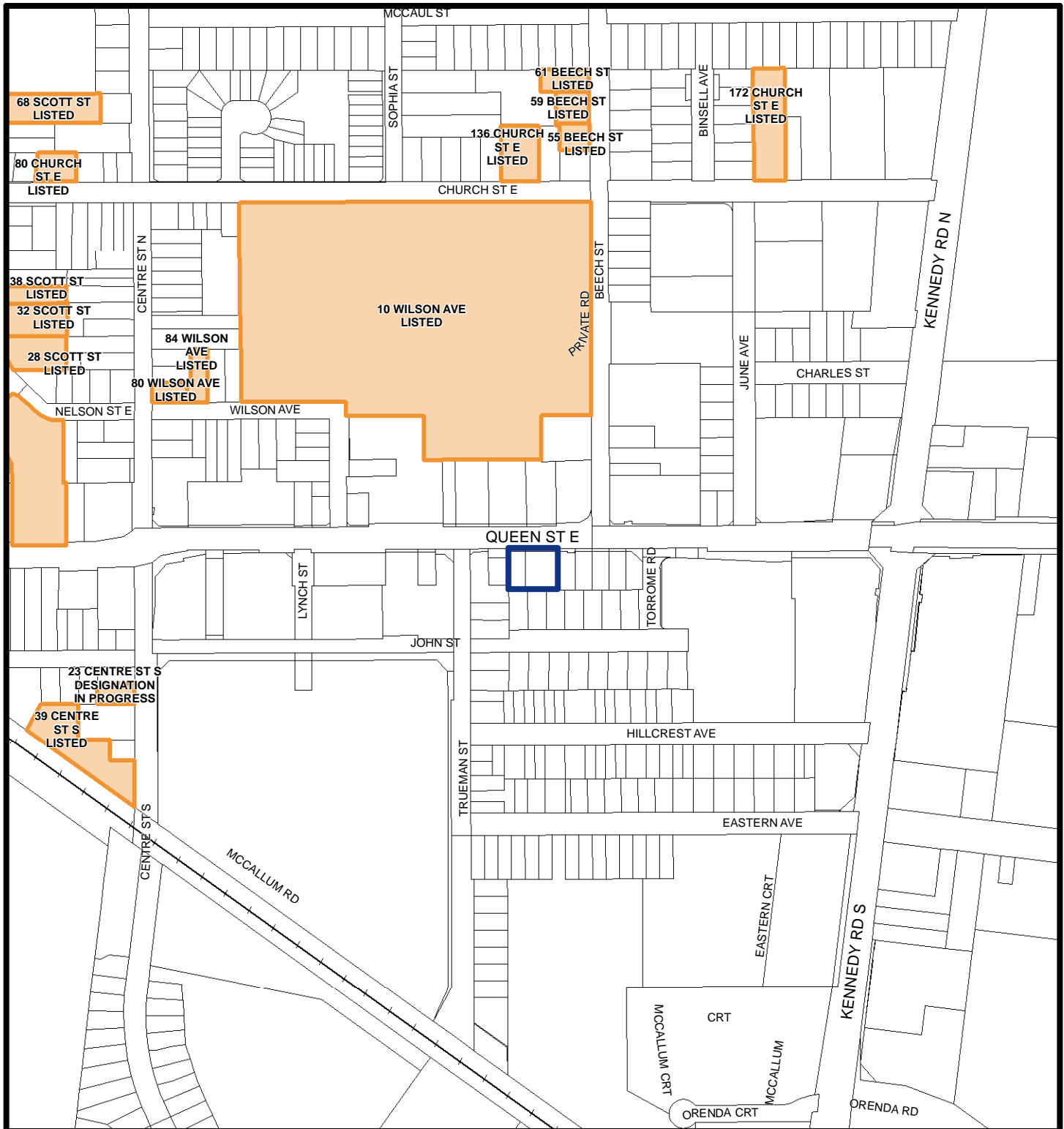


AERIAL PHOTO DATE: SPRING 2019

Legend

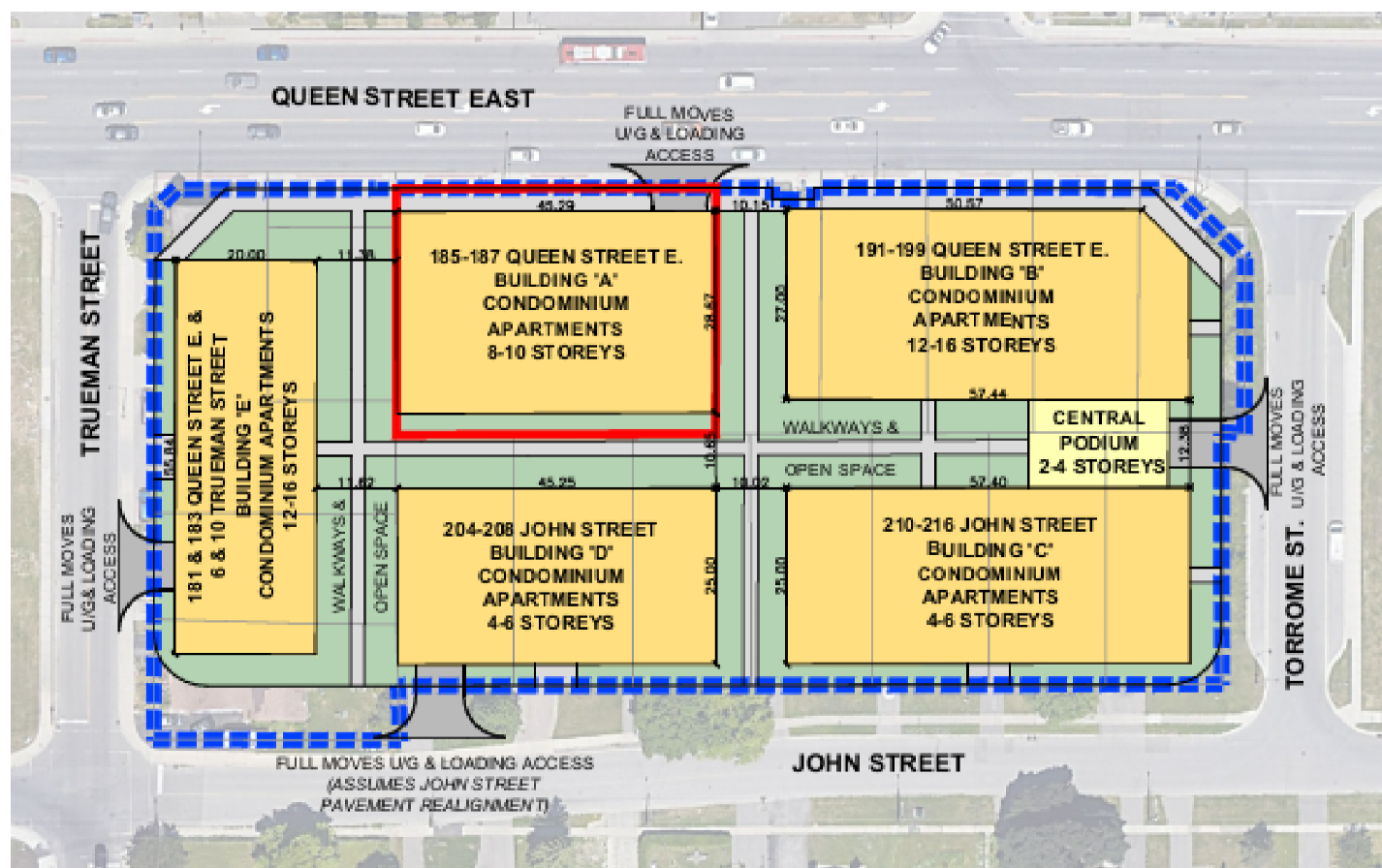
	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				





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



**LEGEND**

TERTIARY PLAN BOUNDARY



SUBJECT LANDS

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990 and Provincial Policy Statement (2020)

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

- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - *Is well-designed,*
 - *Encourages a sense of place, and*
 - *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The PPS policies that are applicable to this application are as follows:

Section 1 of the PPS includes policies focused on building strong, healthy communities and promoting efficient land use and development patterns that support sustainable, liveable, and resilient communities.

- *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;*
 - b) *accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - e) *promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society”*
- *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;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed.*
 - *Section 1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
 - *Section 1.1.3.6 - New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
 - *Section 1.4.1 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;”*
 - *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:*
 - b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- 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; and*
 - e) *requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.*
- *Section 1.6.7.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
 - *Section 1.6.7.4 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
 - *Section 1.6.8.3 - Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate 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 Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Delineated Built-Up Area" and "Urban Growth Centre" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure

conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- *Section 2.2.1.2 - Forecasted growth to the horizon of this Plan will be allocated based on following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - c) *within settlement areas, growth will be focused in*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- *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 second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.*
 - e) *provide for a more compact built form and a vibrant public realm, including public open spaces.*
- *Section 2.2.3.1 - Urban growth centres will be planned:*
 - a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
 - b) *to accommodate and support the transit network at the regional scale and*
 - c) *provide connection points for inter- and intra-regional transit;*
 - d) *to accommodate significant population and employment growth.*
- *Section 2.2.3.2. - Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
 - b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown*

Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;

- *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 second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing.***
- *Section 2.2.6.3. - To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Regional 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 Growth Centre” designation as identified on *Schedule D – Regional Structure* in the Regional of Peel Official Plan. Urban Growth Centres as shown on Schedule D, are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers.

The applicable sections of the Regional Official Plan for this development application include:

- *Section 5.3.3.1.1 - To Achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*
- *Section 5.3.3.1.2 - To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*
- *Section 5.3.3.1.3 - To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- *Section 5.3.3.1.4 - To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectares by 2031 or earlier.*

- *Section 5.3.3.2.1 - Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses.*
- *Section 5.3.3.2.3 - Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*
 - b) the provision of opportunities for residents to live and work within the urban growth centre;*
 - c) the establishment of a higher intensity compact form, with a wide range and mix of land uses; and,*
 - d) the provision of a transit-supportive and pedestrian oriented urban form.*
- *Section 5.5.2.1 - Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented offer transportation choices, including a diverse mix of land uses, accommodate people of all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- *Section 5.5.2.2 - Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- *Section 5.5.3.2.3 - 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 5.9.1.2 - To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- *Section 5.9.1.3 - To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- *Section 5.9.1.4 - To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

Official Plan:

The purpose of the City of Brampton Official Plan is to give clear direction as to how physical development and land use decisions should take place to meet the current and future needs of its residents.

Central Area & Urban Growth Centre

The subject lands are designated “Central Area” on Schedule A – General Land Use Designations of the Official Plan. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well

as major commercial, retail and employment activities. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. A significant portion of the Central Area has been designated by the Province as an Urban Growth Centre as depicted on Schedule “1A” generally extending from McLaughlin Road to Highway 410 along Queen Street, and is an area that is planned to accommodate the highest densities. The vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses.

In addition to the above, the following policies apply to lands within the Central Area and Urban Growth Centre:

- Section 3.2.3.2 - The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.
- Section 3.2.3.3 - Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.
- 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; and,
 - (ii) A variety of residential uses.

Queen Street Corridor Precinct

The Queen Street Corridor is identified within the Official Plan as a precinct within the Central Area that has the potential to transform into a mixed-use, transit-oriented, pedestrian friendly environment. The City is currently in the process of completing a land use study and precinct plan for the Queen Street East Corridor to support the implementation of a Community Planning Permit System.

Primary Intensification Corridor

Queen Street is designated as a Primary Intensification Corridor on Schedule 1 – City Concept. Primary Intensification Corridor’s are primarily identified as higher order transit corridors linking major destinations within and beyond the limits of the City. Primary Intensification Corridors are to be planned to accommodate intense mixed-use development at higher densities supported by the City’s highest level of transit service.

Bus Rapid Transit Corridor – Queen Street

The subject property is located along Queen Street East, which is identified as a Bus Rapid Transit (BRT) Corridor on Schedule C – Transit Network in the Official Plan. BRT Corridors are intended to provide high-frequency services on key north-south and east-west spines designed initially as BRT corridors with flexibility to be operated as a LRT corridor linking major destination within and beyond the City. The Central Area is the focus for the implementation of the City’s BRT routes, which forms part of the City’s Transportation and Transit Master Plan. The BRT addresses the short term need to link

Brampton Transit to the evolving inter-regional transit system in Mississauga, York Region and the Greater Toronto Area served by GO Transit. With its emphasis on enhanced services on the east-west Queen Street corridor and the north-south Hurontario – Main Street route, the BRT proposes increased service frequency throughout these corridors, enhanced east-west connections to the TTC, and north-south connections with GO Transit services in the Highway 407 and 403 Corridors, Central Mississauga and the Port Credit GO Station. This enhanced transit service provides another incentive for people to live and work in the Central Area.

The development proposal is consistent with the “Central Area” Official Plan designation. An amendment to the Official Plan is not required.

Queen Street Corridor Secondary Plan:

The property is located within the Queen Street Corridor Secondary Plan (Area 36) and is designated “Central Area Mixed-Use” as shown on Schedule SP36(A). Lands designated Central Area Mixed-Use are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit.

The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. An increase beyond the maximum coverage specified within the Central Area Mixed-Use designation shall require a site specific rezoning application.

The development proposal is consistent with the “Central Area Mixed-Use” Secondary Plan designation. An amendment to the Secondary Plan is not required.

Zoning By-law:

The property is zoned “Future Development – Section 3453 (FD-3453)” by By-Law 270-2004, as amended. The “FD-3453” zone only permits uses that legally existed on the date that the By-law came into effect. The development of new buildings or structures along with the addition of existing buildings is not permitted with the FD zone therefore an amendment to the Zoning By-law is required to facilitate the proposed mixed-use development.

Sustainability Score & Summary:

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the

proposal. The application has a Sustainability Score of 36 points, which achieves the City's Bronze threshold. City staff is currently reviewing the sustainability performance metrics and summary to verify the sustainability score.

Documents Submitted in Support of the Application:

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

- Draft Zoning By-law Amendment
- Property Survey
- Parcel Abstract
- Tertiary Plan
- Development Concept Plan
- Elevation Drawings
- Floor Plans
- Planning Justification Report
- Public Consultation Strategy
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Tree Inventory Preservation Plan
- Tree Inventory Preservation Report
- Conceptual Landscape Plan
- Geotechnical Report
- Functional Servicing Report
- Noise and Vibration Report
- Stage 1-3 Archaeological Assessment
- Traffic Impact Study
- Urban Design Brief
- Conceptual Streetscape Plan
- Grading Plan
- Site Servicing Plan
- Sustainability Score & Summary

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.

Date: 2020-11-16

File: OZS-2020-0025

Title: **Information Report**
Application to Amend the Zoning By-law
(To permit a 9-storey apartment building containing 82 units and 130 parking spaces)
Fifth Avenue Development Group Inc. – D.J.K. Land Use Planning
83 Wilson Avenue, and 14 and 16 Centre Street North
Southeast corner of Centre Street North and Wilson Street
Ward 1

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

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

Report Number: Planning, Building and Economic Development-2020-228

Recommendations:

1. That the report titled: **Information Report, Application to Amend the Zoning By-law, Fifth Avenue Development Group Inc. – D.J.K. Land Use Planning**, 83 Wilson Avenue, and 14 and 16 Centre Street North Ward 1 (File: OZS-2020-0025), to the Planning and Development Committee Meeting of November 16, 2020, be received, and,
2. That Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- The applicant proposes to amend the Zoning By-law to permit the lands to be developed with a 9-storey mid-rise apartment building containing approximately 82 residential units.

- The lands are designated “Central Area” in the Official Plan and “Central Area Mixed Use” in the Queen Street Corridor Secondary Plan (Area 36). An amendment to the Official Plan or the Secondary Plan is not required to facilitate this proposal.
- The site is zoned “Residential Single Detached B – R1B”, and does not permit residential development to the extent proposed. An amendment to the Zoning By-law is required to permit the mid-rise, multi-unit residential building.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

Background:

This application was received on August 27, 2020 and has been reviewed for completeness and found to be complete in accordance with the Planning Act. On September 25, 2020 a formal notice was issued deeming the application complete on August 27, 2020.

Current Situation:

Proposal:

The applicant is proposing to amend the Zoning by-law to permit a mid-rise building on a 0.16 hectare (0.4 acre) property. Details of the proposal are as follows (see Appendix 1 to 1D):

- A 9-storey mid-rise apartment building with a total gross floor area (GFA) of 6,867 sq. metres (73,916 sq. ft.);
- A Floor Space Index (FSI) of 4.30;
- 82 residential units consisting of:
 - 44 one-bedroom units;
 - 34 two-bedroom units;
 - 4 three-bedroom units;
- Approximately 213 sq. metres (2,291 sq. ft.) of amenity space, consisting of:
 - 95 sq. metres (1,027 sq. ft.) of indoor space;
 - 117 sq. metres (1,264 sq. ft.) of outdoor space;
- A total of 55 underground and 3 at grade vehicular parking spaces;
- A total of 73 bicycle parking spaces; and,
- Two one-way access points:
 - Centre Street North (ingress);

- Wilson Street (egress).

Property Description and Surrounding Land-Use:

The site has the following characteristics:

- Is located at 83 Wilson Street, and 14 and 16 Centre Street North (southeast corner of Centre Street North and Wilson Street);
- Has a total area of 0.16 hectares (0.4 acres);
- Has frontage of approximately 48 metres (157.5 ft.) along Wilson Street and 33 metres (108.3 ft.) along Centre Street North; and,
- Three single detached dwellings with associated accessory structures, and several trees situated on the site.

The surrounding land uses are described as follows:

North: Wilson Avenue, beyond are single-detached residential dwellings;

East: Single-detached residential dwelling;

West: Centre Street North, beyond are single-detached residential dwellings; and,

South: A 4-storey commercial office building and associated parking lot.

Technical Considerations:

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

- The proposal is located in close proximity to an intensification corridor, and adjacent to a low density residential neighbourhood. How this proposal is integrated to ensure compatibility with the surrounding land uses, while not prejudicing the ability to further develop adjacent lands, is to be further reviewed.
- There are a number of heritage resources in the vicinity of the site. Additional information with respect to the significance of these resources, and how they may be impacted by the development, is required.
- The appropriateness of the number of parking spaces provided shall be further evaluated against current parking requirements as well as future parking strategies.

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

Public Meeting Notification Area:

The application was circulated to City Departments, commenting agencies, and property owners within 240 metres of the subject lands, exceeding *Planning Act* requirements. Notice of this public meeting was also published in the *Brampton Guardian*. This report, along with the complete application requirements, including studies, has been posted to the City's website.

Corporate Implications:

Financial Implications:

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

Economic Development Implications:

Economic Development staff view the Central Area as a primary location for intensification. Staff will review the application for any economic development implications and provide further comments at the Recommendation Report stage.

Other Implications:

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

Term of Council Priorities:

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

Conclusion:

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

Authored by:

Reviewed by:

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

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

Approved by:

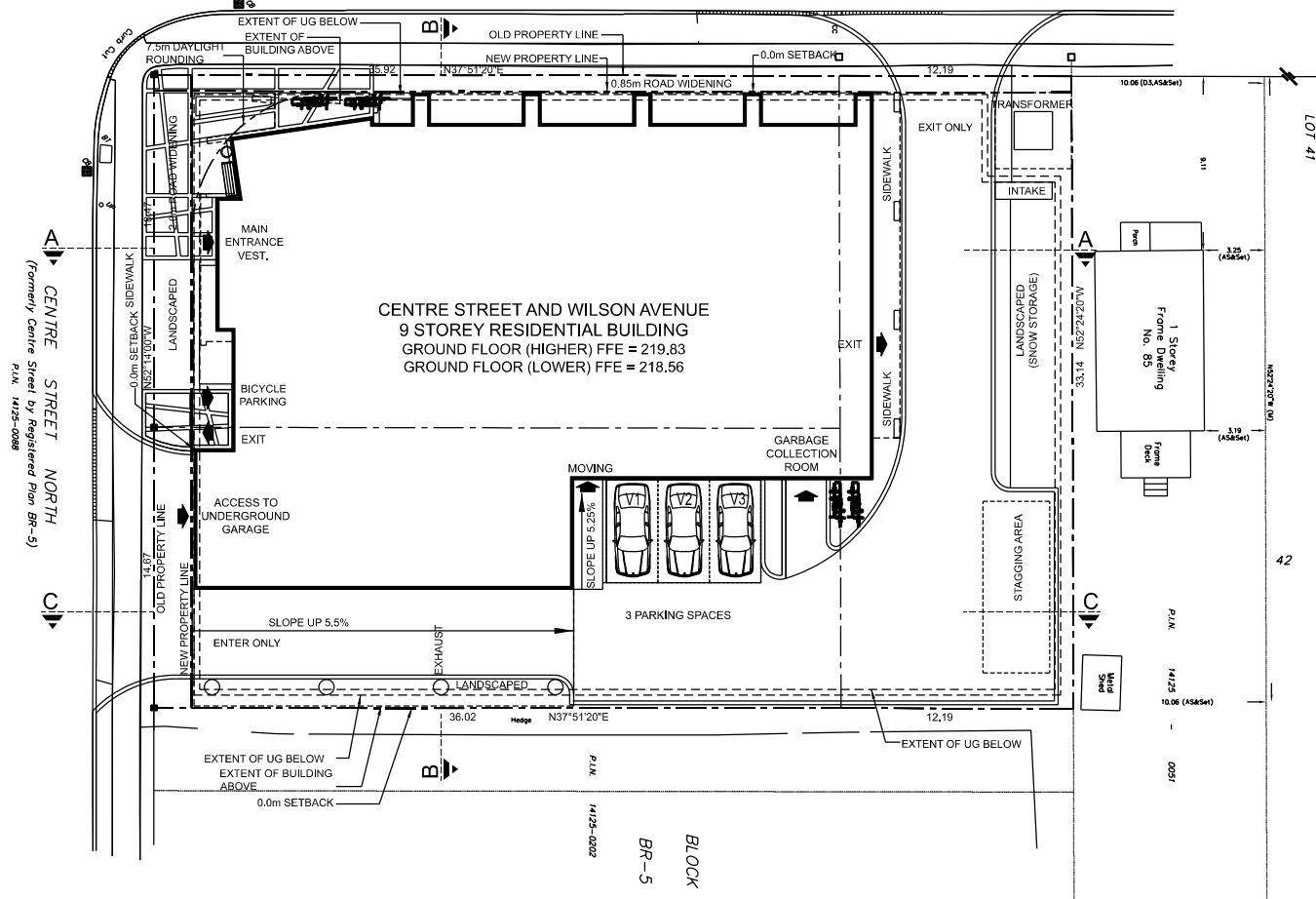
Submitted by:

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

David Barrick
Chief Administrative Officer

Attachments:

- Appendix 1: Concept Site Plan
- Appendix 1A: North and South Elevation
- Appendix 1B: West and East Elevation
- Appendix 1C: North and South View
- Appendix 1D: West and East View
- Appendix 2: Location Map
- Appendix 3: Official Plan Designations
- Appendix 4: Secondary Plan Designations
- Appendix 5: Zoning Designations
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Heritage Resources
- Appendix 8: Information Summary

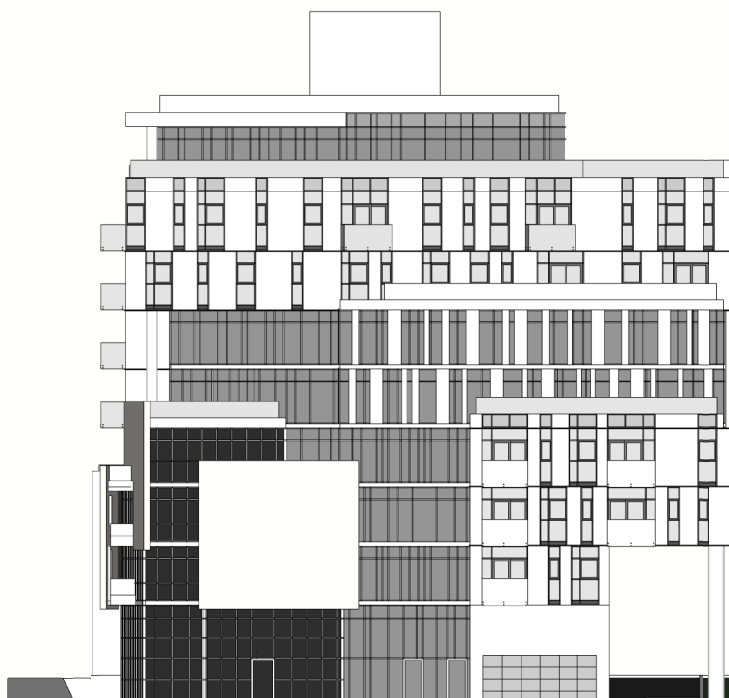




NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



NORTH VIEW



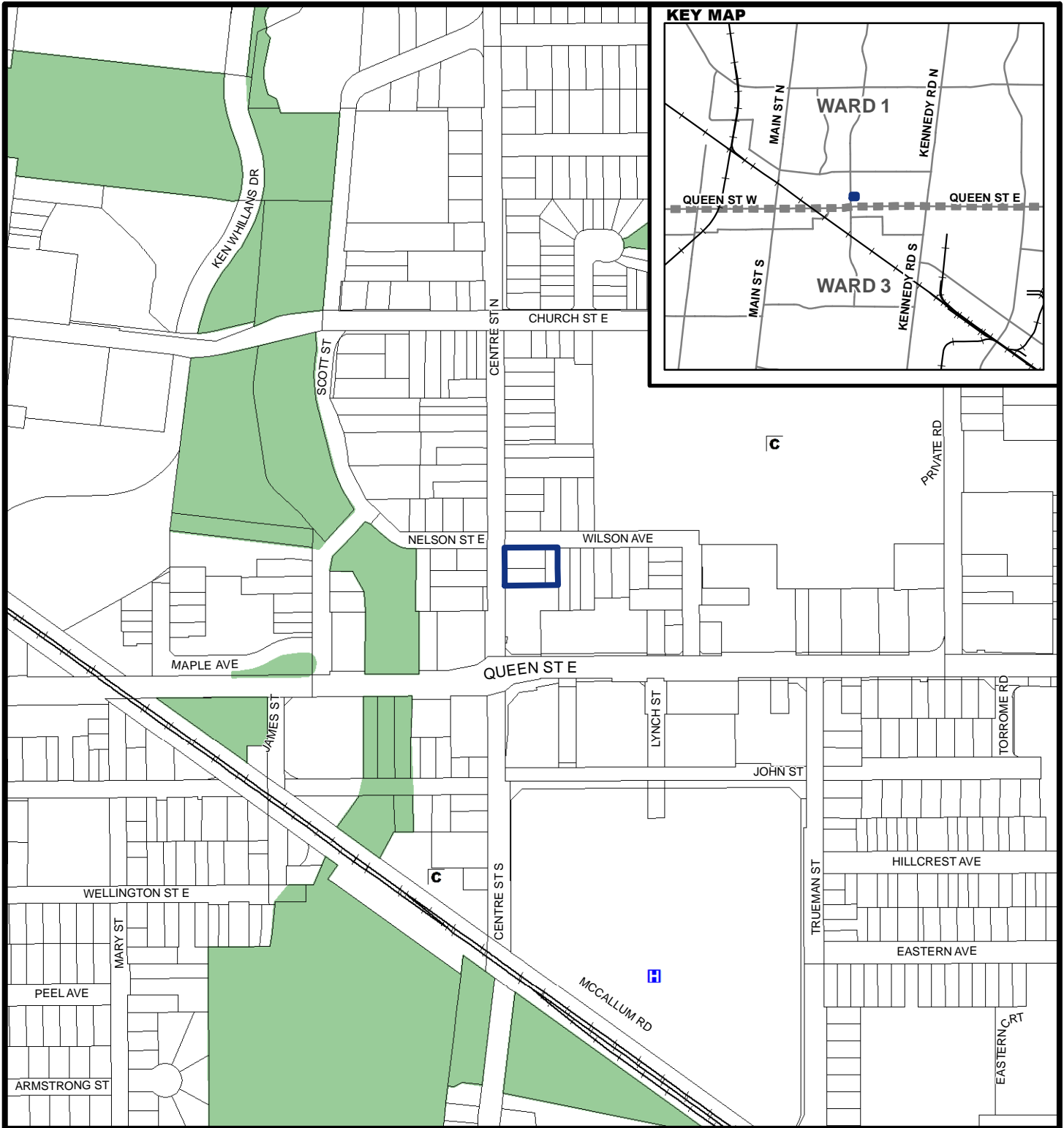
SOUTH VIEW



WEST VIEW

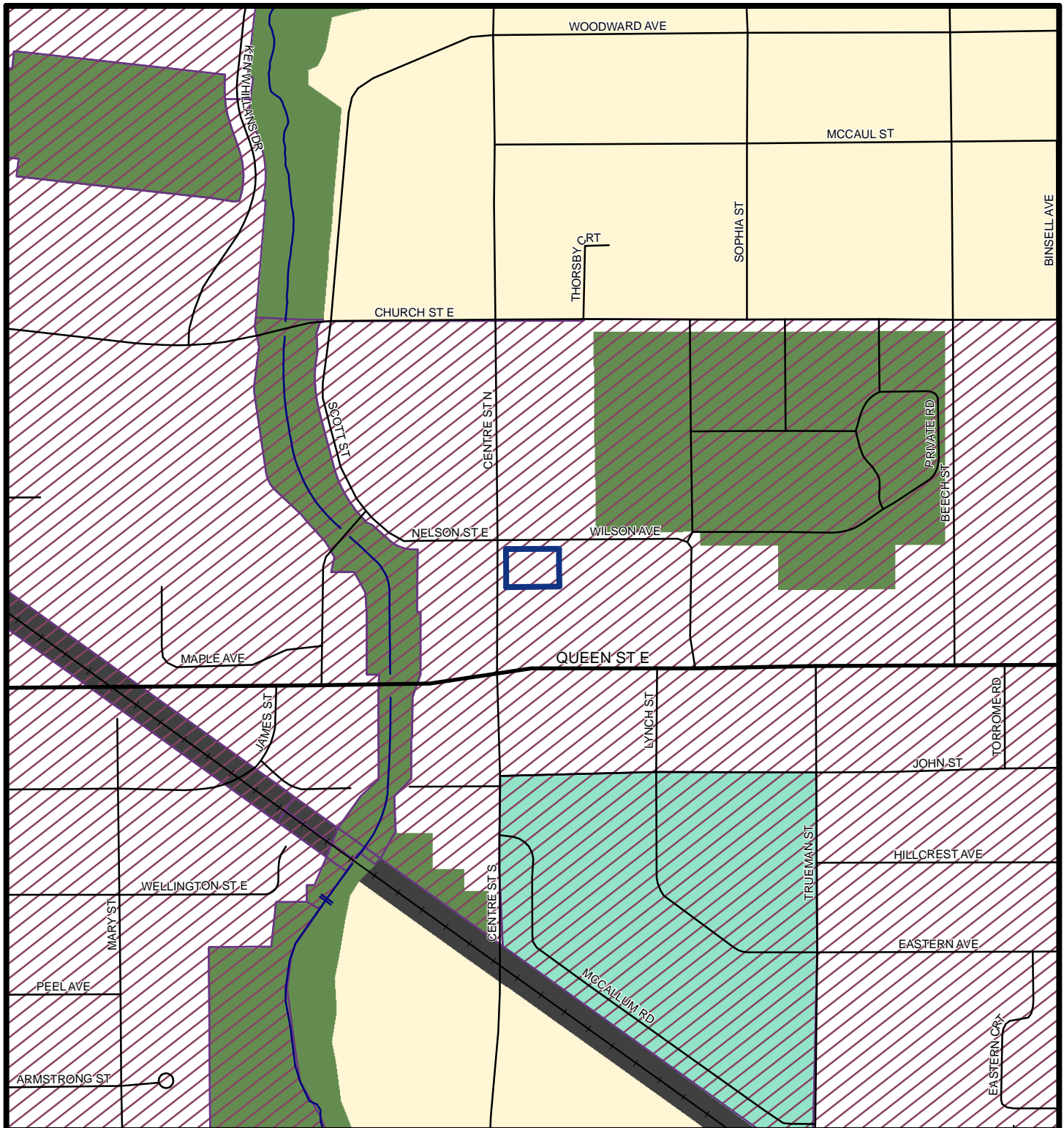


EAST VIEW



- SUBJECT LAND
- GREENSPACE
- HOSPITAL
- PROPERTY LINE
- RAILWAYS
- CEMETERY

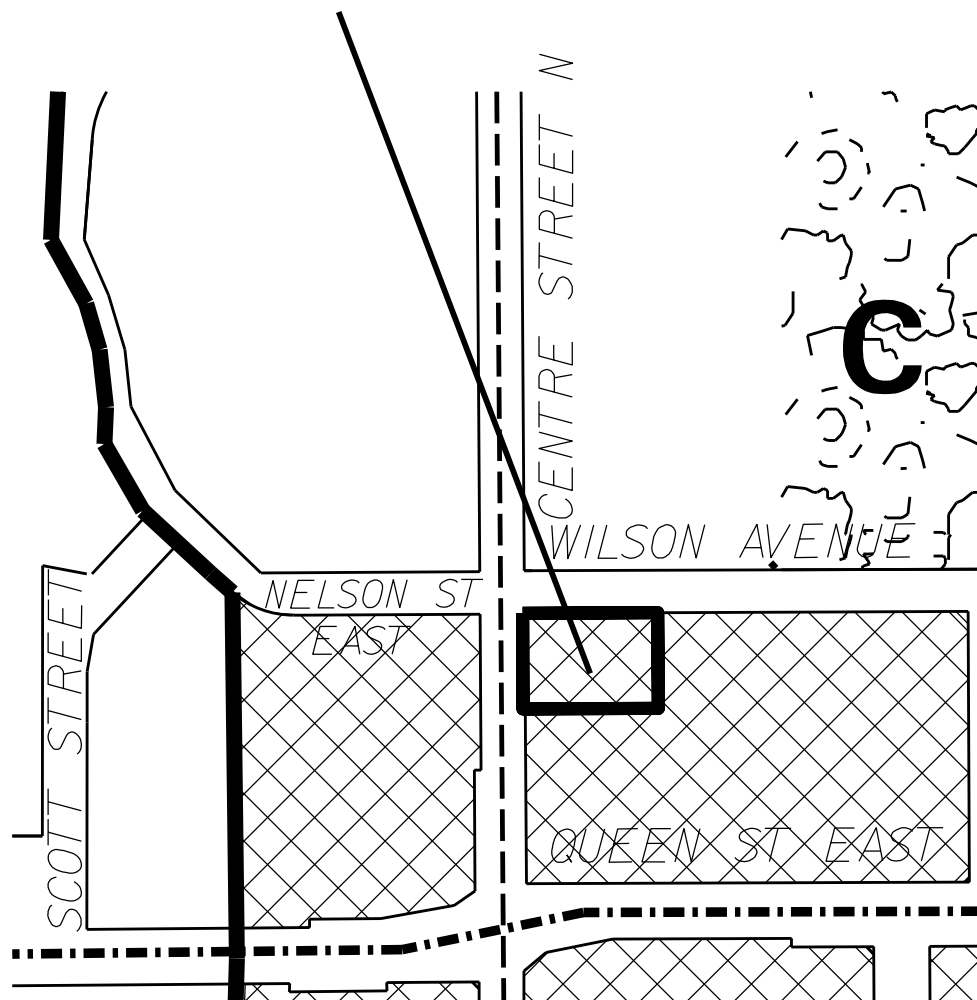




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN



SUBJECT LANDS



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

LAND USE

Subject Lands

RESIDENTIAL

Low Density

COMMERCIAL

Central Area Mixed Use

PUBLIC OPEN SPACE

Cemetery

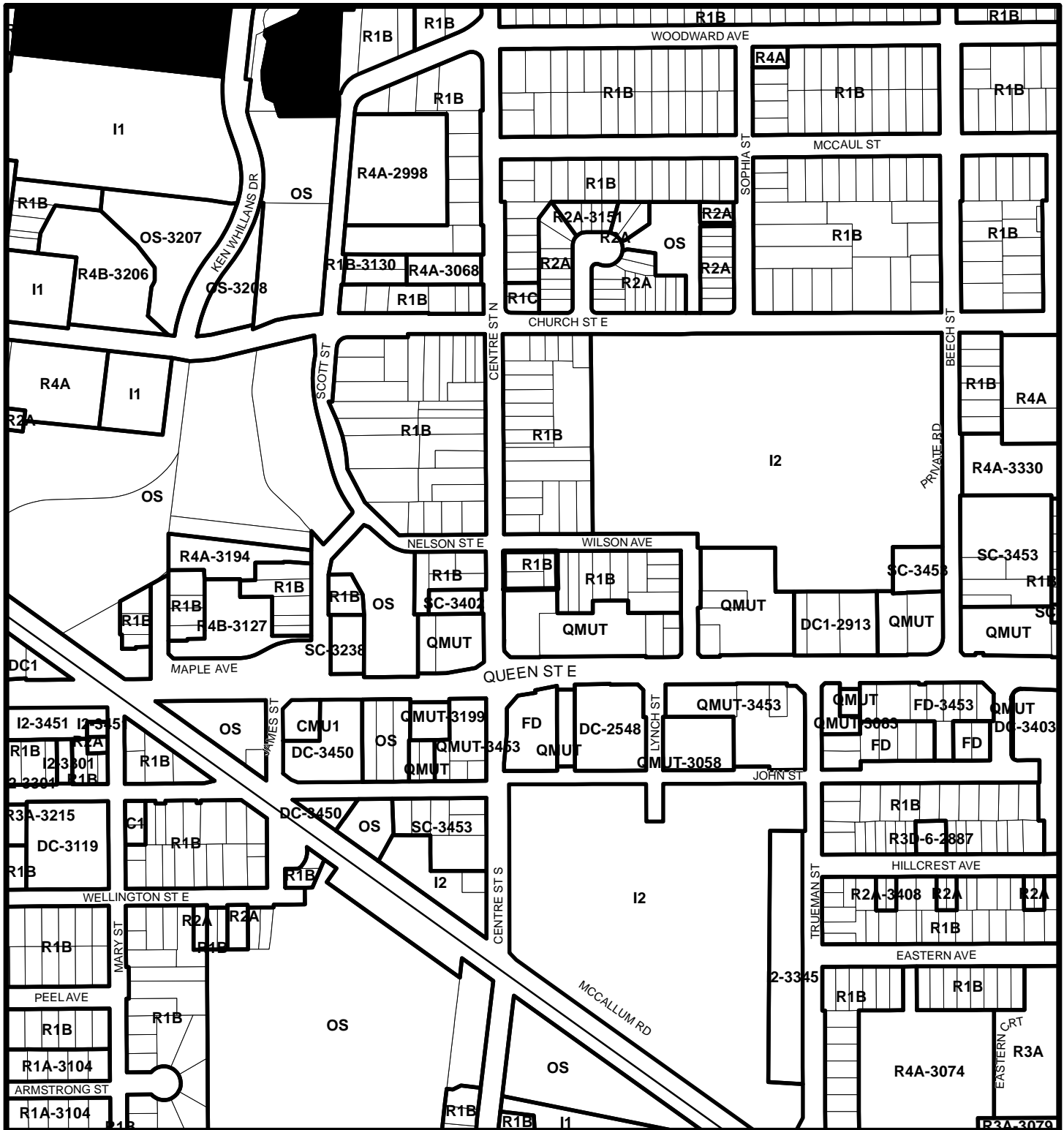
TRANSPORTATION

Collector Road

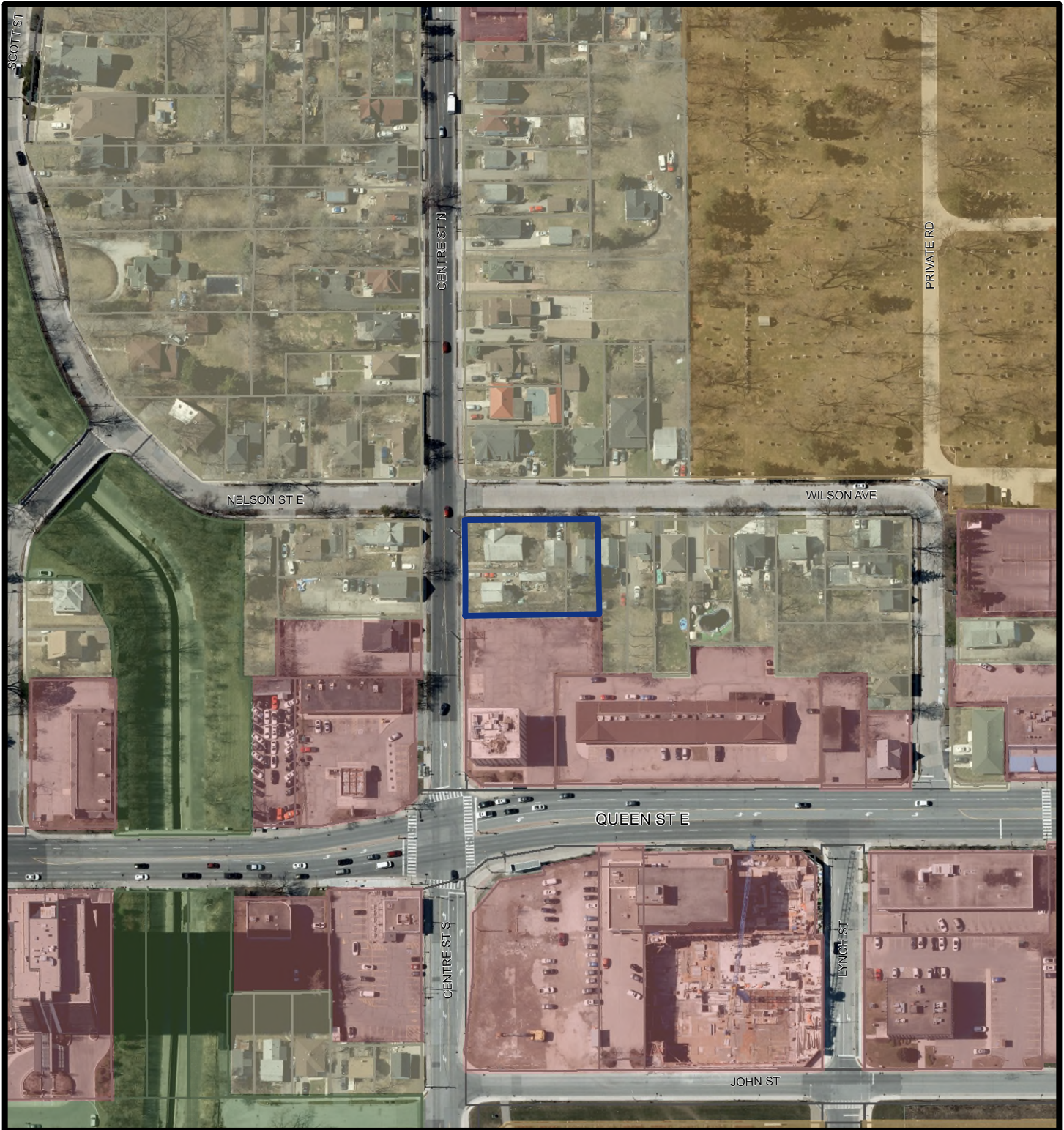
Local Road

Minor Arterial Road














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|--|------------------------|--|-------------|--|---------------|
| | ZONING MULTIPLE EXPORT | | RESIDENTIAL | | OPEN SPACE |
| | ZONING DISSOLVE EXPORT | | COMMERCIAL | | INSTITUTIONAL |
| | SUBJECT LAND | | | | |

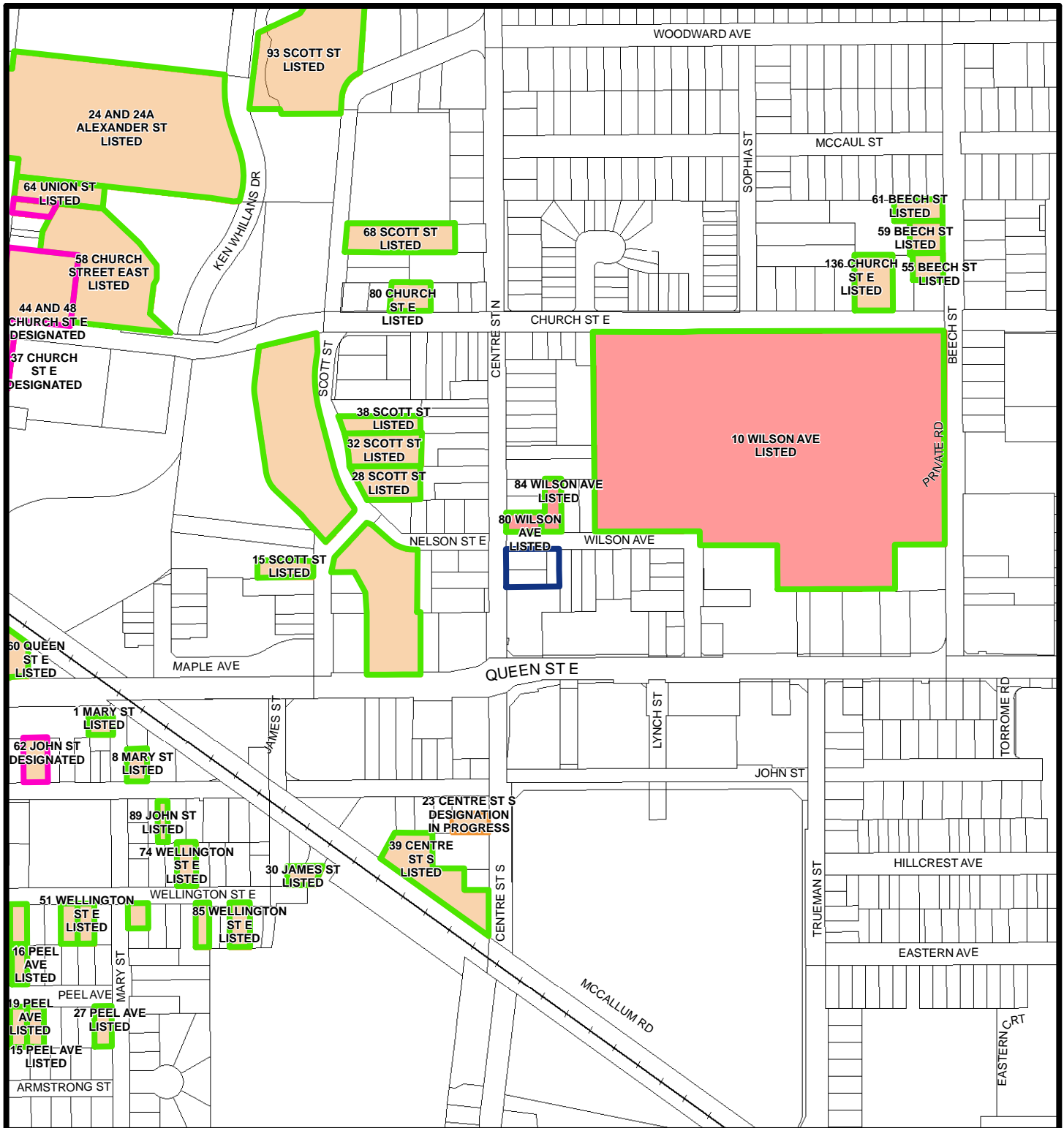







AERIAL PHOTO DATE: SPRING 2020

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- | | | |
|---|---|--|
|  SUBJECT LAND |  HERITAGE PROPERTIES OUTSIDE 50M |  HERITAGE PROPERTIES DESIGNATED |
| |  HERITAGE PROPERTIES WITHIN 50M |  HERITAGE PROPERTIES LISTED |



Information Summary OZS-2020-0025

Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (Area 36).

Provincial Policy Statement (2020)

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicable to this application include but are not limited to:

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

- 1.1.3.1 *Settlement areas shall be the focus of growth and development.*
- 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) prepare for the impacts of a changing climate;*
 - e) support active transportation;*
 - f) are transit-supportive, where transit is planned, exists or may be developed;*
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- 1.1.3.7 *Planning authorities should establish and implement phasing policies to ensure:*
- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*

- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with infrastructure planning;*
- b) economic development strategies;*
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;*
- d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;*
- g) population, housing and employment projections, based on regional market areas; and*
- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.*

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

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

- 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 well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- 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.*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*

- d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces; and*
 - f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*
- 1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
- 1.7.1 *Long-term economic prosperity should be supported by:*
 - 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;*
 - d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
 - e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
 - a) *promote compact form and a structure of nodes and corridors;*
 - b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Growth Plan for the Greater Golden Horseshoe (2019)

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

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

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and waste water systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*
- d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

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;*

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.3.1 *Urban growth centres will be planned:*

- a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*

- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.*

2.2.3.2 *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*

- b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

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.*

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

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

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

- 2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

Region of Peel Official Plan

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

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
- a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
 - d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 5.3.3.1.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services
- 5.3.3.1.2 To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling
- 5.3.3.1.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.
- 5.3.3.1.4 To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier

Urban Growth Centres and Regional Intensification Corridor Policies

- 5.3.3.2.1 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).
- 5.3.3.2.3 Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:
 - b) the provision of opportunities for residents to live and work within the urban growth centre;
 - c) the establishment of a higher intensity compact form, with a wide range and mix of land uses;
 - d) the provision of a transit-supportive and pedestrian-oriented urban form;

Growth Management Objectives

- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Growth Management Policies

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

Intensification Objectives:

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

Intensification Policies

- 5.5.3.2.2 *Facilitate and promote intensification.*
- 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.*
- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent 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;
- 5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

Housing Objectives:

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

Housing Policies:

- 5.8.2.3 *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.*
- 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing.*

Inter and Intra-Regional Transit Network Objectives:

- 5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region.*
- 5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

Inter and Intra-Regional Transit Network Policies:

- 5.9.5.2.10 *Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

Official Plan:

The site is designated “Central Area” in *Schedule A – General Land Use Designations* and is located within the “Urban Growth Centre” in *Schedule 1A – Urban Growth Centre*. The vision for lands within this designation and within the “Urban Growth Centre” is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. The lands designated “Central Area” are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The City’s Sustainable Planning Framework directs a significant amount of new growth to the City’s existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

An amendment to the Official Plan is not required.

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

3.1 *Residential*

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area,*

the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.

- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*
- *Respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.*

3.2. Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.

3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:

- i. Accommodate a significant portion of population and employment growth;*
- ii. Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- iii. Provide high quality public open spaces;*
- iv. Support transit, walking and cycling for everyday activities;*
- v. Develop in a compact form that will efficiently use land and resources,*
- vi. Optimize the use of existing and new infrastructure and services;*
- vii. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- viii. Achieve an appropriate transition of built form to adjacent areas.*

3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the

built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

3.2.5.2.2 Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.

3.2.8 Communities

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

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, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
- iv. Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
- v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- vi. Major transit infrastructure.*

4.2 Brampton’s residential policy will focus on the following:

- i. Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
- iii. Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*

- 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;*

4.2.1.8 *Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*

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

- i. *Variety of housing types and architectural styles;*
- ii. *Siting and building setbacks;*
- vi. *Incorporation of multiple unit dwellings and apartments*

4.11.3.1.1 *Mid-rise buildings shall address the following design issues:*

- *Building articulation and efficiencies;*
- *Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- *Servicing (i.e. loading, garbage, parking);*
- *Separation between commercial and residential;*
- *Access to transit;*
- *The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- *Build along the streetline and maintain common setback; and,*
- *Ground floor uses.*

4.11.3.2.1 *Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan.*

4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*

4.11.3.2.5 *There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*

4.11.3.2.7 *The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and*

circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).

- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Secondary Plan:

Queen Street Corridor Secondary Plan (Area 36)

The property is designated “Central Area Mixed-Use” in the Queen Street Corridor Secondary Plan (Area 36). Lands within this designation are intended to accommodate mixed-use development incorporating any combination of a range of uses including commercial, retail, office, and residential.

An amendment to the Secondary Plan is not required to facilitate the proposed residential uses on the property.

The application will be evaluated against the Queen Street Corridor Secondary Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Secondary Plan sections applicable to this application include but are not limited to:

- 5.1.1.4 An increase beyond the maximum density specified by policy 5.1.2.2, policy 5.1.2.7 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.*
- 5.1.2.2 The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An*

increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4.

Table 1 (Excerpt)
Central Area Mixed-Use Designations Density Structure
Queen Street Corridor Secondary Plan

Area	Overall Maximum FSI	Maximum Residential FSI
Queen Street East, west of Beech Street and Trueman Street	2.0	1.0

- 5.1.2.5 *Lot consolidation, particularly for smaller lots, shall be encouraged while ensuring that long-term redevelopment is not precluded. The submission of a Tertiary Plan and/or planning justification addressing lot consolidation may be required by the City in association with a development application to ensure that a redevelopment proposal does not negatively affect redevelopment opportunity for nearby and adjacent lots.*
- 6.1.1 *The general intent of this chapter is to ensure the development and maintenance of an efficient transportation network that will:*
- iv. *promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*
- 6.2.1 *The overall road network for the Queen Street Corridor Secondary Plan is shown on Schedule SP36(B). Collector roads considered to be essential for the development objectives of this Plan are identified schematically on Schedule SP36(B). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements.*
- 6.2.2 *Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*
- 6.3.3 *The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by: encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning bylaw.*
- 6.6.1 *The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development / redevelopment within the Secondary Plan Area. This flexible approach is*

based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.

- 6.6.2 *Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.*
- 7.1 *The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.*
- 7.2 *New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.*
- 8.2.2 *All physical development and redevelopment activity in the Queen Street Corridor Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*

Queen Street Corridor Secondary Plan Interim Design Guidelines

- 1.3.1 *The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.*
- 1.3.2 *To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.*
- 1.4.1 *The City shall encourage creative detailing of building facades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.*

- 1.4.5 *All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.*
- 1.5.5 *The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above 20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.*

Zoning By-law:

The property is zoned “Residential Single Detached B – R1B” in Zoning By-law 270-2004. This zoning permits single detached dwellings, group homes, places of worship and purposes accessory to the permitted uses.

A Zoning By-law amendment is required to allow a 9-storey residential apartment building on the property.

Sustainability Score and Summary

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 88. This meets the City’s Gold threshold.

Documents Submitted in Support of the Application

- Planning Justification Report
- Draft Zoning By-law
- Concept Plan and Elevations
- Functioning Servicing
- Traffic Impact Study
- Parking Justification Study
- Heritage Impact Assessment
- Geotechnical Report
- Arborist Report
- Landscape Master Plan
- Tree Inventory and Removal Plan
- Phase 1 and Phase 2 Environmental Site Assessment
- Sustainability Score Overview and Summary Report
- Urban Design Brief and Shadow Study

Date: 2020-10-23

Subject: **OZS-2020-0024, 2538948 Ontario Inc – Blackthorn Development Corp**

Secondary Title: Information Report, Temporary Use By-law - Application to Amend the Zoning By-Law for a temporary 3 year period, (To permit truck parking and outdoor storage of tractor trailers as a temporary use), 2538948 Ontario Inc. – Blackthorn Development Corp., Part of Lot 17, Concession 11 Northern Division (Formerly Township of Toronto Gore), Part 4 Plan 43R1977 except Part 1 Plan 43R38657, south side of Mayfield Road and west of Coleraine Drive, Ward 10, File OZS-2020-0024

Contact: Mark Michniak, Development Planner, Planning and Development Services, mark.michniak@brampton.ca, 905-874-3882, and Steve Ganesh, Manager, Planning and Development Services, steve.ganesh@brampton.ca, 905-874-2089

Report Number: Planning, Building and Economic Development-2020-234

Recommendations:

1. **THAT** the report titled: **INFORMATION REPORT, Application to Amend the Zoning By-Law for a temporary 3 year period**, (To permit truck parking and outdoor storage of tractor trailers as a temporary use), **2538948 Ontario Inc. – Blackthorn Development Corp.**, Part of Lot 17, Concession 11 Northern Division (Formerly Township of Toronto Gore), Part 4 Plan 43R1977 except Part 1 Plan 43R38657, Ward 10 (File: OZS-2020-0024), to the Planning and Development Committee Meeting of November 16, 2020, be received; and,
2. **THAT** Planning, Building & Economic Development staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- The application will temporarily facilitate the industrial use of the lands for outdoor storage of trucks and tractor trailers. The development will provide a gravel parking area to accommodate 485 truck trailer parking spaces, a mobile office trailer, stormwater management (SWM) pond and an earth berm. Access will be from Mayfield Road.
- The property is designated as “Industrial”, “Corridor Protection Area” and “Special Study Area” on Schedule A – General Land Use Designations of the Official Plan. The property is designated as “Business Park” and “Corridor Protection Area” on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan. The Official Plan and Secondary Plan permit the proposed development.
- 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 proposed use.
- The City may enact temporary use by-laws for renewable periods of not more than three years.
- This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.

Background:

This application was received on August 24, 2020 and has been reviewed for completeness and found to be complete in accordance the Planning Act. On September 9, 2020 staff issued formal notice that the application was deemed to be a complete application.

GTA West Corridor:

The GTA West Corridor is a proposed 400-series multimodal transportation corridor that extends from the Hwy 401/407 interchange in the west to Hwy 400 in the east. On August 7, 2020 the Province announced the Preferred Route for the new highway. The Environmental Assessment for the GTA West Corridor is expected to be completed by the end of 2022.

The subject lands are located with the GTA West Route Planning Study Area, refer to Appendix 2A, and the northern portion of the subject lands are located within the Preferred Route. During the pre-consultation process, conducted in March 2020, the applicant was advised that the subject lands were located within the study area and that alignment of the corridor could impact future

development of the site. The applicant acknowledged that the subject property is located within the study area in the Planning Justification Report submitted with this application.

Staff continue to monitor the progress of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

Temporary Use By-laws:

Section 5.10 of the Official Plan sets out guidelines for adopting a temporary use by-law to recognize the short term use of land, buildings, or structures. The City may enact temporary use by-laws for renewable periods of not more than three years. Temporary use by-laws may be passed without the necessity of amending the Official Plan.

Section 5.10 also provides a list of criteria that must be satisfied when considering the enactment of a temporary use by-law. A complete review of these criteria will be undertaken and discussed within the Recommendation Report.

Current Situation:

Proposal (Refer to Appendix 1):

An application to amend the Zoning By-law has been filed in support of the proposed development.

Details of the proposal are as follows:

- To permit the temporary use of the lands for outdoor storage of trucks and tractor trailers;
- Gravel parking area with drive aisles and maneuvering area to accommodate 485 truck trailer parking spaces;
- Access from Mayfield Road;
- Temporary and mobile office trailer;
- Stormwater Management (SWM) pond;
- 5 metre (16.4 feet) vegetated buffer strip;
- Fence and security gate; and
- Acoustic earth berm.

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

The lands have the following characteristics:

- Located on the south side of Mayfield Road west of Coleraine Drive;
- Currently vacant with agricultural use; and
- Rectangular shaped parcel with an area of approximately 9.95 hectares (24.6 acres) and with frontage of approximately 170 metres (558 feet) along Mayfield Road.

The surrounding land uses are described as follows:

North: Across Mayfield Road there are vacant lands in agricultural use and single detached dwellings located within the Town of Caledon.

South: Vacant lands in agricultural use and single detached dwellings.

East: Two single detached dwellings and vacant land in agricultural use.

West: Vacant lands in agricultural use.

Technical Considerations:

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. A complete review of technical planning and development implications will be undertaken and discussed within the Recommendation Report.

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

Public Meeting Notification Area:

The application was circulated to City Departments, commenting agencies; and property owners within 240 metres (787 feet) the subject lands, and was advertised in the Brampton Guardian, circulation that exceeds the Planning Act's requirements. This report, along with the complete application requirements including studies, has been posted to the City's website.

Corporate Implications:

Financial Implications:

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

Other Implications:

Section 4.5.7 of the Official Plan, which relates to Trucking and Goods Movement, states, “Goods movement is an important consideration in the transportation system. Safe and efficient movement of goods and services within and through the City of Brampton is essential for sustainable economic growth and is an important component of the city’s economy in attracting and retaining a wide range of industries and businesses. In order for Brampton’s businesses to gain a competitive edge, the City needs to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks.” The proposed use provides a service to logistics industry. Consideration will be given to the proposed use’s contribution to the safe and efficient movement of good.

Section 4.5.7.4ii of the Official Plan states, “Activities that generate substantial truck traffic will be encouraged to locate near arterials and provincial highways.” Mayfield Road and Highway 50 are both classified as Major Regional Arterial Roads. Consideration will be given to the position of the proposal within the road network.

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

Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will ‘Live the Mosaic’.

Term of Council Priorities:

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

Conclusion:

Appropriate information and background studies have been received in order to hold a Statutory Public Meeting.

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

Authored by:

Reviewed by:

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Planning, Building & Economic
Development

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

Approved by:

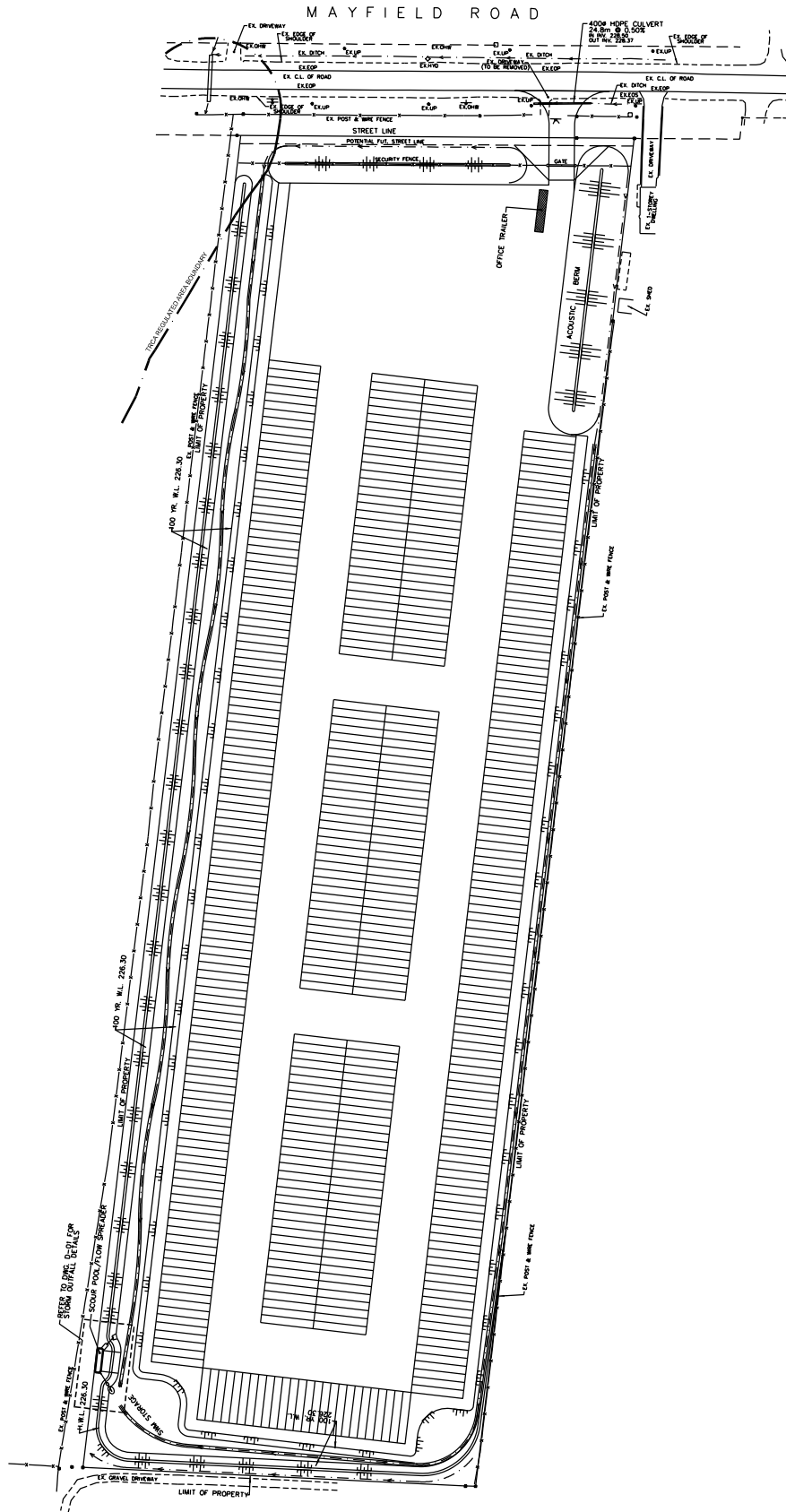
Submitted by:

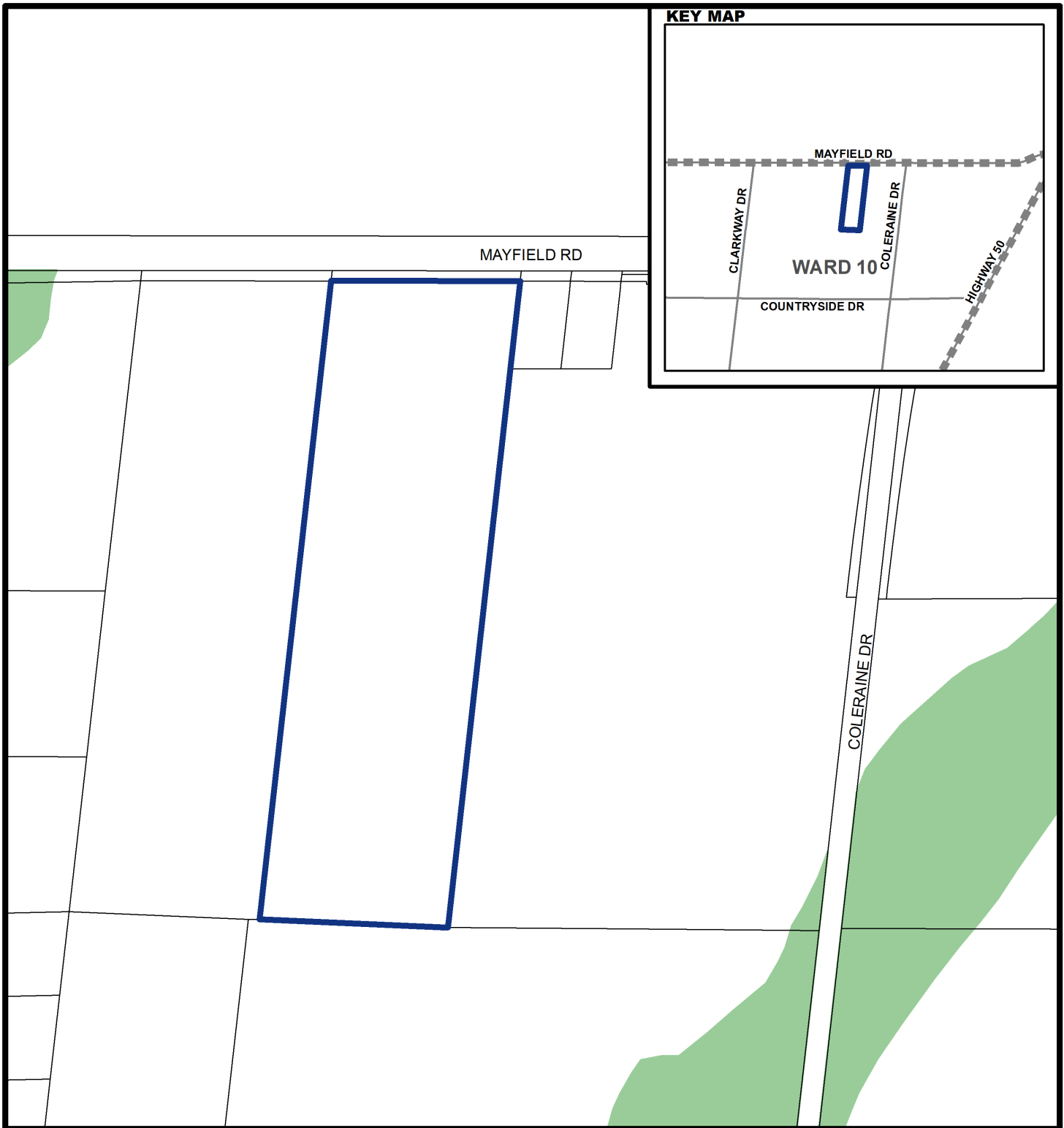
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning, Building & Economic
Development

David Barrick
Chief Administrative Officer

Appendices:

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

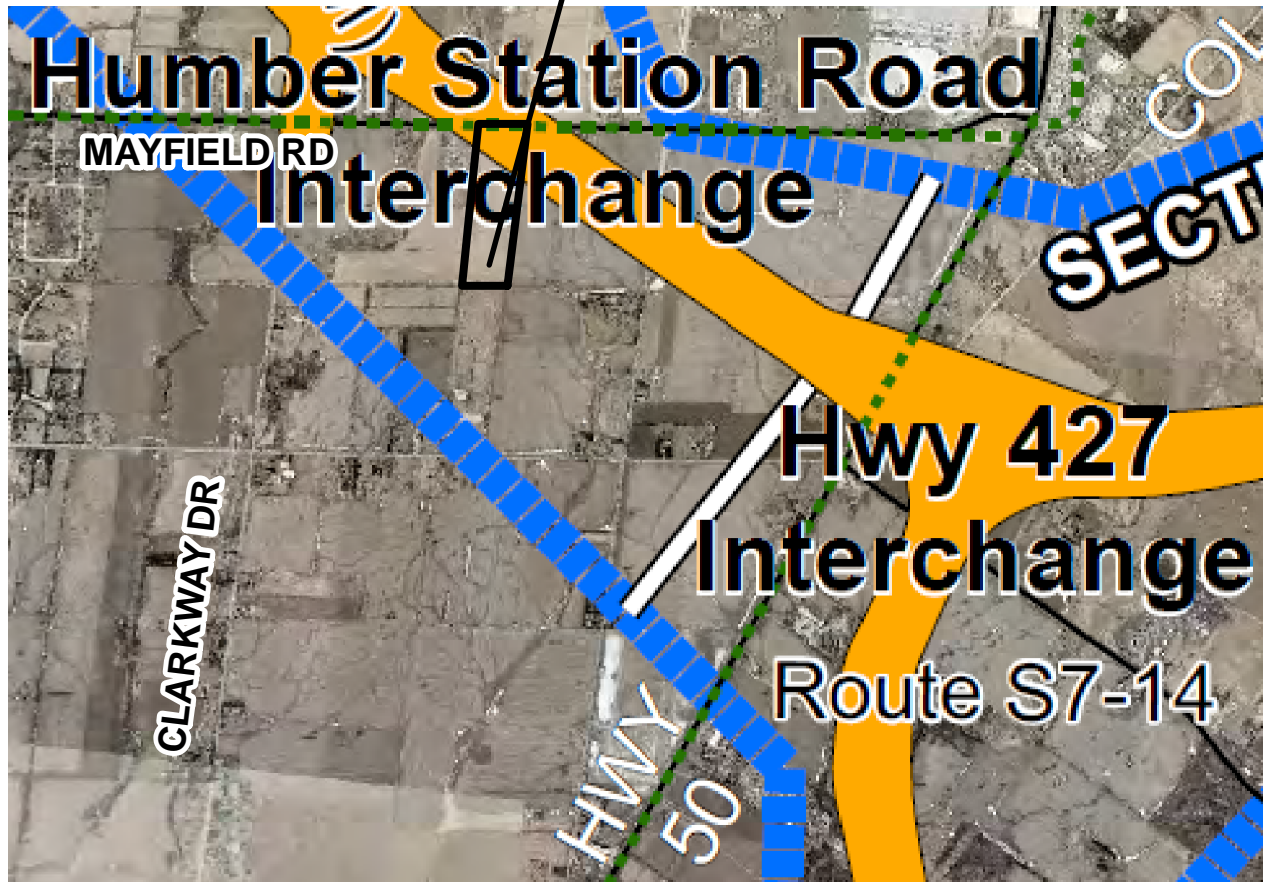




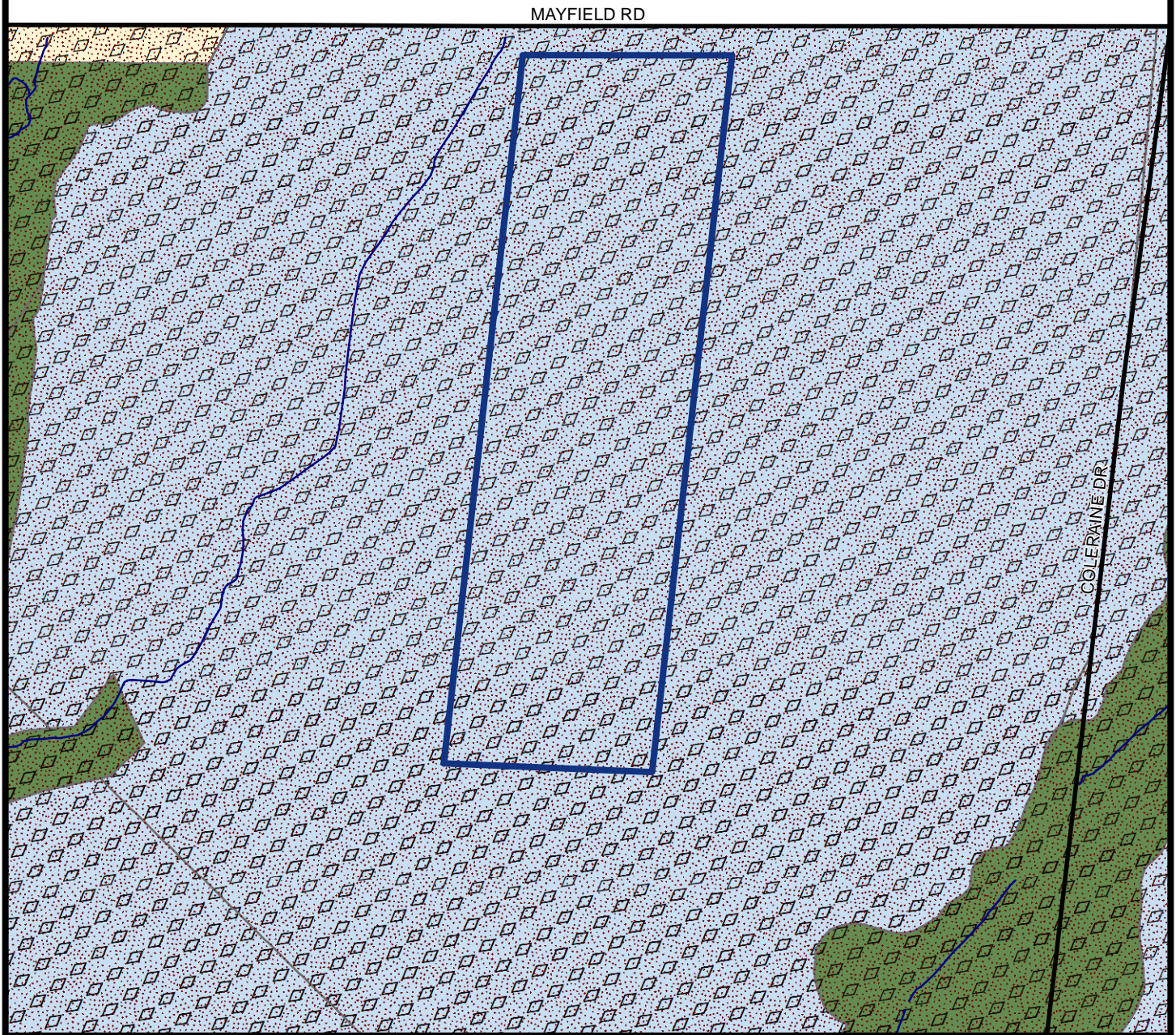
- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE




SUBJECT LANDS



EXTRACT FROM GTA WEST CORRIDOR

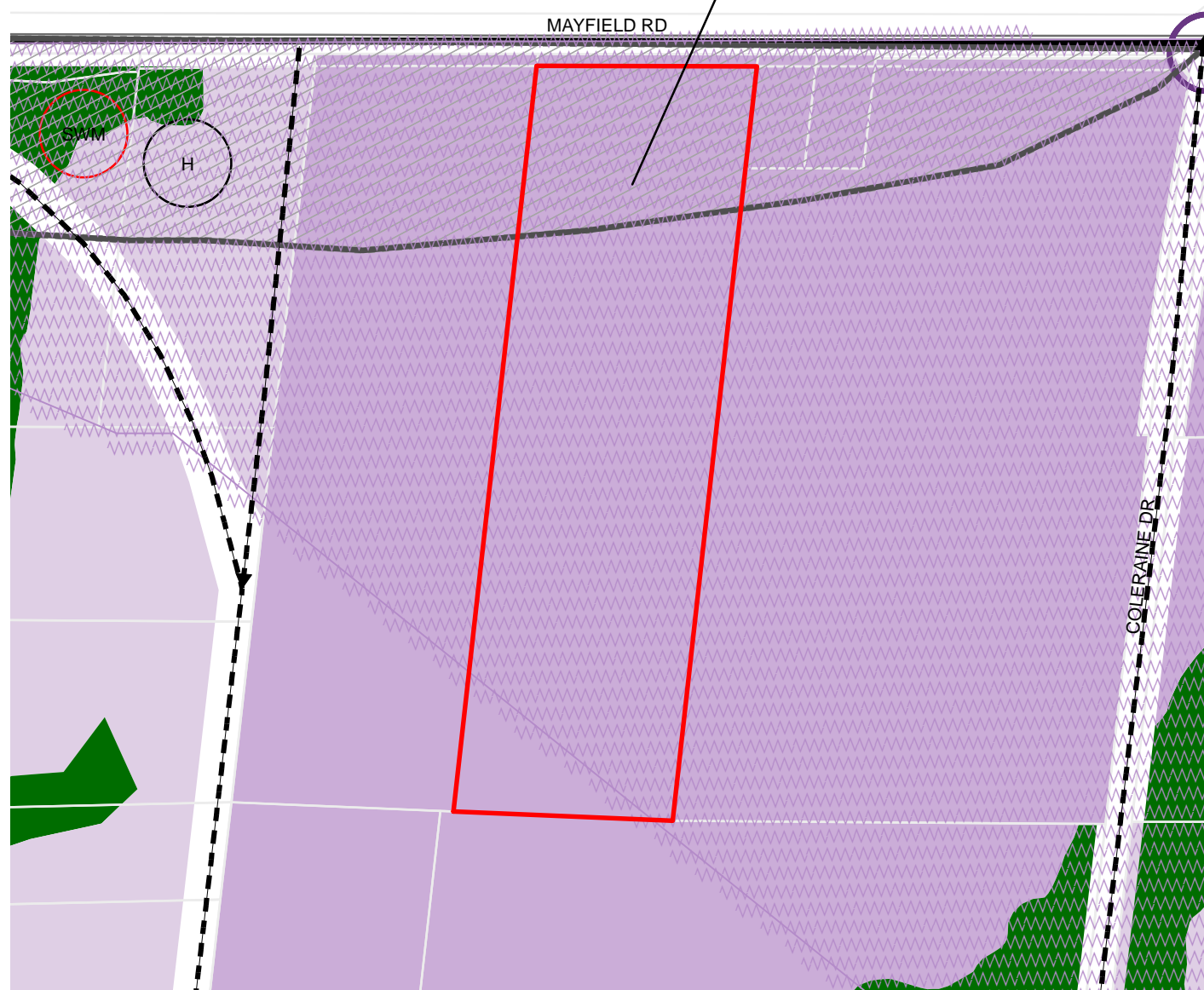


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

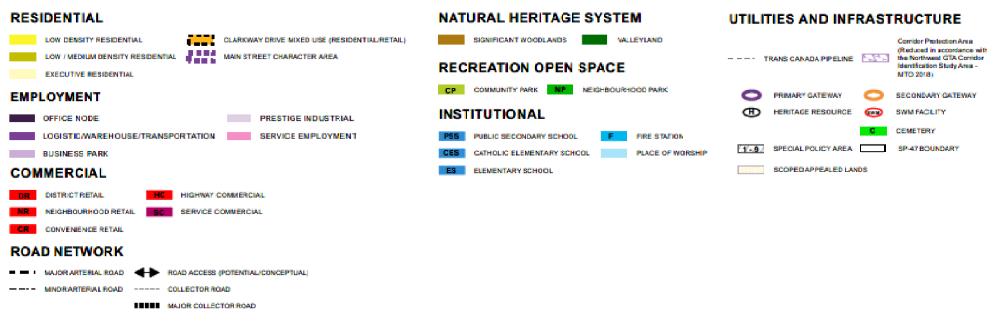
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|--|--------------|---|-------------|---|--------------------------|
|  | SUBJECT LAND |  | OPENSOURCE |  | CORRIDOR PROTECTION AREA |
|  | INDUSTRIAL |  | RESIDENTIAL |  | SPECIAL STUDY AREA |

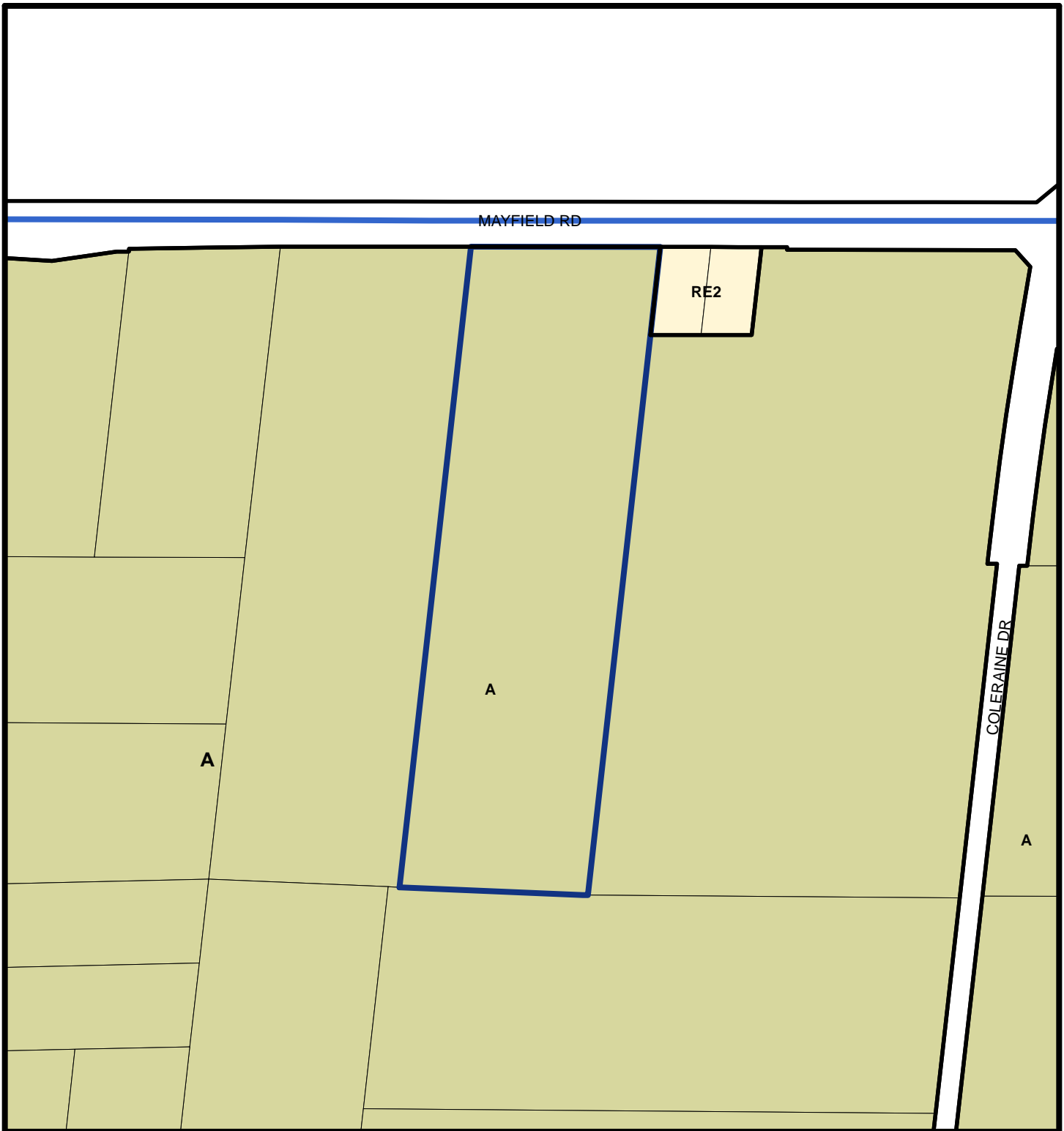


SUBJECT LANDS



EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN














- SUBJECT LAND
- AGRICULTURAL
- RESIDENTIAL
- CITY LIMIT



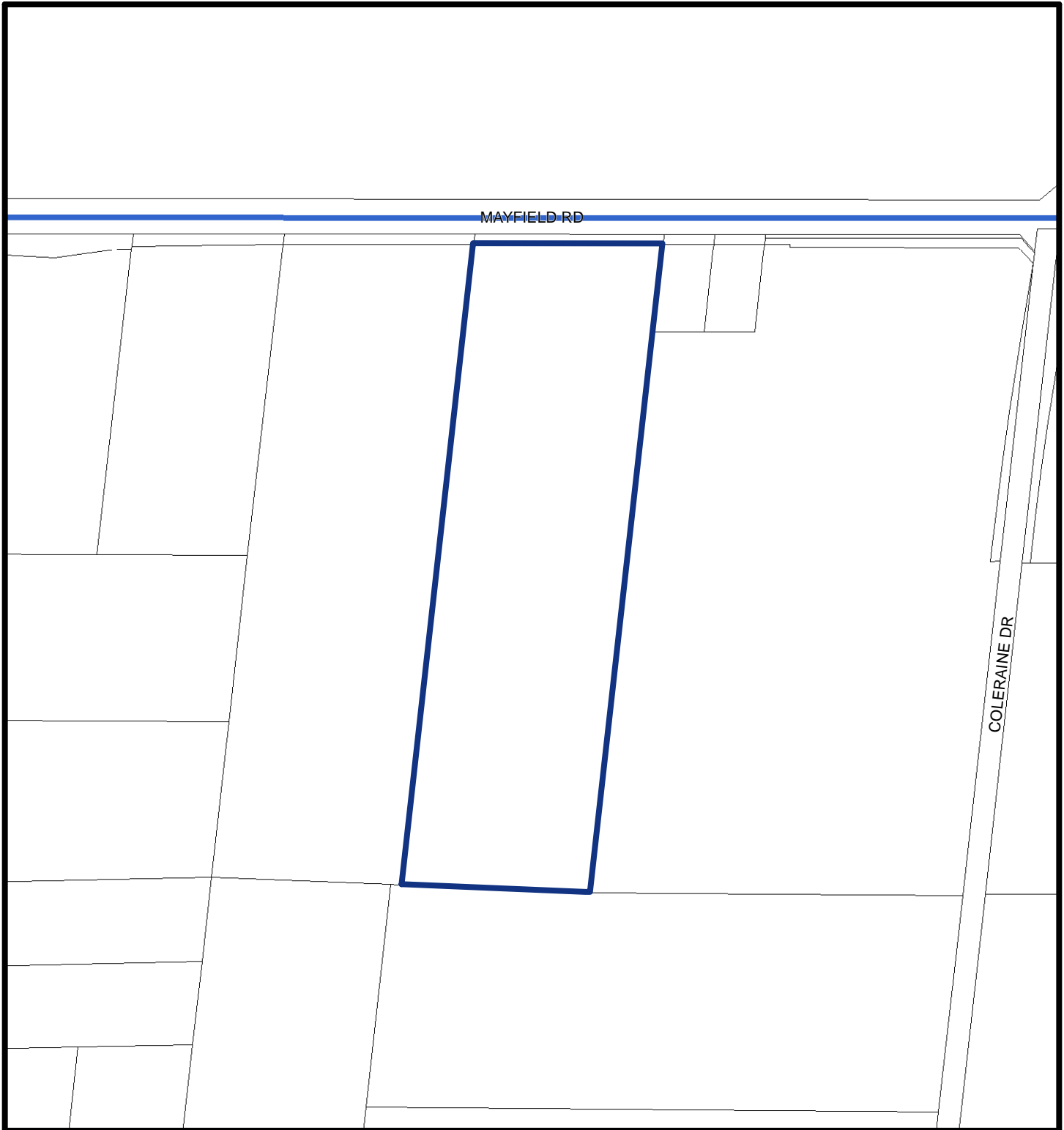



Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		

AERIAL PHOTO DATE: SPRING 2020





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



**APPENDIX 7
HERITAGE RESOURCES**

BLACKTHORN DEVELOPMENT CORP.
2538948 ONTARIO INC

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Regional of Peel Official Plan and the City of Brampton Official Plan.

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

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

- The protection of ecological systems, including natural areas, features and functions;
- The protection of the agricultural resources of the Province;
- The conservation and management of natural resources and the mineral resource base;
- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well-being of the Province and its municipalities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that,
 - Is well-designed,
 - Encourages a sense of place, and
 - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

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

- 1.1.1 Healthy, liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and

- long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- i) preparing for the regional and local impacts of a changing climate.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the impacts of a changing climate;
 - e) support active transportation;
 - f) are transit-supportive, where transit is planned, exists or may be developed; and
 - g) are freight-supportive.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - e) ensuring the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.
- 1.7.1 Long-term economic prosperity should be supported by:
 - a) promoting opportunities for economic development and community investment-readiness;

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
 - e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the “Delineated Built-Up Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on 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 on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
 - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
 - e) development will be generally directed away from hazardous lands; and,
 - f) the establishment of new settlement areas is prohibited.
- 2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:
 - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
 - c) planning to better connect areas with high employment densities to transit; and
 - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.
- 2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major

highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

- 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

Regional Official Plan

The subject application is within the “Urban System” and “Conceptual Strategic Infrastructure Study Area” areas as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- 4.2.1.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.
- 4.2.1.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- 5.3.2.8 Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.
- 5.6.1.1 To provide sufficient lands in employment areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.
- 5.6.1.2 To provide infrastructure and services that are required for the development of employment areas to facilitate economic development.
- 5.6.1.3 To promote sustainable development of employment areas, in accordance with the Themes of the Plan in Section 1.3.5 of this Plan.
- 5.6.1.4 To attract and retain a range of employment types in Peel.
- 5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.
- 5.6.2.6 Protect and support employment areas for employment uses, as defined and designated in area municipal official plans.

For the purposes of this policy, employment areas are those that contain lands designated:

- In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.
- 5.6.2.7 Protect and support existing and future employment areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.
- 5.7.1.1 To identify and protect areas that require comprehensive study and assessment with respect to long term strategic planning and infrastructure needs such as transportation facilities, utilities and electricity transmission infrastructure.
- 5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.
- 5.9.1.6 To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.
- 5.9.1.8 To support a transportation system that enhances economic vitality and growth in the Region.
- 5.9.2.20 Work with the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.
- 5.9.3.1.1 To advocate for the provision and maintenance of an adequate, reliable, efficient and safe Provincial Freeway Network to facilitate the movement of people and goods within and through Peel.
- 5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.
- 5.9.7.1.2 To optimize the use of existing goods movement infrastructure and capacity.

Official Plan:

The property is designated "Industrial", "Special Study Area", and "Corridor Protection Area" in the Official Plan. The "Industrial" designation permits a broad range of industrial uses. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. An amendment to the Official Plan is not required for the proposed development.

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

- 4.4.2.1 The Industrial designations identified on Schedule "A" of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan. Places of Worship shall be permitted in limited locations subject to Section 4.9.8 of this Plan.

- 4.4.2.6 The City shall provide land use opportunities of sufficient size to ensure an adequate supply, range and choice in terms of location, size of properties and the servicing requirements of industrial sites to accommodate anticipated growth demands in the non-retail services sector during the period of this Plan.
- 4.4.2.16 The City may, where existing residential uses are located in an area designated for employment uses, refuse to permit lands abutting and adjacent to these residential uses to be developed for industrial uses until those lands can be developed in conjunction with the residential lands for such business or industrial purposes. As a condition of Secondary Plan, zoning or subdivision approval, the City may establish policies, which encourage the assembly of residential properties.
- 4.4.2.17 The City shall, in considering development within Industrial designations abutting residential or other sensitive uses, have regard for the following criteria:
 - (i) No outside storage;
 - (ii) Not likely to generate air pollution, odour or excessive noise; and,
 - (iii) Will meet a high standard of building design and landscaping.
- 4.4.2.24 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.
- 4.5.2.2 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:
 - ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.
- 4.5.2.13 Corridor/Network Protection Areas are designated on Schedules “A”, “B” and “B1” to identify those areas where determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network remains dependent on the completion of additional transportation studies, potentially including environmental assessment studies, and consequently, where specific land use planning and development approvals processing will not be completed until such transportation determinations are made to the satisfaction of City Council in consultation with other relevant road authorities.
- 4.5.2.14 The “Corridor Protection Area” labelled “Highway 427 and Arterial Network Corridor Protection Area” on Schedules “A”, “B” and “B1” located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton and to support the extension of Highway 427. The recommended ultimate network requirements within this Corridor Protection Area have

been identified by the Peel Highway 427 Extension Area Transportation Master Plan which was jointly completed by Brampton, Caledon and Peel Region. Detailed policies regarding the planning and development process restrictions for this Area are set out in Section 4.14.2 of this Plan.

- 4.5.7.4 The City shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:

- (ii) Activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.

- 4.14.1.1.1 The City shall conduct a study and analysis of employment generation and design as part of the Secondary Planning process, which shall include policies and strategies to encourage the development of higher density employment uses and evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be redesignated Industrial. The potential redesignation shall address the area's contribution to the City's future employment needs.

- 4.14.2.3.1 The "Corridor Protection Area" labelled Highway 427 and Arterial Network on Schedules "A", "B" and "B1" located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton and in the adjacent areas of Vaughan and Caledon and to support the extension of Highway 427.

- 4.14.2.3.4 Notwithstanding the overall extent of the Highway 427 and Arterial Network Corridor Protection Area on Schedules "A", "B" and "B1" and the referenced study process to determine the overall road network requirement within this area, the City reserves the right, in consultation with its study partners, to narrow the areas subject to this protection when these studies or other appropriate studies have determined that it is no longer necessary or reasonable to protect the overall area. Changes to the extent of the Highway 427 and Arterial Network Corridor Protection Area shall be implemented by means of an amendment to this Plan.

- 5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:

- (i) The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;

- (ii) The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;

- (iii) The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;

- (iv) Adequate provision will be made for off-street parking and loading facilities; and,

- (v) The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.

- 5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.

Secondary Plan:

The property is designated “Business Park” and “Corridor Protection Area” in the Highway 427 Industrial Secondary Plan (Area 47). The “Business Park” designation permits a range of industrial uses. An amendment to the Secondary Plan is not required for the proposed development.

The Secondary Plan sections that are applicable to this application include, but are not limited to:

- 4.2.18 Protect lands for the planning of higher order transportation facilities including the GTA-West Corridor through the northeast portion of the Secondary Plan Area;
- 5.3.8.1 The lands designated Business Park on Schedule SP47(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed in Section 5.3.7 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted. Warehousing as a primary use will be permitted provided that the Office component will generally be in the order of 5% of the gross floor area of the buildings.
- 5.3.8.2 Lands within the Business Park designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:
 - The requirements of industry for road access;
 - The type and extent of outside storage; and
 - The need to minimize potential conflicts between different classes of land uses.
- 5.3.8.3 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads. The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.
- 5.3.8.4 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.
- 7.2.1 The City of Brampton recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the Area 47 lands does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and accesses.

In recognition of these interests, the following policies will apply to all development applications and planning approvals that pertain to lands within the Corridor Protection Area on Schedule SP47(a):

- i) The City and the Region of Peel will continue to work with MTO to assist with the GTA West Corridor EA process;
- ii) Any amendments to reflect the release of lands from the Corridor Protection Area may occur without the need for an official plan amendment;
- iii) Development applications wholly within the Corridor Protection Area shall not be approved by the City;
- iv) The review of development applications for lands within the Corridor Protection Area shall occur as follows:
 - a) Applications may be processed to the extent practical in conjunction with the progress of the GTA West Corridor EA and in a manner that does not preclude or predetermine the findings and requirements of the Environmental Assessment, potential route alignment options or the future location of interchanges and accesses;
 - b) If there is any uncertainty or dispute as to whether the lands have been released from the Corridor Protection Area, through consultation with the Province, the Province will confirm whether the lands have been formally released;
 - c) If there is disagreement by any affected party about whether lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable;
- v) Notwithstanding (iv) above, zoning by-laws pursuant to Section 39 of the Planning Act may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:
 - a) Is consistent with the general intent of this Chapter;
 - b) Is compatible with adjacent land uses;
 - c) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
 - d) Does not require new buildings or significant structures;
 - e) Does not require significant grading of lands;
 - f) Sufficient servicing and transportation capacity exists for the temporary use;
 - g) Maintains the long-term viability of the lands for the uses permitted in this Plan; and,
 - h) The duration of use and proposed interim use are to the satisfaction of the City.

Zoning By-law:

The property is zoned “Agricultural (A)” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

Documents Submitted in Support of the Application

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

- Development Application Form;
- Parcel Abstract;
- Plan of Survey prepared by R_PR Surveying Ltd.;
- Site Plan prepared by Urban Works Engineering Corporation;
- Planning Justification Report prepared by Design Plan Services;
- Draft Zoning By-law prepared by Design Plan Services;
- Public Consultation Strategy prepared by Design Plan Services;
- Draft Public Notice Sign prepared by Design Plan Services;
- Grading Plan and Stormwater Management Details prepared by Urban Works Engineering Corporation;
- Functional Servicing & Stormwater Management Report prepared by Urban Works Engineering Corporation;
- Landscape Plan and Landscape Cost Estimate prepared by Strybos Barron King Landscape Architecture;
- Transportation Study prepared by CGE Transportation Consulting;
- Noise Feasibility Study prepared by HGC Engineering; and
- Phase 1 Environmental Site Assessment prepared by Cole Engineering.

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

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

Date: 2020-10-23

File: OZS-2020-0016

Subject: **Information Report**
Application to Temporarily Amend the Zoning By-law
(To permit additional retail/commercial uses)
2644083 Ontario Inc. – Asternik International Corp.
18 Corporation Drive
Northeast corner of Corporation Drive and Torbram Road
Ward: 8

Contacts: Stephen Dykstra, Development Planner III
stephen.dykstra@brampton.ca, 905-874-3841; and,
Steve Ganesh, Manager of Development Services
Steve.ganesh@brampton.ca, 905-874-2089

Report Number: Planning, Building and Economic Development-2020-181

Recommendations:

1. **That** the report titled: **Information Report: Application to Temporarily Amend the Zoning By-law, 2644083 Ontario Inc. – Asternik International Corp., Northeast corner of Corporation Drive and Torbram Road; Ward 8 (File: OZS-2020-0016)** to the Planning and Development Services Committee Meeting of November 16, 2020 be received; and,
2. **That** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- The applicant is proposing to temporarily permit a 136 square metre (1,464 ft²) restaurant take-out use and increase the amount of dining and take-out areas to 368 square metres (3,961ft²) within an Industrial zone.
- The proposed Temporary Use By-law would permit the use for a period of three (3) years, after which the owner would need to apply again if it was their intent to continue with the use.

- **The temporary permission is sought because the proposed use does not meet the intent of the Official Plan or the Secondary Plan. A Municipal Comprehensive Review (MCR) would be required to permanently rezone these lands for the requested use.**
- **The property is designated “Industrial” in the Official Plan and “Prestige Industrial” as well as “General Industrial” in the Bramalea North Secondary Plan.**
- **The Information Report and the associated public meeting facilitate compliance with the Strategic Plan’s “Good Governance” priority, with respect to educating and engaging citizens in an open and accountable way.**

Background:

The property is located on the northeast corner of Corporation Drive and Torbram Road. The property is developed with an existing building that has a mix of industrial and commercial uses within it. The lands are zoned for industrial uses.

A Memorandum of Understanding (MOU) was agreed upon between the City of Brampton, the Region of Peel and the landowner, on September 23, 2019 – this MOU was associated with a settlement arrangement for a previous minor variance application that was sought by the applicant for expanded uses on this site, and appealed by the landowner after it was refused. The MOU generally states that the applicant will proceed with a Municipal Comprehensive Review (MCR) and an Official Plan and Zoning By-law application to change the designation and the zone for the property to reflect the intended uses; changing from industrial to commercial/retail. It is understood that this is a long process and that the Region is not completing MCRs at this time. The MOU also states that the applicant will apply for a Temporary Use By-law, which the City and Peel Planning Staff will support. Regardless of the MOU, a complete process is required and it is at the Council’s discretion with respect to the final decision.

This 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 September 29, 2020.

Current Situation:

Proposal (Refer to Appendix 1):

The applicant is proposing to temporarily amend the Zoning By-law to permit the additional retail use. The temporary amendment would allow the applicant to establish

the proposed take-out restaurant. As a separate initiative to this application, the applicant is also working with the Region of Peel to complete the Municipal Comprehensive Review (MCR) towards designating the lands for commercial / retail purposes on a permanent basis. Once the MCR has been completed, the applicant intends to re-apply for a zoning by-law amendment to permanently change the zone.

It should be noted that the future Zoning By-law application and MCR will be evaluated on their own merit and the results of this applications will not influence any future reports or decisions with respect to this property.

Details of the proposal are as follows:

- Increase the amount of retail use by 136 square metres (1,464 ft²) ; and,
- Increase the amount of dining and take-out areas to 368 square metres (3,961ft²).

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

The lands have the following characteristics:

- has a total site area of approximately 1.2 hectares (2.96 acres);
- has frontage onto Corporation Drive and Torbram Road; and
- is currently occupied by a building with a GFA of 2,626.60 m² (28,272 ft²) and with 166 parking spaces.

The surrounding land uses are described as follows:

North: Industrial lands;

South: Corporation Drive, beyond is St. Thomas Aquinas Secondary School;

East: Industrial lands; and

West: Torbram Road, beyond are single detached dwellings.

Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. All comments received will be considered in the future Recommendation Report to the Planning & Development Committee.

Further details on this application can be found in the Information Summary contained in Appendix 7. The future Recommendation Report will contain an evaluation of the various

technical aspects, including matters addressed in the site specific studies submitted by the applicant.

Current Issues

At this time, there are currently no outstanding issues that are inhibiting the processing of this application.

Public Meeting Notification Area:

Notice of the Public Meeting was given by prepaid first class mail to all persons assessed in respect of land to which the proposal applies and within 240 metres (784 ft.) of the area to which the proposal applies as shown on the last revised assessment roll, and by public notification in the Brampton Guardian. Signage of the application is also posted on the subject property.

Financial Implications:

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

Other Implications:

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

Strategic Plan:

This Information Report and the associated public meeting facilitate compliance with the Strategic Plan's "Good Government" priority, with respect to educating and engaging citizens in an open and accountable way. This application will be reviewed to ensure that the development proposal meets or exceeds the direction and goals of the City's Strategic Plan, and will be discussed in the future Recommendation Report.

Living the Mosaic – 2040 Vision:

This Application to temporarily Amend the Zoning By-law is consistent with the Brampton 2040 Vision by facilitating the creation of a 'mosaic of characterful and complete neighbourhoods'.

Conclusion:

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

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

Authored by:

Stephen Dykstra MCIP, RPP
Development Planner III
Planning, Building and Economic
Development Services

Reviewed and Recommended by:

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

Approved by:

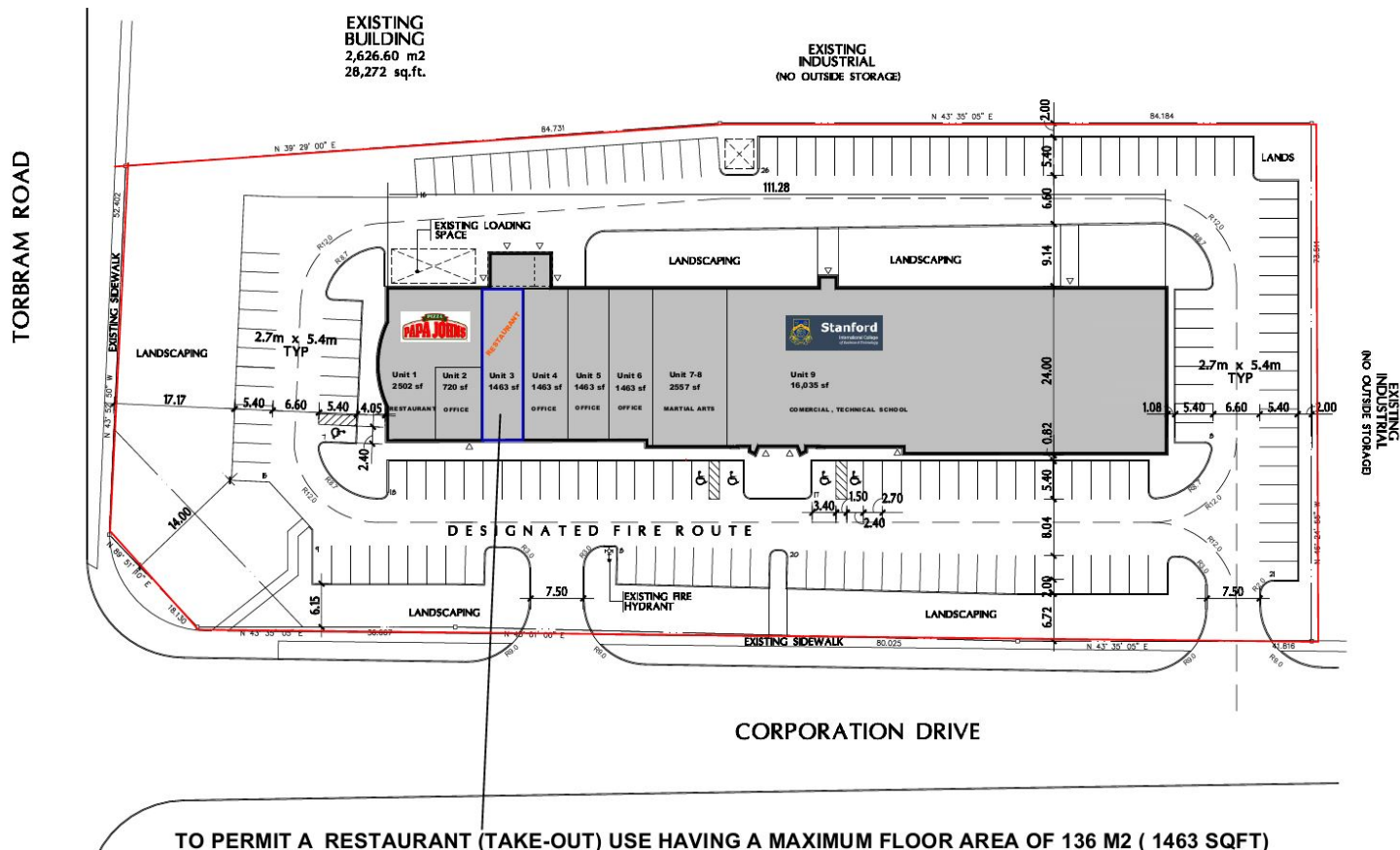
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning, Building and Economic
Development Services

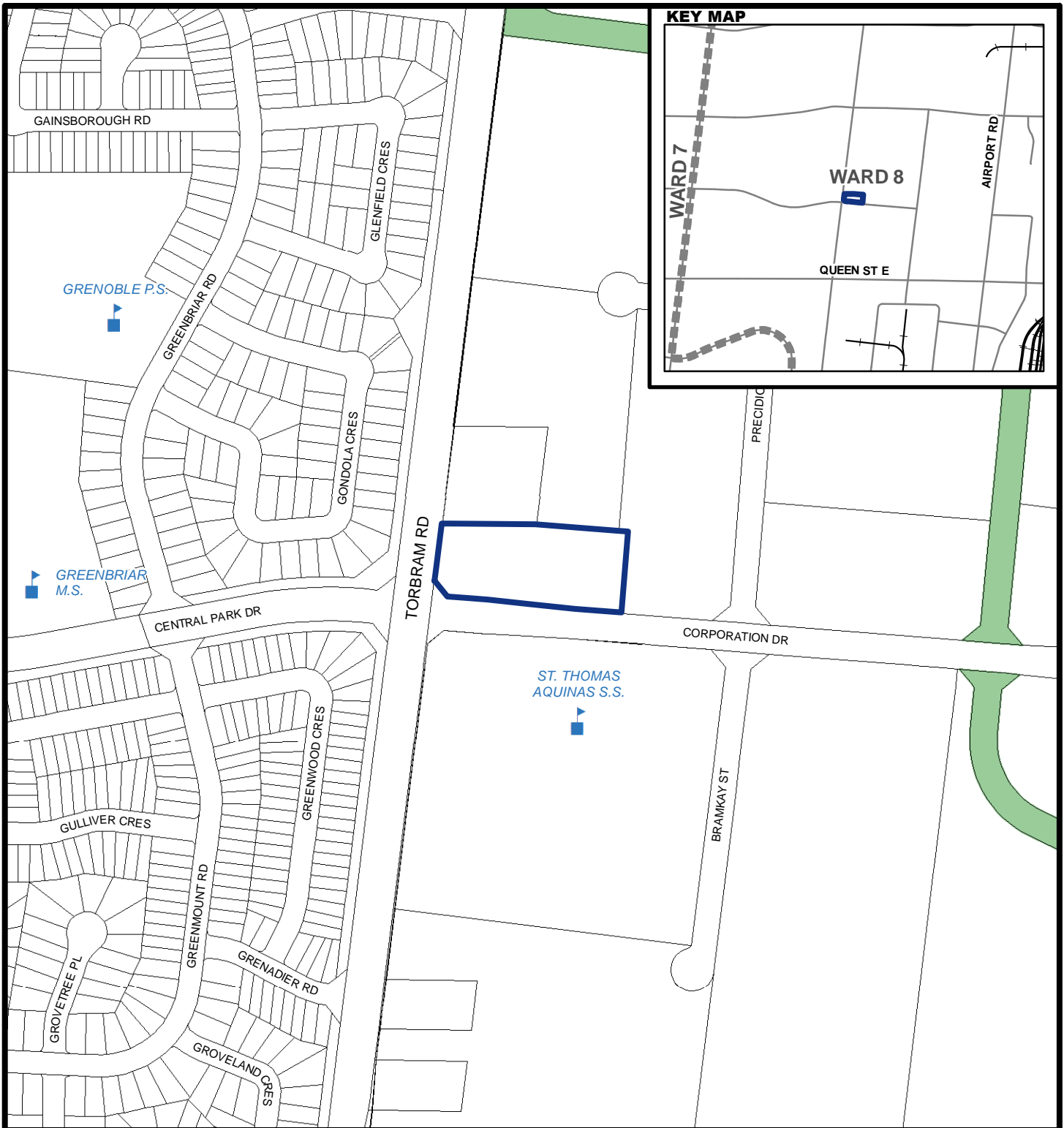
Submitted by:

David Barrick
Chief Administrative Officer

Attachments:

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



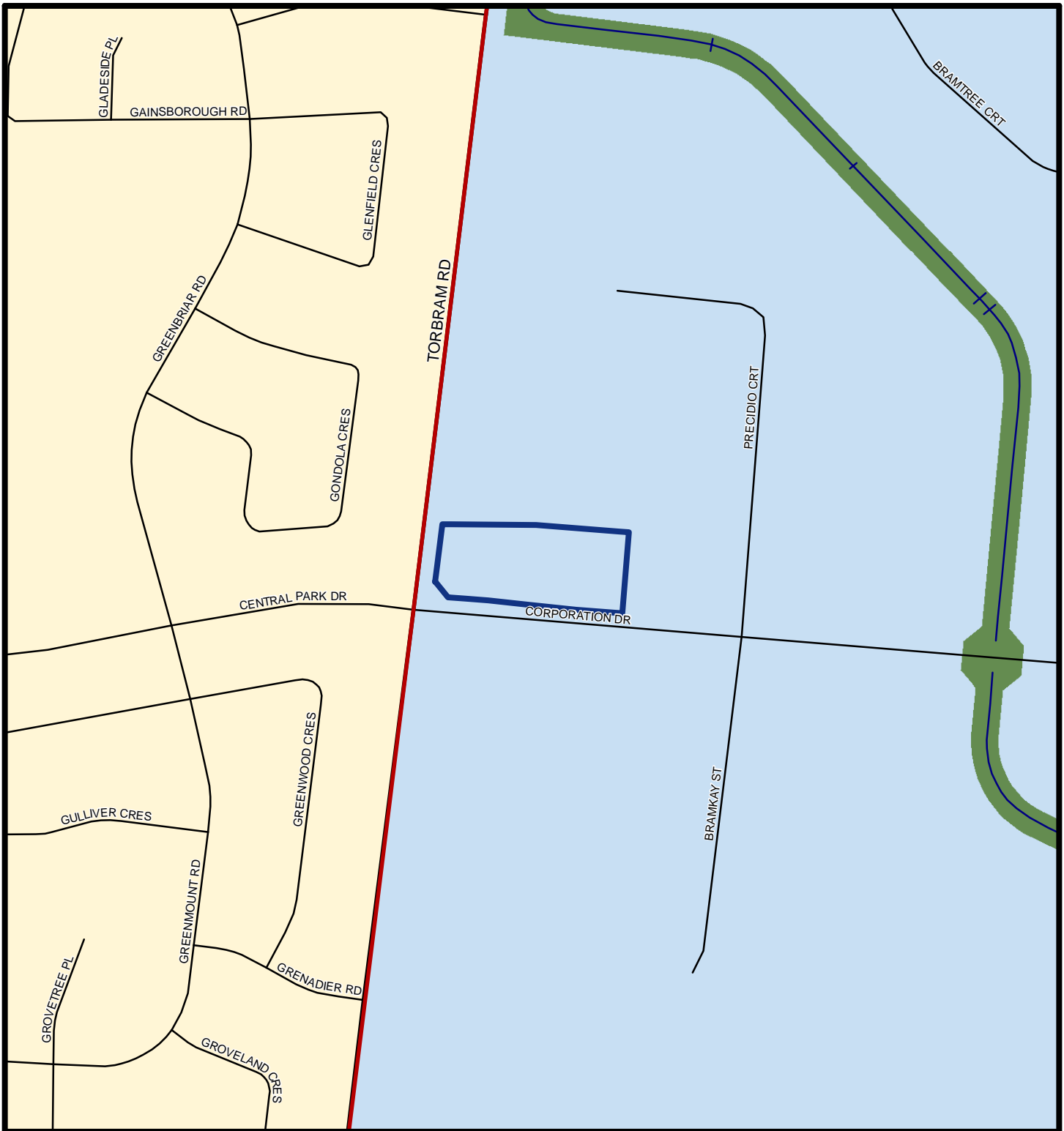


- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- SCHOOLS



APPENDIX 2 LOCATION MAP

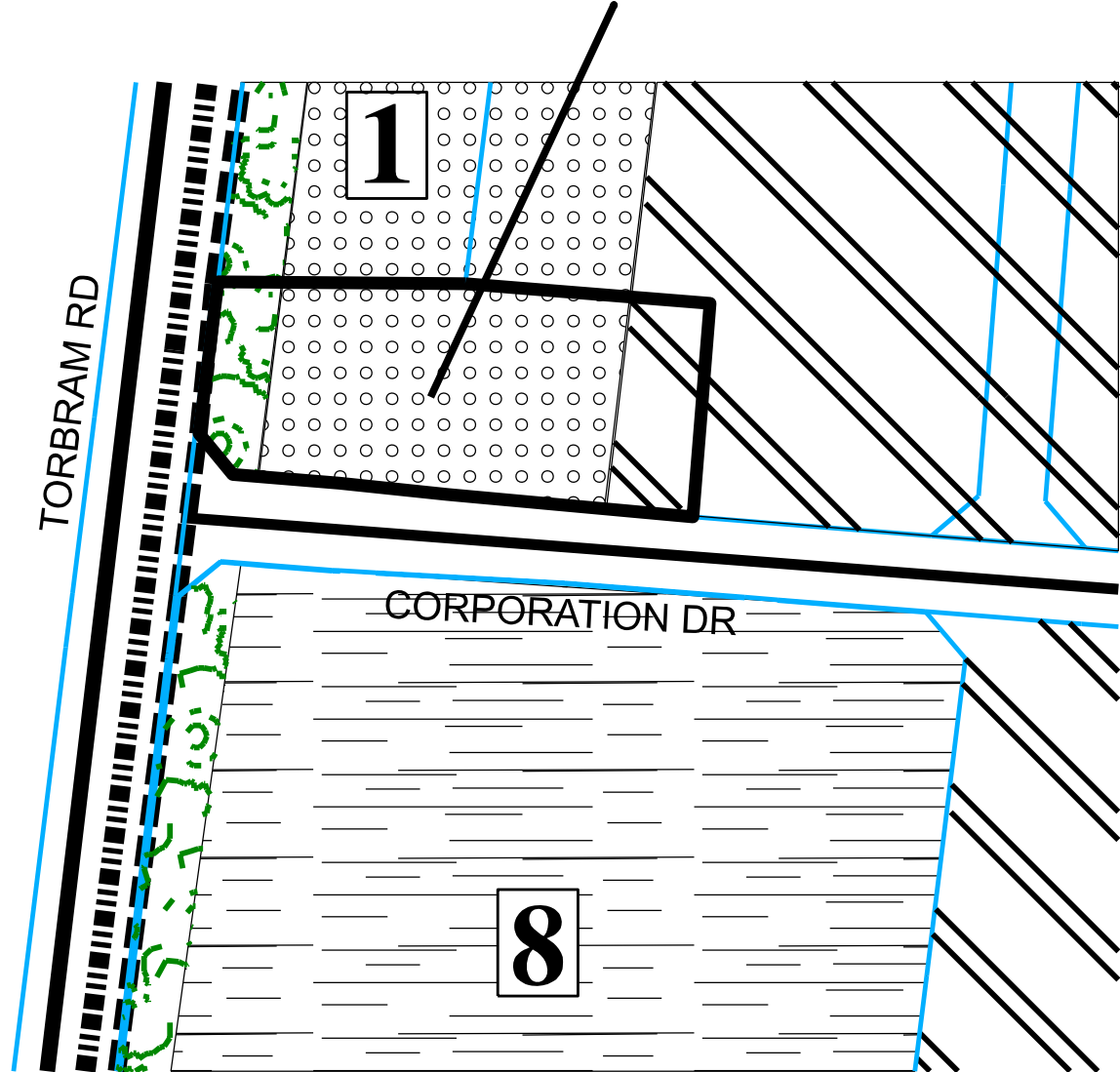
ASTENIK INTERNATIONAL CORP
2644083 ONTARIO LIMITED



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



SUBJECT LANDS







EXTRACT FROM SCHEDULE SP13(A) OF THE DOCUMENT KNOWN AS THE BRAMALEA SOUTH INDUSTRIAL SECONDARY PLAN

	Lands Subject To This Amendment		Collector roads
	Open Space		Area Affected By This Amendment
	General Industrial		Special Policy Area 1 (Refer To Policy 3.4.1)
	Prestige Industrial		Special Policy Area 8 (Refer To Policy 3.4.8)
	Institutional		














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





AERIAL PHOTO DATE: SPRING 2019

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		



Information Summary

CITY FILE NUMBERS: OZS-2019-0016

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Regional of Peel Official Plan and the City of Brampton Official Plan.

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

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicant to this application include but are not limited to:

1.1.1 Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- (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;
- (e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- (h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

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

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

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

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

1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:

- (b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

1.1.3.8 In undertaking a comprehensive review, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

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

1.3.2.3 Within employment areas planned for industrial or manufacturing use, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

2.1.1 Natural features and areas shall be protected for the long term.

Growth Plan for the Greater Golden Horseshoe (2020)

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

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

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

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

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

2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

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

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2014, 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.

Region of Peel Official Plan

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

5.3.1.2 To achieve sustainable development within the Urban System.

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

5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.

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

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

5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.

5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

5.5.4.1.4 To optimize the use of designated greenfield area.

5.5.4.1.5 To enhance the natural environment and resources.

5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities: City of Brampton: 51 residents and jobs combined per hectare;

5.6.2.6 Protect and support employment areas for employment uses, as defined and designated in area municipal official plans.

For the purposes of this policy, employment areas are those that contain lands designated:

- In Brampton: Office, Industrial

City of Brampton Official Plan Amendment

An Official Plan Amendment will not be required at this time. While the application does not comply with the Official Plan, this application is for a temporary period of 3 years. At this time the applicant will not be required to complete an Official Plan Amendment as per Section 5.10.3.

5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:

- (i) The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
- (ii) The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
- (iii) The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;
- (iv) Adequate provision will be made for off-street parking and loading facilities; and,
- (v) The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.

5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.

An Official Plan Amendment will be required as part of the comprehensive review of the Zoning By-law when this application comes in for a permanent Zoning By-law Amendment.

Secondary Plan:

The property is designated “Prestige Industrial” and “General Industrial” in the Bramalea North Secondary Plan (Area 13). The “Prestige Industrial” and “General Industrial” designations permit primarily manufacturing and office uses. An amendment to the Secondary Plan will be required for the proposed development at the time of the comprehensive review.

Zoning By-law Amendment

The subject property is currently zoned “Industrial Three A – Section 363 (M3A-363)” under the provisions of By-law 270-2004. The current zoning designations for the lands do not permit the proposed additional retail uses. The proposed temporary Zoning By-law amendment is intended to allow for a limited amount of additional retail uses for a temporary basis.

Technical Requirements

The following are brief synopses of the documents that were provided in support of the development application. Due to the temporary nature of the application and its limited scope the applicant was requested to provide staff with a concept of the plan a justification for the temporary zoning by-law.

Planning Rationale

A Planning Rationale was provided as part of the applicant's cover letter submission. Staff reviewed the rationale and are satisfied that it is sufficient for the submission of the application. The rationale provides information on the building stating that it could not facilitate industrial uses due to the height of the building. It also provides rationale as to the location of the property and that it is better used for commercial uses than industrial.

Concept Plan

The applicant provided a concept plan illustrating the parameters of the building and the limited scope of the retail use locations. The applicant is not intending to change the building or alter the site.

Date: 2020-10-28

Subject: **INFORMATION REPORT**
Proposed Draft Plan of Subdivision
(To create a development block and two 0.30m reserves to permit a development of 71 townhouses and 1 detached dwelling)
Madan Sharma – Kennedy Road Owners Group (KROG)
0, 7646, 7660 & 7686 Kennedy Rd. S.
Ward 3
(OZS-2020-0020 and 21T-20007B)

Contact: Jacqueline Lee, Planner I
Planning, Building and Economic Development Services
905-874-5178, jacqueline.lee@brampton.ca
Cynthia Owusu-Gyimah, Acting Manager
Planning, Building and Economic Development Services
905-874-2064, cynthia.owusugyimah@brampton.ca

Report Number: Planning, Building and Economic Development-2020-263

Recommendations:

1. **That** the report titled: **INFORMATION REPORT**, Proposed Draft Plan of Subdivision, **Madan Sharma – Kennedy Road Owners Group (KROG), 0, 7646, 7660 & 7686 Kennedy Rd. S., Ward 3 (OZS-2020-0020 and 21T-20007B)**, dated October 28, 2020 to the Planning and Development Committee Meeting of November 26, 2020 be received; and,
2. **That** Planning, Building and Economic Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- **This Draft Plan of Subdivision application will facilitate a specific type of condominium tenure that the applicant intends for the townhouse development. The lands are already zoned to permit the 71 townhouses and 1 single-detached unit (LPAT approved in 2019).**

- **The lands are designated ‘Residential’ and ‘Special Land Use Policy Area 21’ in the Official Plan. The Official Plan permits the proposed residential use. An amendment to the Official Plan is not required to permit the proposed development.**
- **The property is split zoned ‘Residential Townhouse C – Section 2970’ (R3C-2970) and ‘Residential Townhouse C – Section 2971’ (R3C-2971) as per Zoning By-law 270-2004, as amended. An amendment to the Zoning By-law is not required to permit the proposed development.**
- **This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-Run City (Good Government)” priority by encouraging public participation and engaging the community.**

Background:

The subject Draft Plan of Subdivision application was submitted by Madan Sharma on behalf of the Kennedy Road Owners Group (KROG) on March 9, 2020.

City Staff have reviewed the application for completeness and deemed the application complete in accordance with the *Planning Act* on August 18, 2020. A formal Notice of Complete Application was issued to the applicant on August 19, 2020.

The site was the subject of a previous Official Plan and Zoning By-law Amendment application (File: T01E14.017) submitted to the City on May 28, 2013 to permit the development of the lands with 72 townhouse dwelling units. The application was approved by City Council December 2015 on condition. On November 24, 2017, a non-decision appeal was filed to seek approval by the owner to the Local Planning Appeal Tribunal (LPAT), formerly the Ontario Municipal Board (OMB). The Official Plan Amendment (1-2019) and Zoning By-law Amendment (4-2019) were approved by LPAT in 2019 (File: PL171426) to accommodate a townhouse and single detached dwelling development on the subject site.

This Plan of Subdivision application has been filed to facilitate the applicant’s intent to have common elements plan of condominium ownership for the residential units. The Plan of Subdivision application does not propose changes to the overall development proposal approved by LPAT.

Current Situation:

Proposal

The Draft Plan of Subdivision (Appendix 1) would create the development block which will facilitate the future development of a common elements condominium including 71 unit townhouses, one single detached dwelling, an amenity space tot lot of approximately 130.70 square metres, and a private road to service the condominium units, as well as visitors parking.

Details of the proposal are as follows:

- To create one (1) residential block.
- To create 2 (two) reserve blocks along Kennedy Road South.
- To permit seventy-one (71) townhouse dwelling units and one (1) detached dwelling.

Property Description:

The lands have the following characteristics:

- Are municipally known as 0, 7646, 7660 & 7686 Kennedy Rd. S., which is located on the west side of Kennedy Rd. S. between Steeles Ave. W. and Highway 407;
- Have a site area of approximately 1.34 hectares (3.31 acres);
- Have a frontage along Kennedy Road South of approximately 241.69 metres (792.95 feet); and,
- Are currently occupied by three single detached dwellings and associated accessory structures, which will be demolished to accommodate the development proposal.

The surrounding land uses are described as follows:

North: Commercial recreational uses (Brampton Golf Club)

South: Institutional (Masumeen Islamic Centre)

East: Recreational uses (CAA Centre, Brampton Sports Park) east of Kennedy Road South

West: Commercial recreational uses (Brampton Golf Club)

Technical Considerations:

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. Further details on this application can be found in the Information Summary contained in Appendix 8.

The future Recommendation Report will contain an evaluation of the various technical aspects of the application.

Public Meeting Notification Area:

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

Corporate Implications:

Financial Implications:

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

Other Implications:

Any other technical planning and development implications associated with this application will be assessed and discussed within the Recommendation Report.

Living the Mosaic – 2040 Vision:

This report has been prepared in full consideration of the overall vision that the people of Brampton will "Live the Mosaic". It aligns with the vision that Brampton will be a mosaic of complete neighbourhoods to create sustainable urban places and provides opportunity for public engagement.

Term of Council Priorities:

This Information Report and the associated public meeting facilitate compliance with the Term of Council 'A Well-Run City (Good Government)' priority with respect to encouraging public participation by actively engaging the community. The application will be reviewed to ensure that the development proposal meets or exceeds the Term of Council Priorities, and this will be discussed in the future Recommendation Report.

Conclusion:

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

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of this application for the proposed Drat Plan of Subdivision.

Authored by:

Reviewed by:

Jacqueline Lee
Planner I
Planning & Development Services

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

Approved by:

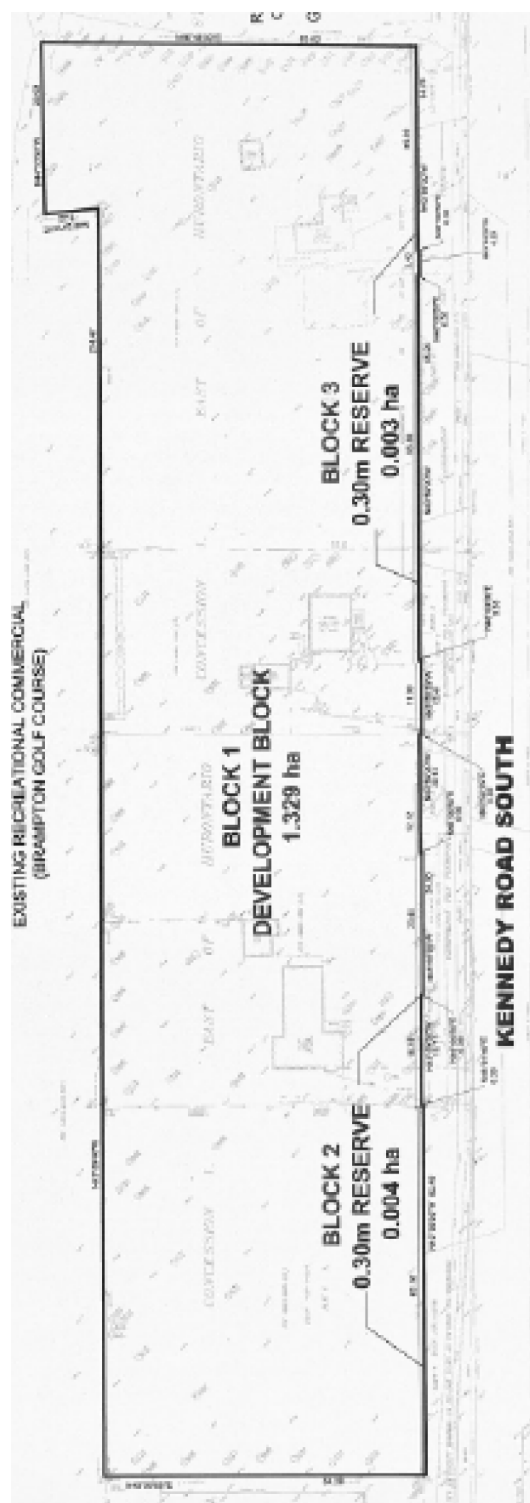
Submitted by:

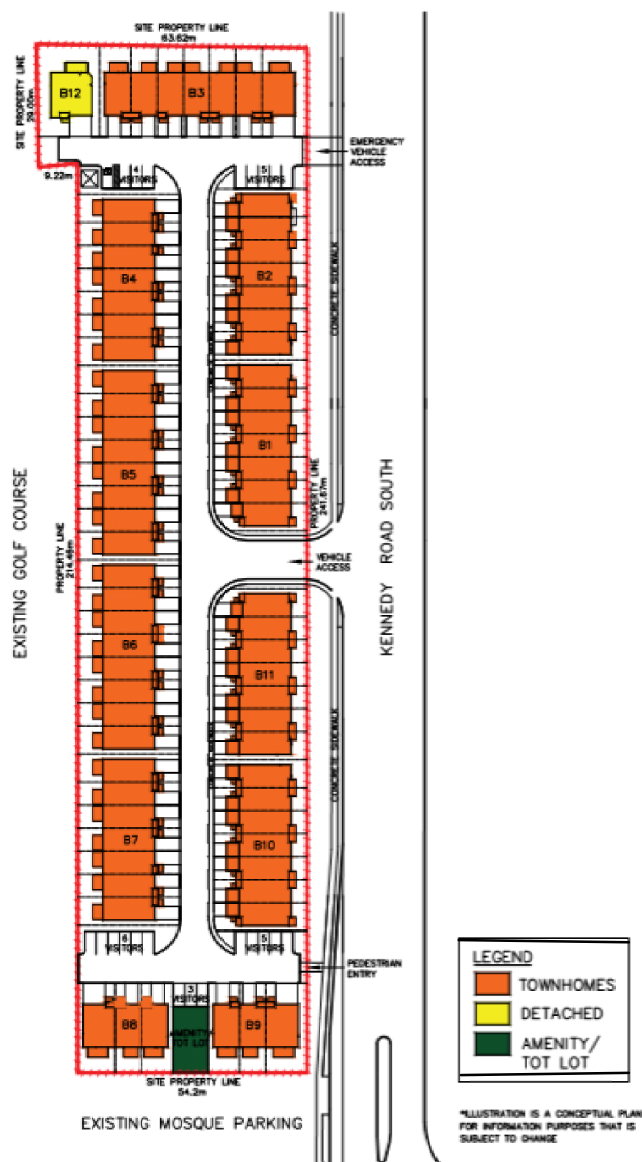
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Commissioner, Planning, Building and
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Development

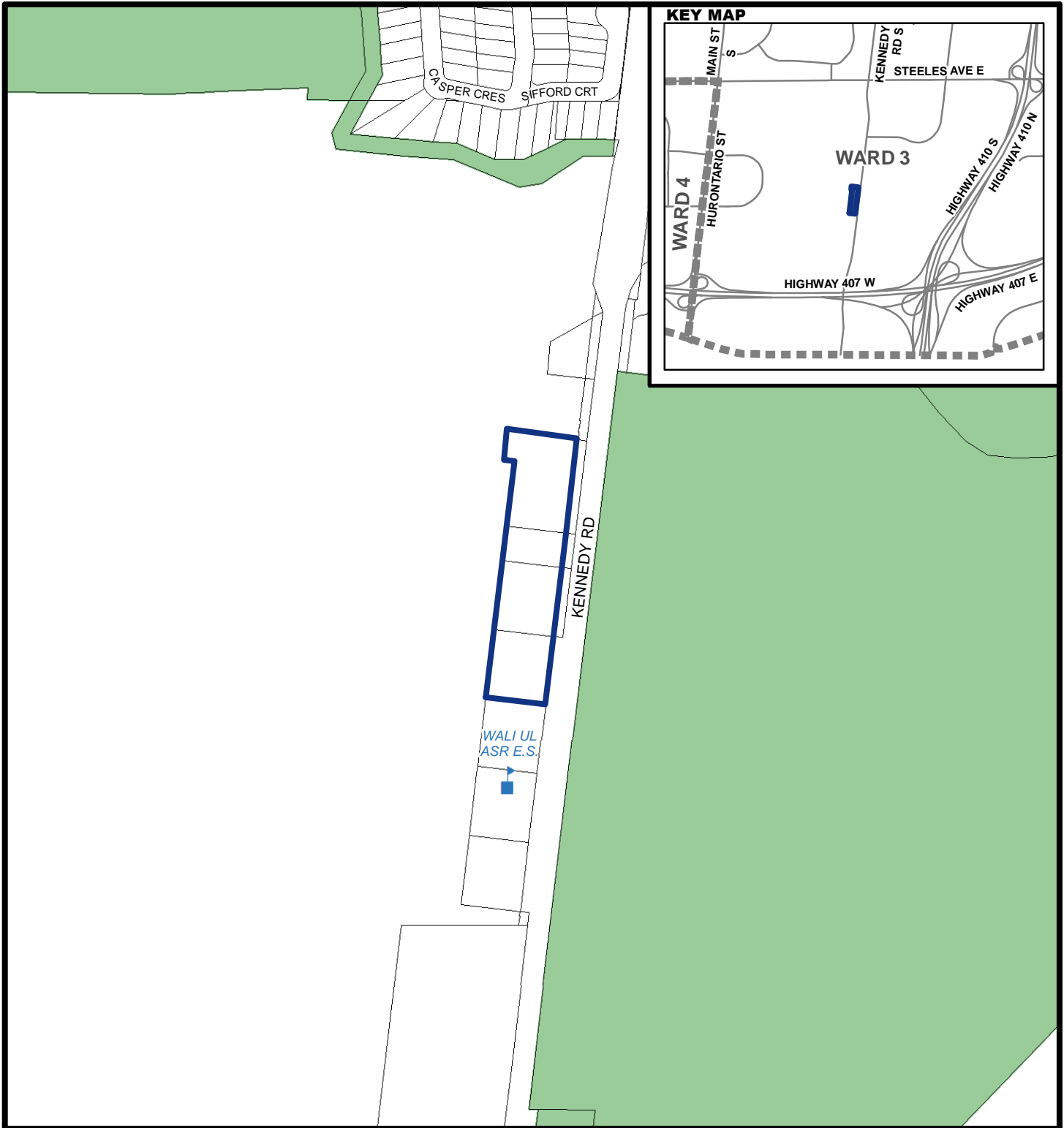
David Barrick
Chief Administrative Officer

Attachments:

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

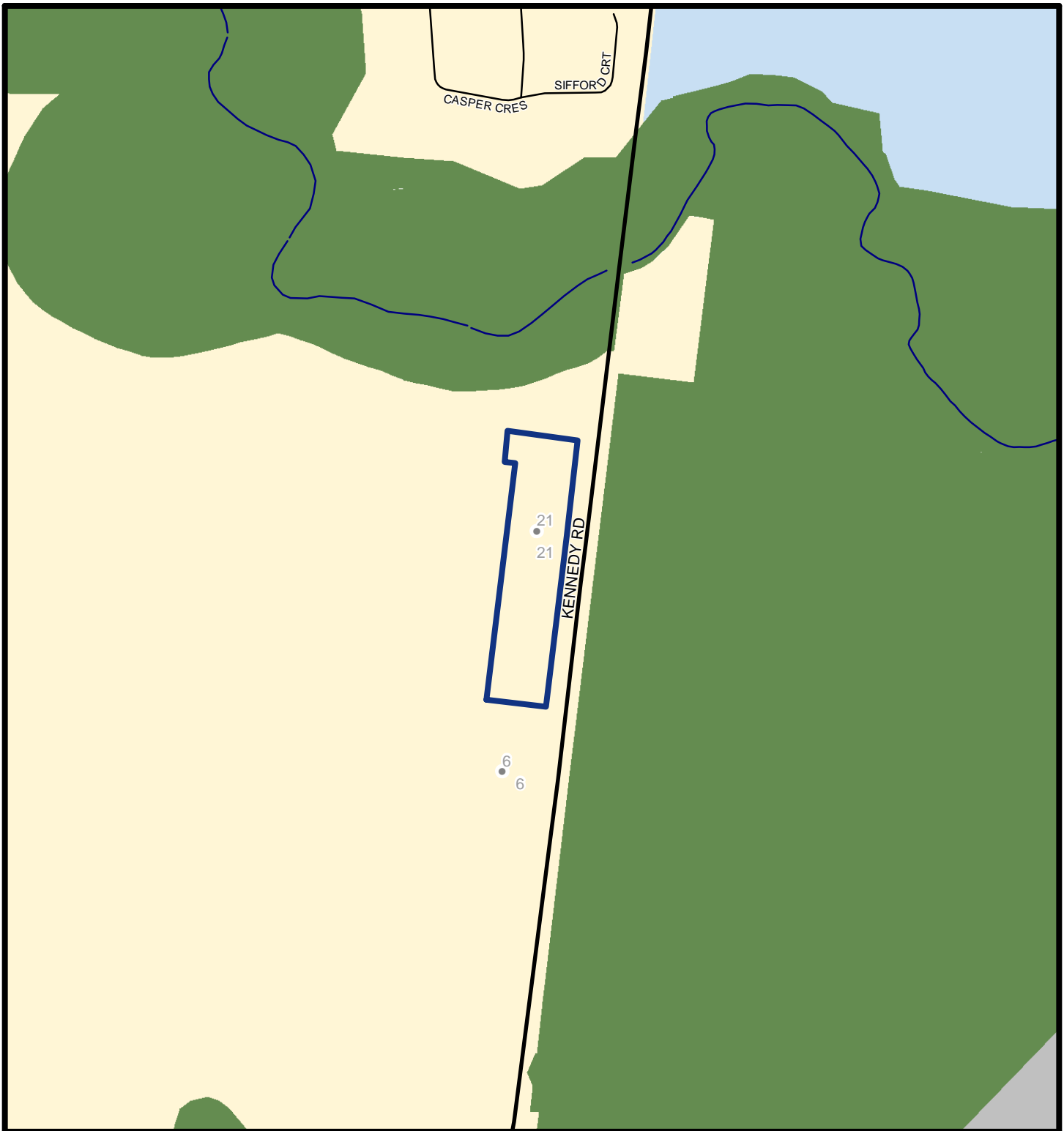






- SUBJECT LAND
- GREENSPACE
- SCHOOLS
- PROPERTY LINE
- CEMETERY

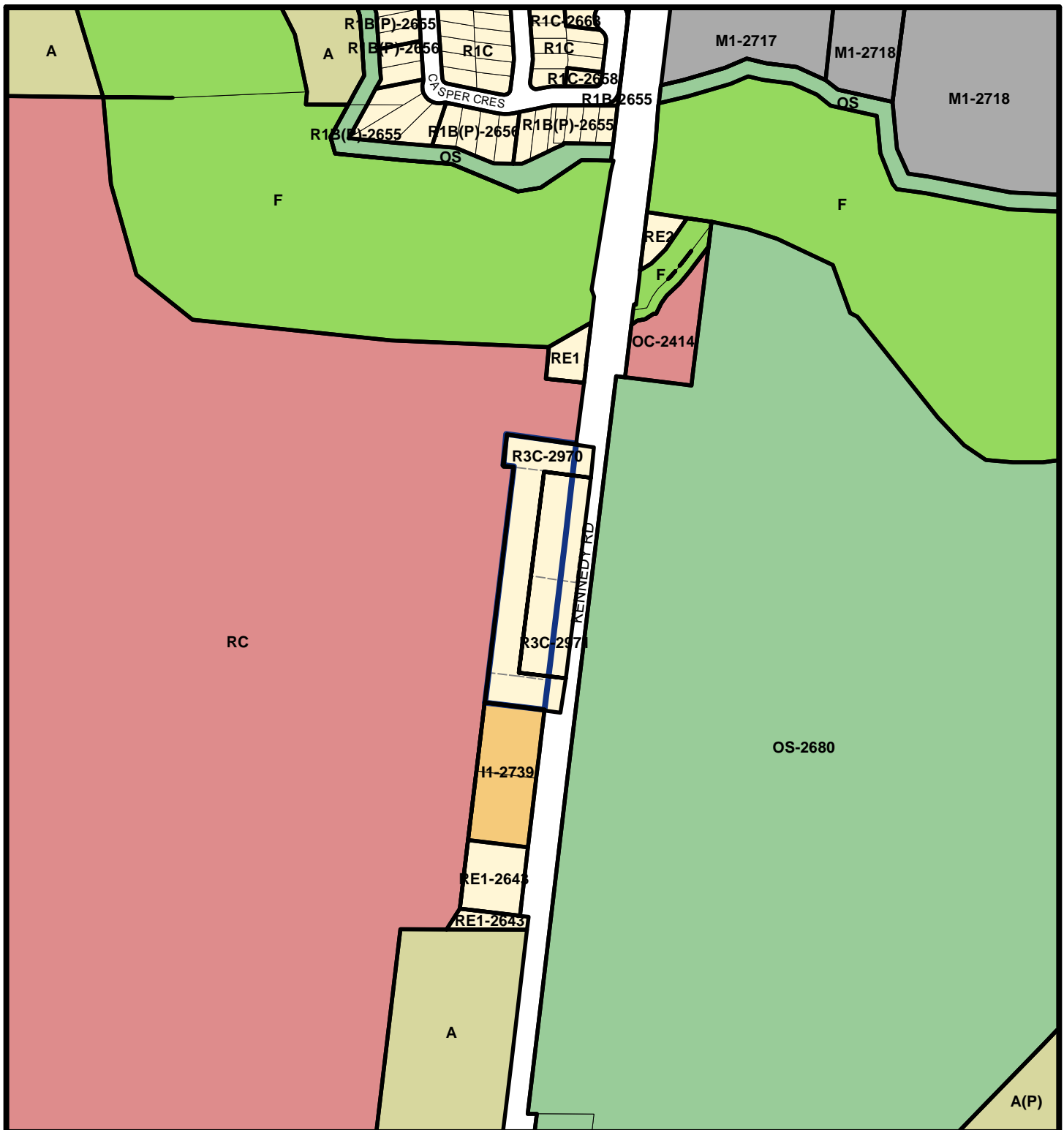




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | |
|---|---|--|
|  SUBJECT LAND |  OPENSOURCE |  RESIDENTIAL |
|  INDUSTRIAL |  PROVINCIAL HIGHWAYS |  SPECIAL LAND USE POLICY AREA |









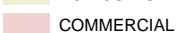



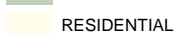
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|  ZONING MULTIPLE EXPORT |  RESIDENTIAL |  INSTITUTIONAL |
|  ZONING DISSOLVE EXPORT |  COMMERCIAL |  OPEN SPACE |
|  SUBJECT LAND |  INDUSTRIAL |  FLOODPLAIN |



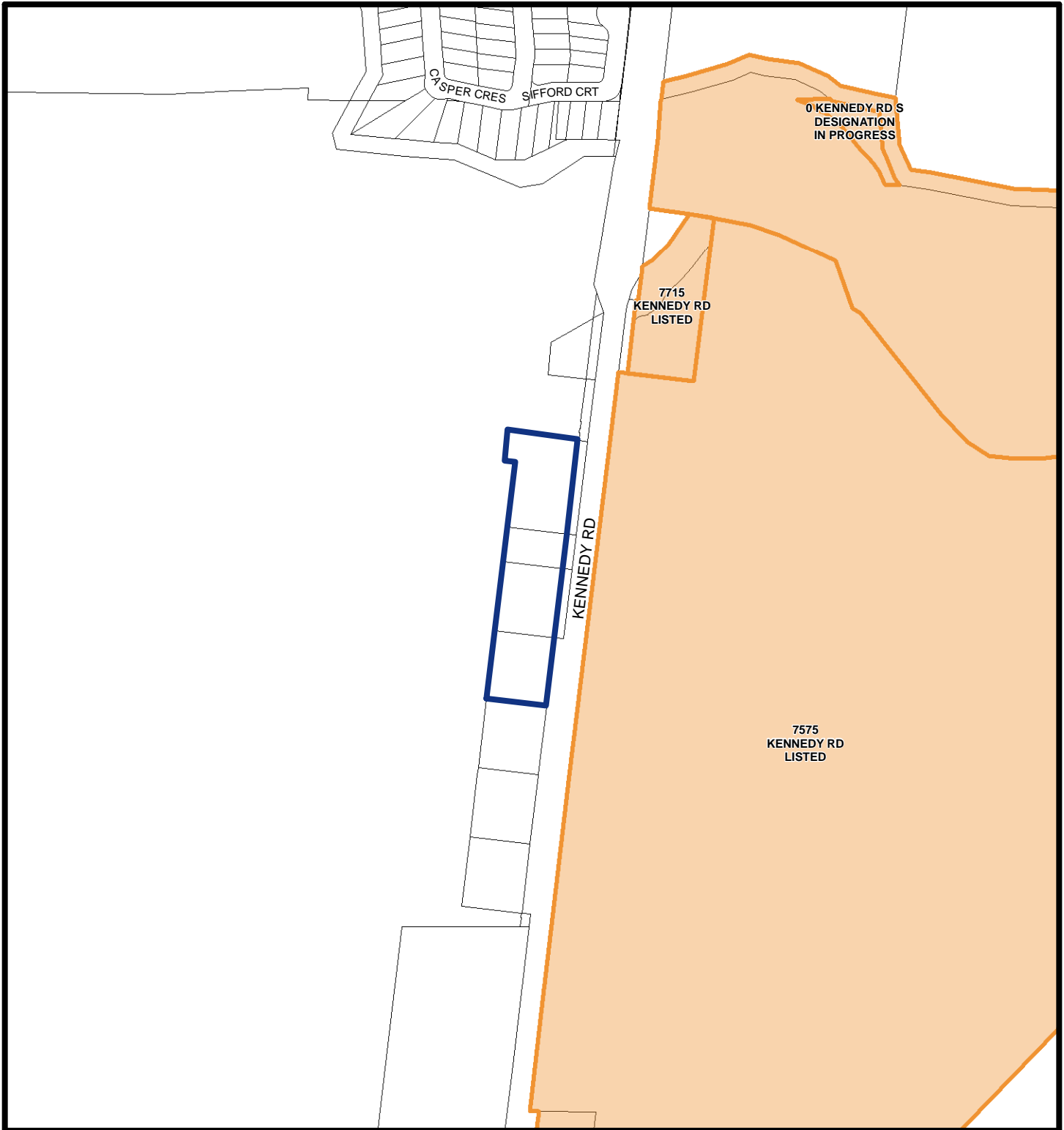




AERIAL PHOTO DATE: SPRING 2019

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





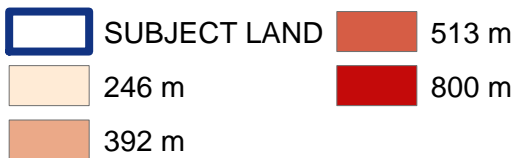
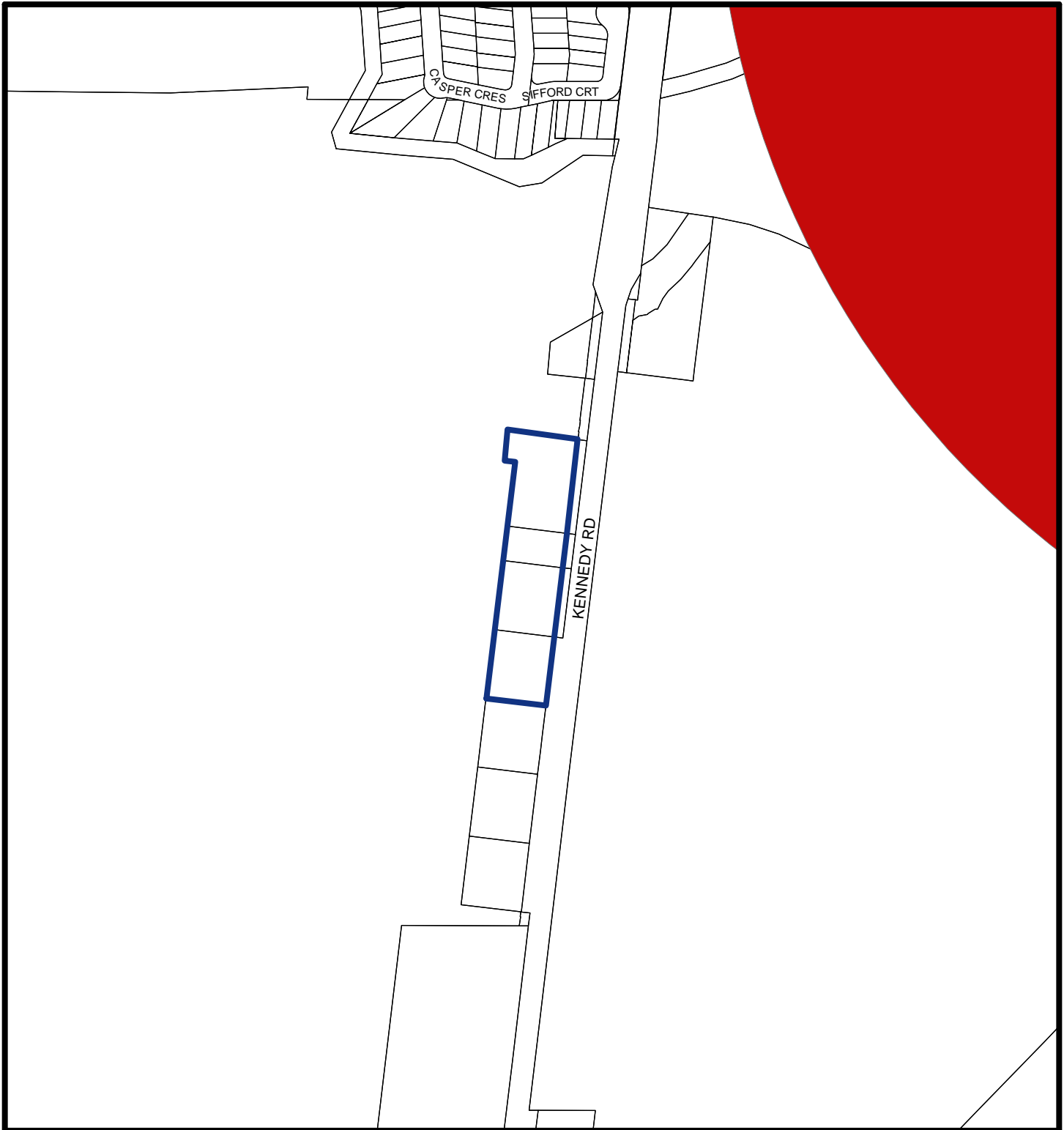
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|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



APPENDIX 6 HERITAGE RESOURCES

MADAN SHARMA
MADAN SHARMA, RESHAM SIDHU AND PARDEEP SIDHU

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information: Cassandra Jasinski : 905-874-2618



APPENDIX 8: Information Summary

Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act

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

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

Provincial Policy Statement

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

- 1.1.1 Healthy, liveable and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation park and open space, and other uses to meet long-term needs;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit

investments, and standards to minimize land consumption and servicing costs;

1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

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

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

- (a) efficiently use land and resources;
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- (f) are transit-supportive, where transit is planned, exists or may be developed;

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 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 uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

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

- (a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- (b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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

- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- (d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

Growth Plan for the Greater Golden Horseshoe

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

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
- 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
 - e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- 2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
 - c) encourage intensification generally throughout the delineated built-up area;
- 2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2014, 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.

Region of Peel Official Plan

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

- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.
- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.
- 5.5.3.1.4 To intensify development on underutilized lands.
- 5.5.3.1.6 To optimize all intensification opportunities across the Region.
- 5.5.3.2.2 Facilitate and promote intensification.
- 5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

City of Brampton Official Plan

The subject property is designated as 'Residential' and subject to 'Special Land Use Policy Area 21' policies as shown in Schedule A of the Official Plan. An Official Plan Amendment (File: T01E14.017) was approved through an LPAT hearing (File: PL171426) and the decision issued on September 26, 2019 to permit the proposed development. No changes are requested through this application. The Official Plan policies that are applicable to this application include but are not limited to:

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

4.2.1.6 Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.

4.2.1.19.1 The 1.34 hectare (3.31 acre) property known as Part of Lot 14, Concession 1, E.H.S., as shown on Schedule A to this by-law, is designated Residential and shall be developed for townhouse and single detached dwellings subject to the following:

- (i) A maximum density of 53.75 units per hectare (21.75 units per acre);
- (ii) The development shall be of a high quality urban design;
- (iii) Appropriate mitigation measures shall be implemented to address safety issues arising from the proximity of the residential development to the adjacent gold course lands;
- (iv) Dual frontage lots shall be prohibited except for lots where the front of a dwelling is oriented to Kennedy Road South;
- (v) Vehicular access to individual lots shall only be permitted from an internal private road; and,
- (vi) Balconies are prohibited along a building wall facing Kennedy Road South.

4.11.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:

- Promote an urban relationship between built form and public spaces;

- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the importance of the car/garage on the streetscapes;

City of Brampton Zoning By-law

The subject property is split zoned 'Residential Townhouse C – Section 2970' (R3C-2970) and 'Residential Townhouse C – Section 2971' (R3C-2971) as per Zoning By-law 270-2004, as amended. The R3C-2970 zoning permits townhouse dwellings having frontage on a private road, single detached dwellings having frontage on a private road, and purposes accessory to the permitted uses. The R3C-2971 zoning permits dual-frontage townhouse dwellings and purposes accessory to the permitted uses. A Zoning By-law Amendment (File: T01E14.017) was approved through an LPAT hearing (File: PL171426) and the decision issued on September 26, 2019 to permit the proposed development. No further changes to the Zoning By-law are required to facilitate this application.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 36 points, which meets the City's Bronze threshold.

Documents Submitted in Support of the Application

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

- Detailed Description of the Development Proposal;
- Completed Application Form;
- Survey;
- Parcel Abstract;
- Public Consultation Strategy;
- Draft Public Notice Signage;
- Planning Justification Report and Planning Justification Letter;
- Updated Urban Design Brief;
- Sustainability Score and Summary;
- Draft Plan of Subdivision;
- Updated Noise Report;
- Site Servicing, Grading, and Drainage Plan;

- Updated Functional Servicing and Storm Water Management Report;
- Environmental Site Assessment Phase I;
- Environmental Site Assessment Phase II;
- Record of Site Condition;
- Updated Traffic Impact Study;
- Golf Study; and
- Tree Inventory and Preservation Plan and Report.

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

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

Date: 2020-10-23

Subject: City-initiated Zoning By-law Amendments

Secondary Title: Recommendation Report - City-initiated Zoning By-law Amendments to Modernize Parking Standards

Contact: Michelle Gervais, Policy Planner, Policy Division, Planning, Building and Economic Development Department,
michelle.gervais@brampton.ca, 905-874-2073

Report Number: Planning, Building and Economic Development-2020-067

Recommendations:

1. **THAT** the report titled “**Recommendation Report: City Initiated Zoning By-Law Amendment to Modernize Parking Standards (2020-067)**”, to the Planning and Development Committee meeting of November 16, 2020, be received;
2. **THAT** the Zoning By-law Amendment attached hereto as Appendix 1 be adopted, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City’s Official Plan for the reasons set out in the Planning Recommendation Report, September 30, 2020; and
3. **THAT** Council hereby determines that no further public notice is to be given pursuant to Section 34(17) of the *Planning Act*.

Overview:

- This report presents for approval, a City-initiated Zoning By-law amendment that proposes to modernize some of the City’s parking standards.
- The proposed Zoning By-law amendment is limited in scope and is determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review in order to better align Brampton’s parking standards with other municipalities.

- The proposed parking and bicycle standards are a step in the right direction to building a Green City as they ensure that an over-supply of surface parking spaces are not being provided, they promote sustainable forms of development, assist in decreasing the reliance on private automobile ownership and place more emphasis on utilizing transit and active transportation opportunities.
- Through the Municipal Parking Strategy it is anticipated that recommendations will be made to further amend the parking standards in the Comprehensive Zoning By-law.
- The draft City-initiated amendment was presented at a statutory public meeting on July 6, 2020.

Background:

As Brampton grows and densifies, and as transportation choices increase, there is a corresponding need to review the current off-street parking standards in the City's Comprehensive Zoning By-law in terms of its role in helping to shape the future development of the City. In order to achieve the City's long-term sustainability land use and transportation goals, a number of amendments are being proposed to the Zoning By-law's parking standards.

The proposed amendments are intended to be incorporated into the City's current Zoning By-law so that they may take effect at the earliest opportunity. Further refinement and other parking regulation changes are anticipated to be proposed through the Municipal Parking Strategy.

Current Situation:

Benchmarking

The proposed parking amendments are solely based on current data and best practices where it has been determined that the City's parking standards are generally high compared to other similar municipalities in the Greater Toronto Area (GTA) and beyond. These findings have helped inform the proposed amendments to the City's Zoning By-law parking standards. A summary of these findings are included in a memo prepared by WSP and are found in Appendix 2.

Purpose

The purpose of this report is to recommend amendments to the City's Zoning By-law parking standards that will move the City towards managing parking in a responsible manner, which includes promoting sustainable forms of development and placing more emphasis on utilizing transit and active transportation opportunities. The recommended parking amendments are broken down into those that would apply City-wide and those that would apply specifically to the Central Area:

City-wide

- Reduce the minimum parking requirement for an apartment dwelling, multiple residential dwelling and townhouses without private garages/driveways;
- Reduce the minimum visitor parking requirement for a senior citizen residence; and
- Reduce the minimum parking requirements for commercial and office uses.

Central Area

- Reduce the minimum residential parking requirement for an apartment dwelling;
- Require a minimum visitor parking requirement for an apartment dwelling within Downtown only;
- Establish maximum surface parking requirements for an apartment dwelling;
- Incorporate bicycle parking requirements for an apartment dwelling;
- Permanent parking exemption for commercial and office uses in Downtown; and
- An amendment to one of the Downtown Commercial One (DC1) Zone's parking provisions.

Proposed Amendments to the City's Zoning By-law:

Below is an outline of the proposed amendments to the City's Zoning By-law parking standards that would apply City-wide and those that would apply specifically to the Central Area. The implementing draft Zoning By-law amendment can be found in Appendix 1.

City Wide Amendments

1. Reduction to the Minimum Residential Parking Requirement for an Apartment Dwelling, Multiple Residential Dwelling and Townhouses Without Private Garages/Driveways (City-Wide, excluding Central Area)

The City's current minimum parking rates (residential and visitor) for an apartment dwelling, a multiple residential dwelling and townhouses without private garages/driveways vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

The requirement to calculate rates based on the number of bedrooms used to be common in Ontario Zoning By-laws, but newer Zoning By-laws provide a simplified blended rate which is easier to administer.

It is proposed that a blended minimum parking rate of 1.0 parking space per apartment dwelling unit be provided for all apartment dwellings and multiple residential dwellings, and a blended rate of 1.5 parking spaces per townhouse unit, without a private garage/driveway, regardless of the number of bedrooms and regardless of tenure. This is a reduction and simplification of the current standards for these building types.

Further, it is proposed that a minimum visitor parking rate of 0.20 parking spaces be applied per apartment dwelling unit, multiple residential dwelling unit and townhouse unit, without a private garage/driveway, regardless of the type of unit. These amended parking rates are proposed to be applied City-wide, except for the Central Area.

2. Reduction to the Minimum Visitor Parking Requirement for a Senior Citizen Residence (City-Wide)

The Zoning By-law requires that a senior citizen residence provide a minimum 0.50 parking spaces per unit plus 0.25 visitor parking spaces per unit. The current residential parking rate will be retained, however, it is proposed that the visitor parking space requirement of 0.25 spaces per unit be reduced to 0.20 spaces to align with the visitor parking requirement for an apartment dwelling and a multiple residence dwelling as proposed above.

3. Reduction to the Minimum Parking Requirements for Commercial and Office Uses (City-Wide)

Parking requirements for commercial and office uses are established to satisfy peak demand for parking on a site. As part of the Comprehensive Zoning By-law Review to-date, it has been recognized that the City's parking standards for commercial and office uses are out of date and are generally high compared to other similar municipalities. These high parking rates lead to an over-supply of "free" surface parking that contributes to auto-oriented land use planning, increased auto dependency and an inefficient use of land.

Based on best practice approaches as assessed by WSP, the following amendments to the parking standards for commercial and office uses are being proposed to ensure that land is being used more efficiently and to encourage site design that is more walkable and pedestrian-friendly:

Use	Current Standard (Gross Floor Area)	Proposed Standard (Gross Floor Area)
Medical Office	1.0 parking space per 12.0 m ²	1.0 parking space per 16.0 m ²
Office	1.0 parking space per 25.0 m ²	1.0 parking space per 30.0 m ²
Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres	1.0 parking space per 23 m ²	1.0 parking space per 23.0 m ²
Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more	1.0 parking space per 19.0 m ²	
Personal Service Shop	1.0 parking space per 19.0 m ²	1.0 parking space per 25.0 m ²
Restaurant (Sit Down)	1.0 parking space per 6.25 m ²	1.0 parking space per 6.5 m ²
Restaurant (Take Out)	1.0 parking space per 16.7 m ²	1.0 parking space per 20.0 m ²

At the statutory public meeting staff received correspondence from a few members of the development industry where they raised a concern that the proposed shopping centre parking requirement of 1 parking space per 19 square metres was too high. Staff considered these comments and has revised the proposed parking requirement for a shopping centre from 1 parking space per 19 square metres to 1 parking space per 23 square metres. The proposed parking requirement of 1 parking space per 23 square metres will provide enough parking to satisfy the peak parking demands for a shopping centre. In staff's opinion, this nominal change in the parking requirement for a shopping centre does not warrant a further public meeting.

The current parking rate for "retail" (1.0 parking space per 19.0 m² of gross floor area) is slightly higher than comparable Zoning By-laws. This rate will be retained until further review can take place through the Comprehensive Zoning By-law Review. Further refinement and updates to commercial parking standards will occur through the ongoing Comprehensive Zoning By-law Review and will also be informed by the Municipal Parking Strategy.

The proposed draft Zoning By-law amendment presented at the public meeting did not propose an amendment to the minimum parking requirement for a real estate office. The proposed amendment to the "office" minimum parking requirements presented at the statutory public meeting, as illustrated in the table above, was intended to capture all offices, except medical, so that a specific parking requirement for a real estate office would no longer be required. Unfortunately, the proposed deletion of the minimum

parking requirement for a real estate office was not captured in the draft Zoning By-law amendment presented at the statutory public meeting.

Currently, the Zoning By-law includes a specific minimum parking requirement for a real estate office (1 parking space for each 15 square metres of gross commercial floor area or portion thereof). A real estate office is not a defined use nor is it listed as a permitted use under any parent zone in the Zoning By-law. A real estate office is permitted wherever an office use is permitted. Based on the proposed amendment to the minimum parking requirement for medical office uses (1 parking space for each 16 square metres of gross commercial floor area or portion thereof), a real estate office would require more parking than a medical office, which is not what is intended.

In most municipalities Zoning By-law's across Ontario, there is no specific minimum parking requirement for a real estate office. It is staff's opinion that a minimum parking requirement for a real estate office is not required, especially with a more onerous parking requirement than a medical office use. It is proposed that the real estate office minimum parking requirement be deleted and that the minimum parking requirement for an "other office" use (1 parking space for each 30 square metres of gross commercial floor area or portion thereof) be applied to a real estate office.

In staff's opinion, the proposed deletion of the minimum parking requirement for a real estate office is minor in nature and does not require further public notice. The public meeting notice indicated that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

Central Area

1. Reduce the Minimum Residential Parking Requirement for an Apartment Dwelling

Currently, the City requires a minimum of 1.0 parking space per apartment dwelling unit in the Central Area delineated in the Zoning By-law. This area focuses on the central part of the downtown, rather than the entirety of the "Central Area" as designated in the Official Plan. In the Official Plan, the Central Area is more extensive, extending easterly across the Queen Street Corridor and surrounding lands and it encompasses the City's Urban Growth Centre, which is planned for significant intensification. The parking requirements for an apartment dwelling outside of the delineated Central Area in the Zoning By-law vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium and they vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

It is proposed that the minimum residential parking be 0.5 parking spaces per unit for an apartment dwelling, including apartment dwelling units in a mixed-use building, within the Central Area of the City as designated by the Official Plan. This amounts to a reduction in the parking supply by approximately 50% for an apartment building located within the Central Area. A reduction to the parking supply is a step in the right direction towards

meeting the land use and transportation objectives of the Central Area. The proposed minimum parking standard will also support transit-oriented development, use land more efficiently and enhance the viability and affordability of new development.

2. Require a Minimum Visitor Parking Requirement for an Apartment Dwelling within Downtown

Currently, there is no minimum visitor parking requirement for an apartment dwelling in the Downtown. On-street parking and public parking garages that were previously available are not expected to satisfy this need now. As such, it is appropriate to establish a minimum visitor parking requirement for each residential unit within an apartment dwelling. It is proposed that a minimum visitor parking rate of 0.10 parking spaces per unit apply within the Downtown area. This rate is lower than the visitor parking space requirement used in other areas of the City, which reflects the Downtown context. It is also proposed that a minimum threshold of 12 dwelling units be implemented to avoid the need for small infill developments to provide visitor parking spaces, as this may be difficult for minor infill projects.

Due to the limited availability of public parking available within the Queen Street Corridor, the minimum visitor parking rate of 0.20 parking spaces per residential unit will continue to apply for an apartment dwelling within this Corridor.

3. Establishing Maximum Surface Parking Requirements for an Apartment Dwelling

Maximum surface parking rates have only recently been introduced in Zoning By-laws across Ontario. These parking standards are typically applied to areas that are planned for the greatest amount of growth and intensification and where rapid transit is available. There is currently a restriction in the Downtown Commercial Zone (DC1) that prohibits surface parking and requires that all parking be provided in the form of structured parking.

It is proposed that a new Zoning By-law provision be included that would limit the amount of surface parking spaces for an apartment dwelling within the Central Area (encompassing Downtown Brampton and the Queen Street Corridor) as follows:

- 1) The existing restriction on all surface parking in the DC1 zone should be retained.
- 2) Developments with fewer than twenty-five (25) apartment units are proposed to be exempt from the maximum surface parking requirement.
- 3) A maximum of 10% of the total number of resident and visitor parking spaces provided on a lot in conjunction with an apartment dwelling, are permitted to be provided as surface parking. However, up to ten (10) parking spaces may be provided in the form of surface parking spaces on each lot.
- 4) The maximum surface parking rate shall not apply to restrict the provision of any drop-off parking space located within 30 m of a building entrance, provided there is a maximum of 2 drop-off parking spaces per building entrance.
- 5) Maximum surface parking will not apply to any loading space requirements.

This provision would contribute to a more urban, pedestrian-friendly built form with potential for more open space and amenities for activities and will work towards meeting the density objectives of the Central Area while still enabling a developer to provide the parking required in the form of underground and above-ground structured parking garages.

Opportunities to expand this requirement to other uses or other areas of the City (e.g. Uptown) and/or to introduce a maximum parking requirement for all types of parking will be explored through the Comprehensive Zoning By-law Review and the City-wide Parking Strategy.

4. Incorporation of Bicycle Parking Requirements for an Apartment Dwelling

To complement some of the proposed parking requirement reductions described above, a new framework for bicycle parking requirements is proposed to be incorporated into the Zoning By-law. Many other municipalities have recently incorporated minimum bicycle parking requirements, which are intended to support overall principles of creating pedestrian and cycling-oriented communities.

This amendment proposes new minimum bicycle parking spaces for new apartment dwellings in the Central Area (Downtown Brampton and the Queen Street Corridor) at a rate of 0.50 spaces per unit and 0.10 visitor spaces per unit and integrating the following locational requirements:

- 1) A maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces.
- 2) The dimensions for provided bicycle parking space shall be as follows:
 - a) A horizontal bicycle parking space shall be a minimum length of 1.8 m and a minimum width of 0.6 m.
 - b) A vertical bicycle parking space shall be a minimum length of 1.6 m and a minimum width of 0.5 m.
- 3) All bicycle parking must be located on the same lot as the apartment dwelling for which it is required.

The draft Zoning By-law amendment that was presented at the public meeting proposed to include the following provisions related to the location of bicycle parking spaces:

- 1) All required resident bicycle parking spaces as required by Section 20.3.6.1 must be located within:
 - a) a building or structure;

- b) a secure area that is accessible and weather-protected such as a supervised or monitored parking lot with a roof structure or other enclosure; or
 - c) bicycle lockers.
- 2) Where bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground.

After further consideration, it was determined that these specific locational criteria (e.g. “secure area” and “securely anchored”) may be difficult to administer and therefore not appropriate to be included in a Zoning By-law. The location of bicycle parking spaces for apartment dwellings will be determined through the site plan approval process. The above noted requirements have been removed from the draft Zoning By-law amendment attached in Appendix 1.

City-wide bicycle parking requirements for residential and non-residential uses will be considered through the Comprehensive Zoning By-law Review, as it requires a thorough review.

5. Permanent Parking Exemption for Commercial and Office Uses in Downtown

Since 1995, Council has granted a series of temporary exemptions from the Zoning By-law’s minimum parking requirements for commercial and office uses in the Downtown. The temporary exemptions have applied specifically to the lands identified on Schedule B5 – Special Parking Regulations Area of the Comprehensive Zoning By-law. On June 5, 2019 Council extended the Downtown parking exemptions for a period of five years. The Downtown parking exemption continues to be a valuable part of the incentive strategy for the Downtown and therefore, it is being recommended that the exemption become permanent.

The extent of the Parking Exemption Area and the determination of whether it should apply to other uses will be explored further through the on-going Comprehensive Zoning By-law Review. It may be suitable to expand the area and uses based on the policy direction of the City’s new Official Plan. At this time, however, there is no clear policy basis to expand or otherwise modify the land uses.

The lands located outside of Schedule B5, but still located within the boundaries of Schedules B1 through B4 are subject to the Central Area parking requirements. Section 20.3.2.1 d) outlines the following parking requirements for office uses in the Central Area:

- (i) Physician, dentist or drugless practitioner’s office: 1 parking space for each 12 square metres of gross commercial floor area or portion thereof.
- (ii) Real Estate Office: 1 parking space for each 20 square metres of gross commercial floor area or portion thereof.
- (iii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.

As described previously within this Report, staff is proposing an amendment to the minimum parking requirement for some commercial and office uses outside of the City's Central Area. One of the proposed changes is to the minimum parking requirement for a physician, dentist or drugless practitioner's office (medical) from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor and to delete the minimum parking requirement for a real estate office.

An amendment to the minimum parking requirement for a medical office in the Central Area was not identified in the draft Zoning By-law amendment that was presented at the statutory public meeting. Without an amendment to the minimum parking requirement for a medical office use in the Central Area, a medical office use would require more parking in the Central Area than the rest of the City. This was an oversight, as it is not the intent to require more parking for a medical office use in the Central Area. It is proposed that the parking requirement for a medical office in the Central Area be amended from 1 parking space for each 12 square metres of gross commercial floor to 1 parking space for each 16 square metres of gross commercial floor to align with the proposed medical office minimum parking requirement that is proposed to apply to the area outside of the Central Area.

It is also proposed that the Central Area real estate parking requirement of 1 parking space for each 20 square metres of gross commercial floor area or portion thereof be deleted. The proposed deletion of the minimum parking requirement for a real estate office in the Central Area was not included in the draft Zoning By-law amendment that was presented at the statutory public meeting. As described previously in this Report, it is the intent that all office uses (excluding medical) be captured under the minimum parking requirement for "other offices". The proposed deletion of the minimum parking requirement for a real estate office is consistent with the proposed office parking requirements that would apply outside of the Central Area.

In staff's opinion, the proposed amendment to the office parking requirements in Section 20.3.2.1 d) is minor in nature and does not require further public notice. The public meeting notice did indicate that the City was proposing amendments to parking standards and specifically noted a proposed reduction to the minimum parking requirement for commercial and office uses City-wide.

6. An Amendment to One of the Downtown Commercial One (DC1) Zone's Parking Provisions

The DC1 zone includes the following provision that is intended to require liners (i.e. commercial or residential space) on the first floor of parking garages and to prohibit parking spaces and parking aisles:

28.2.3 i) (ii) *No portion of a parking garage that is above grade shall be located within an area that is above grade shall be located within an area that within 6.0 metres of any exterior wall adjacent to a streetline.*

A minor amendment to this provision is required to clarify the wording and confirm its intent.

The proposed wording of Section 28.2.3 i) (ii) is:

“No portion of a parking space or parking/drive aisle that is located on the ground floor of an above grade parking garage shall be permitted within 6.0 metres of any exterior wall facing a streetline or within 6.0 metres of any streetline.”

Official Plan

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton’s growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. The Official Plan promotes the use of active transportation such as, walking and cycling as safe, and sustainable and healthy modes of travel and also encourages that development within the City’s Urban Growth Centre be transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment (Section 3.0 – City Structure).

Section 4.5 of the Official Plan contains the long-term transportation objectives for Brampton. In order to provide for more sustainable transportation practices in the future, the Official Plan acknowledges that Brampton must find ways and design policies to assist in reducing the number and length of automobile trips, by accommodating and encouraging increased transit ridership, by encouraging active transportation such as cycling and walking, by increasing car occupancy (i.e. carrying passengers, carpooling, etc.).

Section 4.5.5 – Parking Management recognizes that parking facilities are major users of expensive land. The parking management policies are in place to achieve careful planning of the locations and quantity of parking to reduce the cost of parking and support the use of transit and transportation demand management measures.

Two policies in the Parking Management Section of the Official Plan that are relevant to the proposed amendments to the City’s parking standards are:

- Policy 4.5.5.2 - *“The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.”*
- Policy 4.5.5.7 – *“The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.”*

The proposed new parking requirements will help support the design of transit-oriented development, enhance the viability and affordability of new development, and assist in achieving the objectives of the City's sustainability development policies.

The management of off-street parking is critical to achieving long-term transportation goals and is an effective way to support rapid transit investments, promote increased transportation choices and support the development of affordable housing, which are all objectives in the City's Official Plan.

Secondary Plans

Some of the City's Secondary Plans include policies that provide direction related to reducing parking requirements, encouraging shared parking and guidelines that influence the form and location of parking on individual sites. Since a number of the proposed parking amendments are located within the Downtown and Central Area, a review of the parking policies and guidelines in the Downtown Brampton (Area 7) and Queen Street Corridor (Area 36) Secondary Plans has been undertaken in more detail than other Secondary Plans.

The main parking policies for both Secondary Plan Areas 7 and 36 are found in Section 6.6 (Parking):

- 1) 'Less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces'.
- 2) Council discretion on exemption from 'commercial and mixed-use developments within the Downtown Brampton and Queen Street Corridor Secondary Plans from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Areas'.
- 3) Policy endorsement of the shared parking concept for mixed use development.
- 4) Temporary parking that aligns with urban form policies.
- 5) Off-site parking for business uses in the Central Mixed-Use area where 'the City is provided with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements'.
- 6) Policy support for cash in lieu payments 'which cannot economically provide on-site parking as a means of providing financial support to transit and public parking facilities'.

The proposed parking standards will help support the parking policy objectives of both the Downtown and Queen Street Corridor Secondary Plan.

Zoning By-law

The City's off-street minimum parking requirements for various land uses are contained within Sections 10 and 20 of the City's Zoning By-law. The current parking requirements

for the apartment, townhouse, commercial and office uses that are proposed to be amended can be found in Appendix 2 – WSP Parking Memo.

On-street Parking

One potential community implication associated with reducing the minimum residential parking requirements would be an increase in illegal on-street parking. Brampton currently prohibits the use of residential streets for regular overnight parking. Illegal on-street parking will continue to be monitored and enforced, where necessary, consistent with the existing City processes.

The Land Use Policy Division is undertaking a City-wide Parking Strategy in order to determine the appropriate on-street parking approach for Brampton, as well as other related parking issues. The Strategy will identify potential actions, programs and strategies beyond the Zoning By-law to comprehensively address parking issues in Brampton.

Planning Analysis

The proposed Zoning By-law amendment will reduce parking requirements and introduces new minimum bicycle parking space requirements that will support the development of sustainable, resilient and healthy communities in the City. Specifically, the proposed Zoning By-law amendment satisfies the following matters of provincial, regional and municipal interest:

- assists in minimizing land consumption;
- supports the development of compact built form by ensuring that an over-supply of parking is not being required;
- eases the dependence on the automobile;
- encourages active transportation and supports existing and planned transit; and
- supports the development of affordable housing.

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe as well as the Region's Official Plan. The proposed Zoning By-law Amendment is also generally consistent with Brampton's Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*. A summary of the relevant Provincial, Regional and City policies can be found in Appendix 3 – Planning Analysis.

Statutory Public Meeting

The application was published in the Brampton Guardian on June 11, 2020 as per *Planning Act* requirements. The virtual public meeting for this application was held on Monday, July 6, 2020. There were no members of the public in attendance at the virtual public meeting (see Appendix 4).

Seven (7) pieces of correspondence were received from members of the public (see Appendix 6). A summary of the public comments are as follows:

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly;
- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking should be lower than what the proposed standards require;
- The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Would prefer to see more ambitious bicycle parking space requirements that would include commercial and office uses;
- Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit;
- 0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces;
- Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?;
- Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted; and
- Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

A response to the correspondence received can be found in Appendix 5.

Corporate Implications:

Financial Implications:

There are no financial implications associated with the proposed Zoning By-law Amendment.

Economic Development Implications:

Economic Development is in support of the proposed parking amendments as they may act as an incentive for more development to occur across the City and will encourage more residents in Brampton to use public transit.

Other Implications:

Brampton Transit is in support of the proposed parking amendments.

No other implications have been identified at this time.

Term of Council Priorities (2019-2022)

The Zoning By-law Amendment aligns with the Strategic Direction – Brampton is a Green City. The proposed amendment is a step in the right direction to building a Green City as it proposes to reduce minimum parking requirements for some residential, commercial and office uses and also introduces new bicycle parking space requirements for apartment uses in the Central Area. This will assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

Living the Mosaic – Brampton 2040 Vision

The Transportation and Connectivity Lens in the Brampton 2040 Vision states, “*In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.*” In order to achieve this, the priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. With this vision statement in mind, the proposed Zoning By-law Amendment will assist in decreasing the reliance on private automobile ownership and to place more emphasis on utilizing transit and active transportation opportunities.

Conclusion:

This report presents for approval, a City-initiated amendment to the Zoning By-law that will modernize the City’s parking standards to reflect current policies and best practices and to help achieve the City’s long-term land use and transportation goals.

Staff is satisfied that the proposed Zoning By-law Amendment represents good planning, including that it is consistent with the Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Region of Peel’s Official Plan and Brampton’s Official Plan.

Authored by:

Reviewed by:

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Development Department

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Approved by:

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Officer

Appendices:

Appendix 1: Zoning By-Law Amendment
Appendix 2: WSP Memo (August 2020)
Appendix 3: Planning Analysis
Appendix 4: Public Meeting Minutes – July 6, 2020
Appendix 5: Summary and Response to Comments Received
Appendix 6: Correspondence Received



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To amend By-law 270-2004, as amended

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

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

(1) By deleting Section 10.9.2 in its entirety and replacing it with the following:

“10.9.2 Apartments and Multiple Residential Dwellings

- a) For each dwelling unit in an apartment or multiple residential dwelling, the minimum required parking shall be 1.0 parking space for residents and 0.20 parking spaces for visitors.
- b) For each unit in a senior citizen residence, the minimum required parking shall be 0.50 parking spaces for residents and 0.20 parking spaces for visitors.”

(2) By deleting Section 10.9.3 in its entirety and replacing it with the following:

“10.9.3 For each dwelling unit in a townhouse dwelling that does not have a private garage and driveway, the minimum required parking shall be 1.5 parking spaces for residents and 0.20 parking space for visitors.”

(3) By modifying the table in Section 20.3.1 as follows:

- a) by deleting the text under the column Minimum Parking Spaces Required for an “Office” in its entirety and replacing it with the following:

“Physician, dentist, or drugless practitioner’s office: 1 parking space for each 16 square metres of gross commercial floor area or portion thereof; Other office: 1 parking space for each 30 square metres of gross commercial floor area or portion thereof.”

- b) by deleting the text under the column Minimum Parking Spaces Required for a “Personal Service Shop” in its entirety and replacing it with the following:

“1 parking space for each 25 square metres of gross commercial floor area or portion thereof”.

- c) by deleting the text under the column Minimum Parking Spaces Required for a “Restaurant” in its entirety and replacing it with the following:

“Dining room or Convenience Restaurant: 1 parking space for each 6.5 square metres of gross commercial floor area or portion thereof; Take-Out Restaurant: 1 parking space for each 20.0 square metres of gross commercial floor area or portion thereof”.

- d) by deleting in their entirety the rows for Use and Minimum Parking Spaces Required for “Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres” and “Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more” and replacing them with the following:

Shopping Centre	1 parking space for each 23 square metres of gross commercial floor area or portion thereof
-----------------	---

- (4) By amending Section 20.3.2 Central Area Parking Requirements as follows:

- a) by deleting the Section heading “Central Area Parking Requirements” in its entirety and replacing it with “Central Area – Downtown Parking Requirements”.

- b) by amending Section 20.3.2.1 to add the text “ - Downtown” immediately follow the text “Central Area”.

- c) by deleting Section 20.3.2.1 (d) in its entirety and replacing it with the following:

“(d) For office uses, parking requirements shall be provided in accordance with the following:

- (i) Physician, dentist or drugless practitioner’s office: 1 parking space for each 16 square metres of gross commercial floor area or portion thereof.
- (ii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.”

- d) by deleting Section 20.3.2.1 (h) in its entirety and replacing it with the following:

“(h) For an apartment dwelling,— parking shall be provided at a rate of 0.50 parking spaces per dwelling unit and 0.10 visitor parking spaces per dwelling unit. No visitor parking spaces are required for an apartment dwelling that has 12 or fewer dwelling units.”

- e) by amending Section 20.3.2.2 to add the text “- Downtown” immediately follow the text “Central Area”.
 - f) by deleting the phrase “, and for a temporary period expiring June 30, 2024” from Section 20.3.3.”
- (5) By adding Schedule B-7 Central Area - Queen Street Corridor: Special Parking Provisions to Schedule B of the By-law.
- (6) By adding the following new Sections 20.3.4 and 20.3.5 immediately following Section 20.3.3:
- “20.3.4 Central Area – Queen Street Corridor
- (a) The minimum required parking for an apartment dwelling in the Central Area - Queen Street Corridor, as delineated on Schedule B-7, shall be 0.50 parking spaces per dwelling unit and 0.20 visitor parking spaces per dwelling unit.
 - (b) For all other uses the parking requirements of Section 20.3 of this By-law shall apply to the Central Area - Queen Street Corridor as delineated on Schedule B-7.”
- “20.3.5 Surface Parking for Apartment Dwelling Units
- For lands within the areas delineated on Schedules B-5 and B7, the following requirements for surface parking shall apply:
- 20.3.5.1 A maximum of 10% of the total number of parking spaces provided on a lot in conjunction with an apartment dwelling, whether for residents or visitors, are permitted to be provided as surface parking. The remainder of the parking spaces shall be provided in an above-ground or below-ground parking structure.
- (a) Section 20.3.5.1 shall not apply to any loading space.
 - (b) Notwithstanding Section 20.3.5.1, up to 10 parking spaces are permitted to be surface parking spaces.
 - (c) The restriction on surface parking set out in Section 20.3.5.1 shall not apply to an apartment dwelling having less than 25 apartment dwelling units.
 - (d) The provisions of Section 20.3.5 shall not apply to any lands zoned DC1, or to lands zoned DC1 with a special section, in which case the requirements of Section 28.2.3 i) and all other applicable requirements of this By-law shall apply.”
- (7) By adding a new Section 20.3.6 to immediately follow Section 20.3.5.1(d), as follows:

“20.3.6 Bicycle Parking

Bicycle parking for an apartment dwelling located within the lands delineated on Schedules B-5 and Schedule B-7 of this By-law, shall be provided as follows:

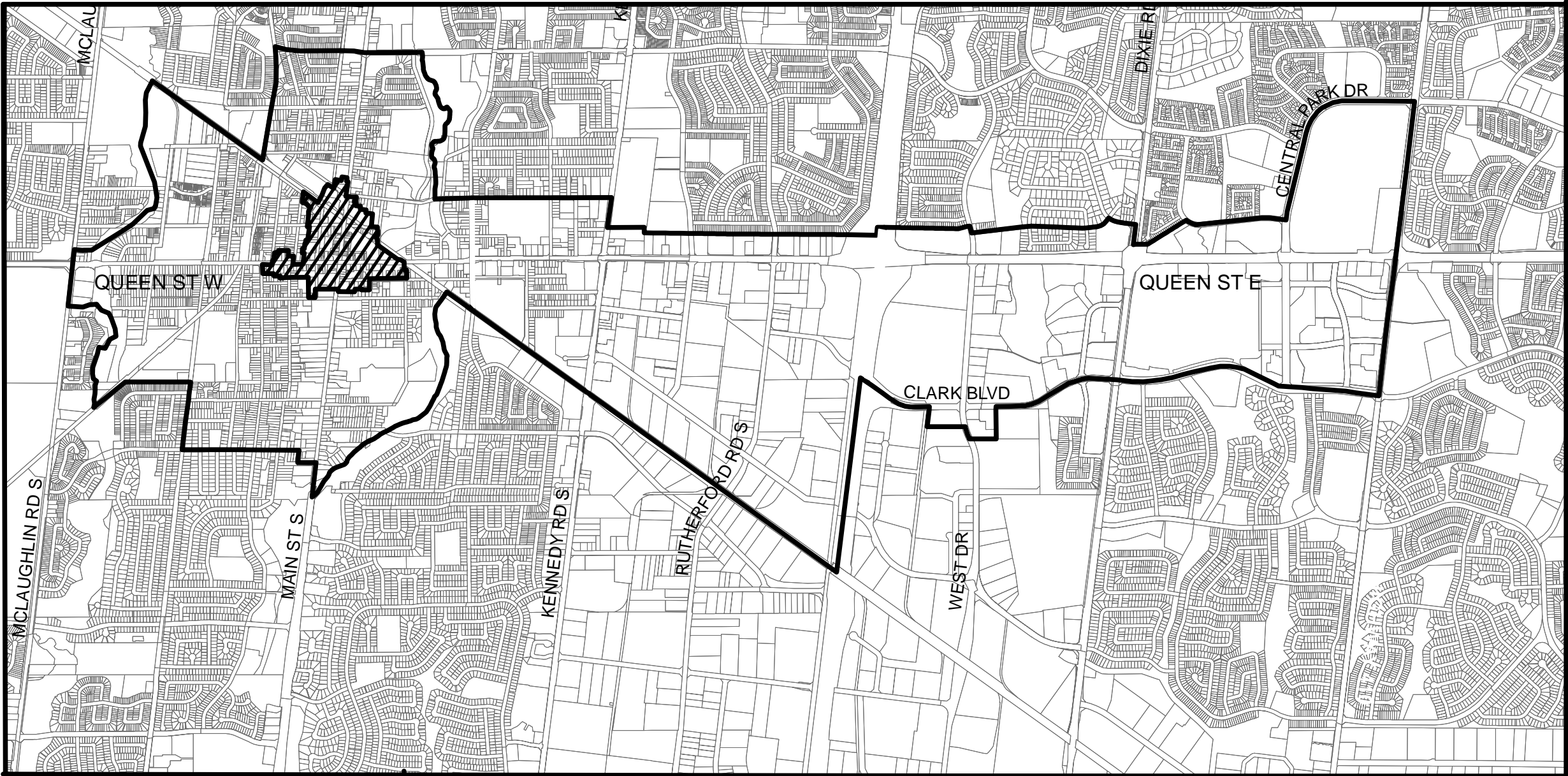
- (a) A minimum of 0.50 bicycle parking spaces shall be provided per apartment dwelling unit.
 - (b) A minimum of 0.10 visitor bicycle parking spaces shall be provided per apartment dwelling unit.
 - (c) A maximum of 50% of the required bicycle parking spaces shall be vertical spaces.
 - (d) The dimensions for required bicycle parking spaces shall be:
 - (i) A horizontal bicycle parking space shall have a minimum length of 1.8 metres and a minimum width of 0.6 metres.
 - (ii) A vertical bicycle parking space shall have a minimum length of 1.6 metres and a minimum width of 0.5 metres.
 - (e) All bicycle parking spaces shall be located on the same lot for which it is required.”
- (8) By deleting Section 28.2.3 i) (ii) its entirety and replacing it with the following:
- “(ii) No portion of a parking space or parking/drive aisle that is located on the ground floor of an above-ground parking garage shall be permitted within 6.0 metres of any exterior wall facing a streetline or within 6.0 metres of any streetline.”
- (9) By amending Section 5 Definitions, as follows:
- a) by adding the following:

“**SURFACE PARKING** shall mean any parking space that is located on the finished ground surface and is not contained or otherwise enclosed in a building or structure, including an above-ground or below-ground parking structure.”
 - b) to re-organize the definitions in alphabetical order accordingly.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this day of 2020.

PATRICK BROWN - MAYOR

PETER FAY - CITY CLERK



BRAMPTON
Flower City

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PLANNING AND DEVELOPMENT SERVICES



SCHEDULE B-7 TO ZONING BY-LAW 270-2004, AS AMENDED

Central Area – Queen Street Corridor: Special Parking Provisions

Author: ckovac
Date: 2020/08/04



LANDS NOT INCLUDED IN THIS SCHEDULE

PARKING REQUIREMENT BOUNDARY

MEMO

TO: City of Brampton
FROM: WSP
SUBJECT: Zoning By-law Review - Interim Amendments to the Parking Regulations
DATE: August 12, 2020

PURPOSE OF THIS MEMO

The purpose of this memo is to assess a range of proposed parking standard modifications in the City of Brampton's current zoning by-law. A range of short-term modifications were proposed in the staff report to the Planning and Development Committee, dated January 17, 2020. These modifications are considered appropriate to advance prior to the completion of the comprehensive zoning by-law review, which is ongoing. A more fulsome review of parking standards will be conducted through the zoning by-law review process, which is being conducted to align with the Official Plan Review.

1. REDUCTION OF MINIMUM RESIDENTIAL PARKING FOR APARTMENTS AND MIXED-USE BUILDINGS (WITHIN SPECIFIC INTENSIFICATION AREAS IN THE CITY)

Consideration is to be made to eliminate or reduce the minimum parking rate for apartments and mixed use buildings within various intensification areas of the City.

Currently, the City requires a minimum of 1 parking space per residential apartment unit in the Central Area (Section 20.3.2 (h)). A visitor parking space requirement is not specified. The "Central Area", as referred to in the Zoning By-law, is delineated on Schedules B-1 through B-5. This area appears to focus on the central part of the downtown, rather than the "Central Area" that is designated in the Official Plan. In the Official Plan, the Central Area is more extensive, extending easterly across the Queen Street Corridor and surrounding lands. This encompasses the City's Urban Growth Centre, which is planned for significant intensification in accordance with the Provincial Growth Plan for the Greater Golden Horseshoe. The parking requirements outside of this delineated Central Area is subject to the requirements of Section 10.9.2, which are summarized in Section 2 of this memo.

The elimination or reduction to a minimum parking standard for residential uses in key intensification areas serviced by rapid transit has been applied in some other Ontario Zoning By-laws. However, this reduction is usually limited to urban growth centres or other downtown areas and is not applied extensively across other transit corridors. For example, Table 1 compares some other municipal standards with Brampton's existing requirements.

Table 1: Review of Reduced Parking Rates for Apartments in other Municipalities

MUNICIPALITY	LOCATION	RESIDENT PARKING (MINIMUM)	VISITOR PARKING (MINIMUM)
Brampton	Central Area - Encompassing the downtown core only and not the entirety of the Urban Growth Centre	1.0 per apartment unit	No requirement
Mississauga – Section 3.1.2.1 (See Note 1)	City Centre (CC) Zones – Encompassing Downtown Mississauga	1.0 per dwelling unit	0.15 per dwelling unit
Oakville – Section 5.2.1	Growth Areas (Midtown Oakville and Mixed-Use Zones) – Encompassing various intensification areas within the Town	1.0 per dwelling unit where the unit has less than 75.0 m ² net floor area 1.25 for all other units	0.2 where a minimum of 5 parking spaces are required (See Note 2). In all other cases, no requirement
Kitchener – Section 5.6	Urban Growth Centre (UGC) Zone – Encompassing Downtown Kitchener Mixed-Use (MIX) Zone – Encompassing intensification areas outside of Downtown	No minimum; maximum of 1.0 per dwelling unit No minimum; maximum of 0.9 per dwelling unit	Maximum parking requirement includes visitor parking spaces Minimum 0.1 where 5 or more dwelling units are located on a lot. Maximum of 1.3 per dwelling unit
Burlington – Sections 2.25, 4.5 and 6.2	Downtown Mixed-Use Centre Zones (See Note 3) Uptown Mixed-Use Centre Zones	1.25 per dwelling unit 1.25 per one-bedroom unit 1.5 per two-bedroom unit 1.75 per three or more bedroom units	0.35 per dwelling unit No requirement
Ottawa – Part 4, Sections 102, 103 and 104	Area Z (Near Major LRT Stations) Area Y (Inner Urban Main Streets)	No requirement 0.5 per dwelling unit (See Note 4)	No requirement for the first 12 dwelling units. Greater than 12 dwelling units,

MUNICIPALITY LOCATION		RESIDENT PARKING (MINIMUM)	VISITOR PARKING (MINIMUM)
*See Note 2	Area X (Inner Urban)	0.5 per dwelling unit where a building contains 12 or more dwelling units. In all other cases, no requirement	0.1 to a maximum of 30
<p>In addition to a “no parking requirement”, the City of Ottawa Zoning By-law also establishes maximum parking requirements for lands within 600.0 m of rapid transit stations. These provisions are established through <u>Section 103 – Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations</u>. The maximum parking requirements are established within four areas of the City: Areas A, B, C and D. The maximum parking requirement applicable to apartment dwellings in Area A is 1.5 and for Areas B, C and D, 1.75. The same maximum parking requirements apply to mixed-use buildings.</p>			

Note 1: Mississauga recently undertook a Parking Master Plan and will be updating its zoning regulations in the near future, using a precinct-based approach. The existing standards for the City Centre are likely to decrease.

Note 1: This rate does not apply to dwelling units with less than 75.0 m² net floor area.

Note 2: The minimum parking requirement for the Downtown High Density Residential (DRH) Zone is 1.0 parking space per dwelling unit and 0.25 visitor parking spaces per dwelling unit. Resident parking is not permitted within surface parking areas (i.e., must be “enclosed”).

Note 3: Lands within Area Y that are zoned TM or AM and are located along Mainstreets are subject to additional parking reductions based on building height.

The intent of this section is to explore the potential to reduce or eliminate the minimum residential parking requirement in the Central Area, as well as other intensification areas. The City has a number of planned and evolving intensification areas that correspond to planned or existing rapid transit. This includes, for example, three GO Train Stations, the future planned Hurontario/Main Street LRT corridor, the 407 Transitway, and the Queen Street BRT. The City’s Official Plan establishes an intensification strategy aligned with its transit plans. However, the intensification strategy is likely to change through the ongoing Official Plan Review, to implement the 2040 Vision, and to implement further detail based on current transit improvement plans. The Region will also need to delineate Major Transit Station Areas which will be implemented in the Official Plan. As such, the extent of delineated intensification areas and the supporting policy could change significantly through the Official Plan Review.

As stated in the staff report, the need for dedicated residential parking can be reliably market driven. The standard may be contributing to the increased cost of housing and reduced availability of affordable units. The cost of providing a structured parking space

varies, but is often in the order of \$50,000 per underground parking stall. This has a very significant implication on the price of each unit.

An elimination or reduction of the minimum parking standard for apartments does not preclude a developer from providing the parking needed to sell or rent the units, based on their understanding of market demand. A unit will not be sold or rented to a person that requires the parking space and is not able to find an alternative place to park their vehicle. Options may exist for someone to rent a parking space elsewhere if not provided for them in the development. Over time, as the Central Area continues to intensify, the need for dedicated parking is likely to decrease further over time, as transit and pedestrian amenities improve, as more amenities and employment opportunities become available in the Central Area, and as alternative transportation models become more common and utilized (e.g., car sharing and ride sharing services). Thus, if the units can be sold or rented initially at the time of development, then they will likely continue to be rented and sold over time without an increase in vacancy.

At this time, it is recommended that a reduction or elimination of minimum residential parking for apartment units be applied within the Central Area of the City, as designated by the Official Plan to encompass both Downtown Brampton and the Queen Street Corridor. The focus of promoting significant intensification in the Central Area will not change through the Official Plan Review, because it is designated as the Urban Growth Centre to implement the Provincial Growth Plan. The area therefore represents a logical starting point for setting out the elimination or reduction of the residential parking standard. This new standard can be monitored over the course of the next two years, and any issues with this modification may be addressed through further changes in the comprehensive zoning by-law review in consideration of ongoing development applications. We note that this change, however, comes with a degree of risk. There may be an increase in vacancy rates in the units or reduced rent due to lack of parking over time. This issue could be mitigated by the City via the provision of public parking in key areas. The City has noted that, at this time, there would not necessarily be parking available publicly for residents. It would also be difficult to increase the rates in the future (i.e., the City may face opposition). Also, the City will lose potential revenue that could be gained through cash-in-lieu of parking.

Based on consultation with staff, the City's preference is to introduce a reduced parking rate, rather than a complete elimination of parking, due to these risks. The City has recommended a standard of 0.5 parking spaces per dwelling unit in the Central Area, plus visitor spaces, which are discussed below. This represents a significant reduction from the current standard of 1.0 parking spaces per dwelling unit.

It would be premature at this time to apply this elimination or reduction of parking within other areas, because the designation and policies for intensification areas are likely to change through the Official Plan Review. The Official Plan Review may also result in parking-related policies which we would not want to preclude through this process. This approach could be applied to other areas through the Comprehensive Zoning by-law Review, which will be aligned with the new Official Plan. Further, it is noted that

development applications in any area would be able to apply for a similar parking reduction subject to a justification and Council or Committee of Adjustment approval.

The lack of an existing minimum visitor parking standard in the Central Area designated by the zoning by-law (Downtown Brampton) must also be considered in light of this recommendation to reduce the minimum residential parking standard. It is assumed that the reason why there is no required visitor parking in the downtown is due to the availability of on-street parking and public parking, and it is likely to help promote and attract more affordable development to this area. This context is unchanged. However, the reduction of the parking standard for residents may precipitate a need to establish a visitor parking rate as there could be increased pressure for public parking to accommodate residents, at least in the interim. It is suggested that a minimum visitor parking rate of 0.10 parking spaces per unit apply within the Downtown area. This is similar to the visitor parking rates used in many other recent Zoning By-laws. It is a rate that is lower than the visitor parking space rate used in other areas of the City, which reflects the Downtown context, where there is a greater range of mobility options and public parking available. As in other municipalities, a threshold can also be established to avoid the need for very small infill developments to have to provide parking as this may be burdensome for minor infill projects. As a starting point, a minimum threshold of 12 dwelling units is suggested as used in Ottawa.

There is relatively limited public parking available within the Queen Street Corridor, where the elimination of minimum parking is also being recommended per the preceding discussion. It is suggested that a minimum visitor parking rate of 0.20 parking spaces per unit should apply within the Queen Street Corridor. This is the essentially the same rate used in other areas of the City and is currently applicable to the Queen Street Corridor. Existing and proposed visitor parking rates are discussed further in section 2 of this memo. An opportunity exists for a developer to vary this standard with a justification. These rates will also be reviewed more holistically as part of the Comprehensive Zoning by-law Review.

This proposed reduction will apply to any stand-alone apartments as well as apartments in mixed-use buildings. This will not affect townhouses. Parking requirement changes for non-residential uses are considered later in this memo.

Finally, it is noted that the areas shown on Schedules B1 - B5 which are referenced as the Downtown portion of the Central Area do not fully align with the designation of the Downtown portion of the Central Area in the Official Plan. The area is smaller than the Official Plan's designation of the Downtown. The City may wish to consider updates to the schedules to implement the parking recommendations consistently in accordance with the Official Plan.

Recommendation: Modify section 20.3.2.1 (h) to indicate there is a minimum parking requirement of 0.5 parking spaces per unit for residential apartments in the Central Area, as requested by City staff. The Central Area will encompass both Downtown Brampton and the Queen Street Corridor for the purposes of this provision and a new schedule will be required to delineate this area. The minimum visitor parking rate is recommended to

be (1) 0.20 visitor parking spaces per dwelling unit for the Queen Street Corridor portion of the Central Area, and (2) 0.10 visitor parking spaces per dwelling unit for the Downtown portion of the Central Area along with a minimum threshold of 12 dwelling units (i.e., developments with fewer than 12 dwelling units do not need to provide visitor parking). We note that these changes come with some risk and are principally based on best practice, as noted above and should be monitored.

2. REDUCED MINIMUM RESIDENTIAL PARKING FOR APARTMENTS AND MIXED-USE BUILDINGS (CITY-WIDE)

Consideration may be made to reduce minimum residential parking requirements for apartments and mixed-use buildings outside of the Central Area. Outside of the Central Area, parking rates for residential uses are regulated by Section 10.9.2 of the zoning by-law. The City's current minimum parking rates vary depending on whether the unit is condominium or rental. The minimum parking rates are slightly lower for rental compared to condominium. Further, the requirements vary based on the number of bedrooms, with higher requirements for a larger number of bedrooms.

The requirement to calculate rates based on the number of bedrooms used to be common in Ontario Zoning By-laws, but newer zoning by-laws provide a simplified blended rate which is easier to administer. Requiring parking based on bedrooms can be cumbersome to administer as it requires recalculations when the developer changes its floorplans which can occur frequently as the developer refines its interior layout and responds to market demand and sales. Furthermore, the City's differentiation of rates based on tenure means that if a rental building is converted to condominium, an additional amount of parking would have to be provided, or the standard would have to be varied or amended.

The existing rates in Brampton for apartments outside of the Central Area designated by the Zoning By-law are summarized as follows:

Table 2: Existing Parking Rates for Apartments in Brampton

	RENTAL APARTMENT UNIT		CONDOMINIUM APARTMENT UNIT		TOWNHOUSE WITHOUT PRIVATE GARAGE AND DRIVEWAY (SEE NOTE 2)	
	Resident	Visitor	Resident	Visitor	Resident	Visitor
Bachelor	1.03	0.20	1.25	0.25	Not specified	Not specified
1 bedroom	1.21	0.20	1.25	0.25	Not specified	Not specified
2 bedroom	1.41	0.20	1.40	0.25	1.30	0.25
3+ bedroom	1.53 (see Note 1)	0.20	1.75	0.25	1.46	0.25

	RENTAL APARTMENT UNIT		CONDOMINIUM APARTMENT UNIT		TOWNHOUSE WITHOUT PRIVATE GARAGE AND DRIVEWAY (SEE NOTE 2)	
Senior citizen rental	0.50	0.25	Not specified	Not specified	Not specified	Not specified
4+ bedroom	Not specified	Not specified	Not specified	Not specified	2.00	0.25

Note 1: A rate is not provided for rental apartment units with more than 3 bedrooms.

Note 2: A separate rate for condominium townhouses without a private garage and driveway is noted as 2.05 spaces per unit and 0.25 spaces for visitors. The requirements in the table are only applicable to rental units.

A review of comparable zoning standards from other municipalities that establish city-wide rates (i.e., parking rates outside of key intensification areas) for apartments are summarized as follows:

Table 3: Review of City-Wide Parking Rates for Apartments in Other Municipalities

MUNICIPALITY	RESIDENT PARKING		VISITOR PARKING
Burlington Zoning By-law 2020	1 bedroom	1.25	0.35
	2 bedroom	1.50	
	3 bedroom	1.75	
Kitchener Zoning By-law 2019-051	1.4 (See Note 1)		0 for buildings containing less than 5 dwelling units
			0.15 for buildings containing 5 to 80 dwelling units
			0.1 for buildings containing 81+ dwelling units
Mississauga Zoning By-law 0225-2007	Condominium Apartment		
	Studio	1.0	0.20
	1 bedroom	1.25	
	2 bedroom	1.40	
	3 bedroom	1.75	
	Rental Apartment		
	Studio	1	0.25
	1 bedroom	1.18	
	2 bedroom	1.36	
	3 bedroom	1.5	
Ottawa Zoning By-law 2008-250	1.2		0.2
Toronto Zoning By-law 569-2013	Bachelor up to 45.0 m ² GFA	0.8	0.2
	Bachelor greater than 45.0 m ² GFA	1.0	
	1 bedroom	0.9	
	2 bedroom	1.0	
	3+ bedrooms	1.2	
Vaughan Second Draft City-wide Comprehensive Zoning By-law	1.0		0.2

Note 1: Kitchener Zoning By-law 2019-051 parking rate applies to the “multiple residential dwelling” use, which includes “cluster townhouse dwellings”, “dwelling unit”, and “multiple dwelling”.

Generally, more recent zoning by-laws do not differentiate between rental and condominium units and do not incorporate standards based on number of bedrooms. This is mainly in the interest of establishing more user-friendly standards. Brampton's rates, overall, are not significantly different than some other municipalities, although some newer Zoning By-laws have introduced relatively lower requirements.

Based on these considerations, it is recommended that a simplified, blended minimum parking rate of 1.0 parking spaces per apartment unit be provided for all residential apartments, regardless of the number of bedrooms and regardless of tenure. This is a reduction and simplification of the current standard. Further, it is suggested that a minimum visitor parking rate be set at 0.20 parking spaces per unit, regardless of the type of unit. The visitor spaces are required to be designated as such. The developer would be able to provide more parking if it is needed based on their understanding of market demand.

It is suitable to retain the City's current standard of 0.50 parking spaces per senior citizen rental unit. This may be expanded to address condominiums. The reason for the lower rate is that there is likely to be a lower rate of vehicle ownership associated with these uses. The visitor parking space requirement of 0.25 spaces per unit may be reduced to 0.20 for alignment with other residential uses as discussed above. It is noted that the comprehensive zoning by-law review will include a thorough assessment of various uses and definitions, so this rate and the use may be subject to further refinement through that process.

Further to this, it is recommended that the provisions of Section 10.9.3, which provide parking standards for townhouses without private garages/driveways, be similarly updated. These standards are summarized in Table 2 of this memo. The current standards are based on bedrooms, which is difficult to administer as previously noted. A suggested blended rate of 1.5 parking spaces per townhouse unit without a private garage/driveway, plus a requirement of 0.20 visitor parking spaces per unit as recommended for other uses above, is suggested.

A developer will continue to have the opportunity to present a justification for a reduction to the applicable parking rate and will also be able to provide more parking if it is warranted based on the nature of the purchasers and tenants. The parking rates will be reviewed through the comprehensive zoning by-law review to assess appropriateness more thoroughly, including consideration for best practice, recent minor variances and zoning amendments.

Recommendation: Delete the content of Sections 10.9.2 and 10.9.3 and replace with a simplified, blended requirement of 1.00 parking spaces per apartment unit, 1.50 parking spaces per townhouse unit (without private garage/driveway) and 0.20 visitor parking spaces per each of these unit types. The senior citizen unit requirement be maintained at 0.50 per unit with the slightly reduced visitor parking rate of 0.20 per unit.

3. REDUCED MINIMUM PARKING REQUIREMENTS FOR COMMERCIAL USES (CITY-WIDE)

Consideration has also been made with respect to the appropriateness of the existing minimum parking requirements for commercial uses, and whether there are necessary obvious changes to bring the City's requirements more into line with other municipalities. It is noted that a more fulsome assessment of rates, in consideration of minor variances and zoning by-law amendments, is being made through the comprehensive zoning by-law review. The updates herein are focused on more urgent and obvious changes that should be made in the short term, based mainly on best practice and input from City staff about which rates are not working well.

The table below compares the existing rates, which apply City-wide, with rates used for comparable uses in other municipalities. Note that the parking rates identified below were modified to implement a format that is consistent with Zoning By-law 270-2004, being "1 parking space per x m² of gross floor area (GFA)" so that the standards can be easily compared to Brampton's. This conversion is subject to a small degree of inaccuracy in comparability, because there would be variation in how each municipality defines gross floor area and some rates have been rounded.

Table 4: Review of Parking Rates for Commercial Uses in other Municipalities

Use	Brampton	Mississauga	Burlington	Kitchener	Ottawa	Toronto
Medical Office	1 per 12.0 m ²	0.78 per 12.0 m ²	0.72 per 12.0 m ²	Minimum 0.63 per 12.0 m ² Maximum 0.80 per 12.0 m ²	0.48 per 12.0 m ²	0.36 per 12.0 m ²
Business Office	1 per 25.0 m ²	0.8 per 25.0 m ²	0.8 per 25.0 m ²	Minimum 0.25 per 25.0 m ² Maximum 1.0 per 25.0 m ²	0.6 per 25.0 m ²	0.38 per 25.0 m ²
Retail	1 per 19.0 m ²	1.03 per 19.0 m ²	1.03 per 19.0 m ²	Minimum 0.57 per 19.0 m ² Maximum 0.79 per 19 m ²	0.64 per 19.0 m ²	No requirement for less than 200.0 m ² 1.5 per 19.0 for 200 m ² to less than 10,000 m ² 3 per 19.0 for 10,000.0 m ² to less than 20,000.0 m ² 6 per 19.0 m ² for 20,000 m ² or more

Use	Brampton	Mississauga	Burlington	Kitchener	Ottawa	Toronto
Shopping Centre	1 per 19.0 m ² for uses under 2,000 m ² 1 per 23.0 m ² for uses over 2,000 m ²	1.03 per 19.0 m ²	0.96 per 19.0 m ²	No comparable permitted use	0.68 per 19.0 m ² (See Note 1)	No comparable permitted use
Hotel/Motel	1 per bedroom plus 1 per 10.0 m ² of other uses	0.8 per guestroom, plus 1 space per 10.0 m ² of non-residential uses as public use areas	1 per guestroom	Minimum 1 per guestroom Maximum 1.3 per guestroom	1 per guest unit	1 per guestroom
Personal Service Shop	1 per 19.0 m ²	1.03 per 19.0 m ²	0.76 per 19.0 m ²	Minimum 0.57 per 19.0 m ² Maximum 0.79 per 19 m ²	0.65 per 19.0 m ²	0.29 per 19.0 m ² (See Note 2)
Restaurant	1 per 6.25 m ² 1 per 16.7 m ² for "take-out"	1 per 6.25 m ²	1.16 per 6.25 m ² 1.68 per 16.7 m ² for "take-out"	Minimum 0.83 per 6.25 m ² Maximum 1 per 5.0 m ²	0.63 per 6.25 m ² 0.83 per 16.7 m ² for "take-out"	No requirement for less than 200.0 m ² 0.19 per 6.25 m ² for between 200.0 m ² and 500.0 m ² 0.31 per 6.25 m ² for greater than 500.0 m ²
Theatre	1 space for each 6 seats	1 per 5 seats of permanent seating or 1 space per 10.0 m ² , whichever is greater	10 per 100.0 m ²	Minimum 1 per 40.0 m ² Maximum 1 per 23.0 m ²	1 per 4 fixed seats	10 per 100.0 m ²

Note 1: The City of Ottawa Zoning By-law establishes this rate based on net leasable area.

Note 2: The City of Toronto Zoning By-law only requires minimum parking for personal service shops if the use is greater than 200.0 m² gross floor area.

Based principally on other municipal zoning approaches as assessed above, the following modifications are recommended. Note that the recommendations are based

solely on best practice to better align Brampton's standards with other municipalities. More detailed analysis of the standards such as the completion of parking utilization surveys or review of historic development applications would benefit the rates. This can be considered through other City initiatives.

- The current parking rate for “medical office” is modestly higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 16.0 m² of gross floor area is recommended.
- The current parking rate for “office” is slightly higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 30.0 m² of gross floor area is recommended.
- The current parking rate for “retail” is slightly higher than comparable zoning by-laws and is considerably different from other municipalities. It is suggested at this time that the rate can be retained until further review can take place through the Zoning By-law.
- The current parking rate for “shopping centre” is appropriate and generally consistent with comparable zoning by-laws. No change to the specific parking rates are recommended. However, based on the review, there may be an opportunity to consider a single parking rate rather than differentiating the rate based on the threshold of 2,000 m². A blended rate of 23.0 m² is supportable at this time, as it is comparable to the rate used in other municipalities. It is also the lower standard, meaning that its adoption will not result in any instances of legal non-compliance.
- The parking rate for “hotel” is generally consistent with comparable zoning by-laws, except for the additional requirement of 1 parking spaces per 10.0 m² gross floor area for non-residential uses. It is noted that this additional requirement is likely administered to satisfy increased parking that uses accessory to a hotel often require, such as public restaurants, convention centres, public halls, and public meeting rooms, among others.
- The current parking rate for “personal service shop” is somewhat higher than comparable zoning by-laws. A reduced rate of 1.0 parking spaces per 25.0 m² of gross floor area is recommended.
- There is variation in the parking rates for “restaurants” based on a review of comparable zoning by-laws. The review shows that parking rates for a “sit down” restaurant are consistently higher than the requirement for a “take-out” or “fast food” restaurant. The City's current parking rates are consistent with other municipalities in this regard. However, there may be an opportunity to consider a reduction to the minimum parking requirement itself. A slight reduction to 1.0 parking spaces per 6.5 m² for a restaurant, and a more modest reduction to 1 parking spaces per 20.0 m² for a take-out restaurant is suggested at this time.
- The minimum parking requirement for a “theatre” is generally consistent with comparable municipal zoning by-laws and in some cases the standard is lower. No change is proposed at this time.

Recommendation: Modest reductions to the minimum parking rates for medical office, office, retail, hotel, personal service and restaurant uses may be considered as outlined above. No change is recommended to the minimum parking rate for a shopping centre or theatre at this time.

4. NO MINIMUM PARKING REQUIREMENTS FOR COMMERCIAL USES IN DOWNTOWN BRAMPTON

Currently, section 20.3.3 of the Zoning By-law includes an exemption for the provision of parking requirements for any commercial uses within a delineated area (the Parking Exemption Area). This provision is temporary, expiring on June 30, 2024. It appears the expiry date has been extended numerous times since its initial enactment in 2004. It would be appropriate to make the exemption permanent as it has continued to be enacted to take effect for a total 20 years.

It is anticipated that the extent of the Parking Exemption area will be explored in the Comprehensive Zoning By-law Review. It may be suitable to expand the area based on the new Official Plan's intensification strategy and policy direction. At this time, however, there is no clear policy basis to expand or otherwise modify the area.

Recommendation: Modify section 20.3.3 to remove the expiry date of the commercial parking exemption in the delineated portion of the downtown. The effect of this change will be to make the exemption permanent.

5. INCORPORATION OF MAXIMUM SURFACE PARKING REQUIREMENTS FOR MULTIPLE DWELLING USES IN THE CENTRAL AREA

In addition to reducing minimum rates, municipalities and jurisdictions outside of Canada are beginning to explore the value in setting maximum parking requirements. This represents a significant shift in the thinking behind transportation planning. It is the opposite of the traditional approach of requiring minimum parking and requiring a justification for any reduction. Instead, a justification would need to be provided for a developer considered to be providing an excessive amount of parking. This approach goes hand in hand with planning for a more balanced modal split and moving away from automobile dependency.

Only several municipalities in Ontario have introduced maximum parking rates, and these requirements have been only recently implemented. The following examples are noted that include maximum parking rates applicable to residential uses within areas planned for intensification:

- The City of Toronto Zoning By-law 569-2013 establishes four different parking rates based on four Policy Areas within the City. The Policy Areas are delineated on a schedule to give effect to the rates. The most restrictive maximum parking rates are

established in Policy Area 1, followed by Policy Areas 2 and 3. There are no maximum parking rates established in Policy Area 4.

- The City of Ottawa Zoning By-law 2008-250 establishes maximum parking rates for lots within a 600-metre radius of rapid transit stations. There are a range of land uses subject to this provision, including residential, commercial, employment, and institutional. The maximum parking rates are calculated based on four “parking areas” within the City, which are established as an overlay through Schedule 1A. Area A establishes the most restrictive maximum parking rates, followed by Area B, Area C and then Area D (being the rural area).
- The City of Kitchener Zoning By-law 2019-051 establishes maximum parking rates for all lands within the City. The most restrictive maximum parking rates are established in the Urban Growth Centre (UGC) Zone. In all other zones, a maximum parking rate does not apply unless 20 or more parking spaces are required. If less than 20 parking spaces are required, the maximum requirement is calculated as the minimum requirement plus five additional parking spaces.
- The North Oakville Zoning By-law 2009-189 establishes maximum parking requirements for certain lands within the Town, including those lands zoned Trafalgar Urban Core (TUC), Dundas Urban Core (DUC), Neyagawa Urban Core (NUC) and Palermo Village North Urban Core (PUC). Maximum parking rates are generally established for a range of uses permitted in those zones, including residential, commercial, employment and institutional. There are some exceptions where additional parking above the maximum is permitted. In these cases, the additional parking spaces are required to be located within a parking structure. Additionally, this provision is only applicable to certain uses.
- The Second Draft City of Vaughan Comprehensive Zoning By-law (January 2020) proposes four tiers of parking rates within the City. Both the Vaughan Metropolitan Centre Zones and the Mixed-Use Zones propose maximum parking rates, with the Vaughan Metropolitan Centre having the more restrictive maximum rate.

As described above, several municipalities in Ontario have introduced maximum parking rates. These parking standards are generally applied to areas that are planned for the greatest amount of growth and intensification and where rapid transit is available. For example, this is evident in zoning by-laws for the City of Toronto (Policy Area A), the City of Ottawa (rapid transit stations), and as proposed in the City of Vaughan (Vaughan Metropolitan Centre). Based on this review, zoning approaches to establish maximum parking rates can generally be achieved through three different ways:

- 1 An overlay approach, similar to that of the City of Toronto;
- 2 A zone-based approach, as is established in the Town of Oakville, the City of Kitchener, and as proposed in the City of Vaughan; and,
- 3 A hybrid approach, as administered through the City of Ottawa Zoning By-law 2008-250, where maximum parking rates are established for specific land uses within a 600 metre radius around rapid transit stations. The maximum parking rates are determined based on the rates that are established in each of the four parking areas, as shown on Schedule 1A.

With regard to restrictions on surface parking areas, there are a number of municipalities in Ontario that have regulated this through a Zoning By-law. The following examples are noted:

- North Oakville Zoning By-law regulates the location of surface parking in the Trafalgar Urban Core (TUC) Zone through Section 5.1.6. The provision restricts surface parking areas to a maximum percentage of the lot frontage or lot flankage (exterior lot line). The provision establishes different standards according to land use. For example, surface parking associated with an office building is restricted to 50% of the lot frontage or lot flankage, whereas commercial buildings are restricted to 20% and hotels are 5%.

Surface parking areas are also restricted through the parking requirements table according to land use. For example, surface parking associated with apartments is only permitted for the required visitor parking spaces. In other words, resident parking is only permitted within a parking structure. A similar provision is established for hospitals, where a maximum of 20% of the required parking spaces are permitted in surface parking areas, and the remainder in parking structures. In the City of Vaughan, the Second Draft Comprehensive Zoning By-law proposed to restrict surface parking to certain yards. For example, in some mixed-use zones, surface parking areas are only permitted in an interior yard and rear yard, effectively prohibiting them in a front yard or exterior side yard.

- The City of Burlington Zoning By-law 2020 prohibits surface parking areas within several Downtown Mixed-Use Centre Zones through Section 4.7. Only temporary parking for drop-off or delivery is permitted. In the Uptown Mixed-Use Centre Zones, “enclosed occupant parking” is required to be provided at a rate of 1.25 spaces per unit for development exceeding a density of 100 units per hectare.

These various approaches reflect a desire to realize an intended built form and achieve density objectives within certain areas, while recognizing that not all areas within a municipality are planned for the same amount of growth and intensification over the planning horizon. While each approach ultimately achieve a similar zoning objective, the various approaches enable a municipality to implement a more fine-grained and contextually appropriate approach to regulating off-street parking.

It is noted that the City currently prohibits surface parking in the DC1 zone, and requires all parking to be provided in the form of structured parking. This is only applicable to those areas where the DC1 zone is applied.

There is also precedent for regulating surface parking areas. This zoning approach is currently administered through the North Oakville Zoning By-law 2009-189 and is proposed in the City of Vaughan. Under the Oakville’s zoning approach, surface parking areas are restricted to a percentage of lot frontage or lot flankage and the percentage varies depending on the land use. There are also restrictions on how surface parking areas can be used, as described previously. In the City of Vaughan, surface parking is proposed to be regulated by restricting the yard in which surface parking is permitted.

This is established through the lot and building requirements and is specific to individual zones.

At this time, it is suggested that a maximum rate be introduced only for surface parking in the Central Area as an appropriate interim shift in the City's approach to regulating parking. This would contribute to the intended built form and density objectives of the Central Area while enabling a developer to provide the parking required. Maximum parking rates in general have only recently been introduced in Ontario's zoning by-laws and this has been a very slow shift. Additionally, the assessment of maximum overall parking should be based on a more fulsome consideration of transit access, mobility, access to public parking, and other factors. However, the restriction on where surface parking is permitted on a lot is common in zoning by-laws, which often direct parking to be permitted only in the rear yard of a lot in intensification areas. The effect of these standards is to reduce the opportunity for surface parking to be provided and contribute to the built form objectives.

Following is a summary of the proposed approach to introduce maximum surface parking for residential uses in Brampton's Central Area. This would only apply to maximum surface parking and would not restrict the total amount of parking provided in a structured format.

- 1 The existing fulsome restriction on all surface parking in the DC1 zone should be retained.
- 2 Maximum surface parking should only be applicable to apartment units, and not to any other unit types or non-residential uses, where permitted. This will focus the requirement only on higher density residential uses at this time.
- 3 Developments with fewer than 25 units is recommended to be exempt from this maximum surface parking requirement, as it may be difficult and financially infeasible for smaller developments to provide parking in an alternative format. Note that consultation with the private sector and City staff based on any historic small-scale developments would be beneficial to inform this threshold.
- 4 It is proposed that the maximum surface parking requirement be established as follows:
 - a A maximum of 10% of the required parking spaces for apartment dwelling units is permitted to be surface parking.
 - b The maximum surface parking rate shall not apply to restrict the provision of any drop-off parking space located within 30 m of a building entrance, provided there is a maximum of 2 drop-off parking spaces per building entrance.
 - c Maximum surface parking will not affect any loading space requirements.
- 5 Maximum surface parking is proposed to be introduced across the entirety of the Central Area, defined in the Official Plan as encompassing Downtown Brampton and the Queen Street Corridor. This will help to contribute to the built form objectives in these areas and particularly support the transformation of the Queen Street Corridor into a vibrant, pedestrian- and cycling-oriented boulevard. It is noted that this restriction would not apply to any existing commercial uses or other types of uses contemplated in Queen Street corridor. The focus is to limit surface parking in

conjunction with multiple dwelling units which are anticipated to be built initially to front onto Queen Street frontage as the corridor intensifies over time.

- 6 The maximum surface parking will not apply to the first 10 required visitor parking spaces. This will enable a degree of flexibility to smaller-scale development which only be required to provide a small number of visitor parking spaces which may not be feasibly be accommodated in a structured format. It is noted that visitor parking would only be required within the Queen Street Corridor area per the discussion under Section 1 previously.

The provisions above help to achieve an appropriate balance of achieving a progressive step forward for introducing a more modern parking regulatory framework while providing regulations that will not cause an overly unreasonable restriction on the provision of affordable housing options. It is anticipated that the recommendations outlined above will be monitored for performance, and further analysis and refinement will be made in conjunction with the Comprehensive Zoning By-law Review.

Recommendation: Amend the By-law to state that the maximum number of surface parking spaces for residential apartment dwelling units be set at 10% of the total number of parking spaces. This will apply only to the Central Area. This will not apply to the first 10 required visitor parking spaces (as required). Further, the maximum surface parking requirement will also not apply to small-scale developments with less than 25 dwelling units. This will also not apply to limit parking that can be provided in a structured format. The existing requirements of the DC1 zone, which completely prohibits surface parking, will continue to apply rather than these recommendations, as the existing standards for the DC1 zone are more restrictive.

6. MINIMUM BICYCLE PARKING REQUIREMENTS IN THE CENTRAL AREA

Minimum bicycle parking rates are commonly being introduced in many municipal zoning by-laws. Some municipalities have applied rates across the municipality whereas other municipalities provide the requirements in targeted areas where there is more extensive transit and cycling infrastructure, such as downtown areas and intensification corridors.

At present, it is noted that the City's Hurontario Corridor Mixed-Use One (HMU1) zone requires minimum bicycle parking at a rate of 0.50 spaces per dwelling unit is required as well as 1 space per 500.0 m² of commercial GFA. Bicycle parking must be located on the same lot. A maximum of 50% may be vertical, and the rest must be horizontal spaces. Further, when the number of required spaces exceeds 50, a minimum of 25% of them must be with a building or structure, secured area or bicycle lockers. Finally, each space must have a parking rack when four or more spaces are provided in a common area. The following are select examples of bicycle parking rates applicable to downtown and intensification areas as required through other municipal zoning by-laws. It is noted that each zoning by-law referenced below requires that bicycle parking be provided on the same lot as the principal use.

- The City of Kitchener Zoning By-law 2019-051 establishes City-wide minimum bicycle parking requirements, including within the Urban Growth Centre (UGC) Zone. In the

UGC Zone, the minimum bicycle parking requirement for multiple residential buildings (including apartments), for a long-term space is 1 per dwelling unit without a garage. The minimum requirement for short-term bicycle parking for a lot containing less than 20 dwelling units is simply 2. The minimum requirement for short-term bicycle parking for a lot containing more than 20 units is 6 spaces.

- The City of Burlington Zoning By-law 2020 establishes City-wide minimum bicycle parking requirements. For both office and retail uses, the minimum requirement is 2 bicycle parking spaces plus 0.1 bicycle parking spaces per 100.0 m² gross floor area. The requirement for restaurants is 2 bicycle parking spaces plus 0.1 bicycle parking spaces per 100.0 m² gross floor area. There is no requirement for residential uses.
- The Town of Aurora Zoning By-law 6000-17 establishes minimum bicycle parking space requirements in the Promenade Downtown (PD1) Zone. The minimum requirement for apartments is 0.2 bicycle parking spaces per 100.0 m² gross floor area. For office, retail and restaurant uses, the minimum requirement is 2 spaces plus 0.1 spaces per 100.0 m² gross floor area.
- The Town of Oakville Zoning By-law 2014-014 establishes City-wide minimum bicycle parking space requirements. The minimum requirement for apartments is 1.0 resident bicycle parking space per dwelling, and a minimum of 0.25 visitor bicycle parking spaces per dwelling. Buildings having less than 20 dwelling units are exempt from a minimum bicycle parking space requirement. For office, retail and restaurants, the minimum requirement is 2 spaces or 0.1 per 100.0 m² gross floor area, whichever is greater.
- The City of Toronto Zoning By-law 2013-569 establishes two “Bicycle Zones” within the City, being Bicycle Zone 1 and Bicycle Parking 2. Bicycle Zone 1 applies to the inner City, bounded by Humber River on the west, Lawrence Ave. on the north, Victoria Park Ave. on the east and Lake Ontario on the south. This is the area experiencing the most intensification. The following minimum requirements apply to Bicycle Zone 1:
 - a For dwelling units, the minimum requirement is 0.9 per dwelling unit and the minimum short-term requirement is 0.1 per dwelling unit. Note that in Bicycle Parking zone 2, the minimum requirement for dwelling units is 0.68 with 0.07 spaces for short-term.
 - b For retail uses, the minimum short-term bicycle parking requirement is 3 plus 0.3 bicycle parking spaces per 100.0 m² gross floor area. The long-term rate is 0.2 per 100.0 m² gross floor area.
 - c The bicycle parking rates for offices are the same as the rates for retail uses.
 - d For restaurant uses, the minimum short-term bicycle parking requirement is 3 plus 0.3 bicycle parking spaces per 100.0 m² gross floor area. The long-term rate is 0.2 per 100.0 m² gross floor area.

There is considerable variation in the standards for bicycle parking used by municipalities. Requirements for dwellings can range from some fraction of a space required per dwelling unit to 1 space per dwelling unit. Some municipalities include

provisions for visitor bicycle parking. Further, some municipalities include requirements around the location or access of bicycle parking.

On a pilot basis, it is recommended that new minimum bicycle parking standards be introduced within the Central Area, inclusive of Downtown Brampton and the Queen Street corridor, using the existing Hurontario Corridor Mixed-Use One (HMU1) zone as the basis. This will help to complement some of the parking reductions proposed previously in this memo. Consideration can be made to refine or broaden the requirements to other areas of the City in conjunction with the Comprehensive Zoning By-law Review which will reflect the new Official Plan's intensification strategy. It is noted that some municipalities also include a threshold for bicycle parking (i.e., exempting small-scale developments) and this can be considered in the Central Area.

Recommendation: Incorporate new minimum bicycle parking spaces for new residential uses in the Central Area (Downtown Brampton and the Queen Street Corridor) at a rate of 0.50 spaces per unit and integrating the locational requirements of the Hurontario Corridor Mixed-Use One Zone. Bicycle parking for non-residential uses will be considered through the Comprehensive Zoning By-law Review as it requires more fulsome review.

7. HOUSEKEEPING UPDATE TO THE DC1 ZONE

Staff have noted that provision 28.2.3 (i) (ii) requires a minor housekeeping amendment to clarify the intent of the provision. The purpose of the provision is to regulate the location of parking garages with respect to the streetscape.

Recommendation: Address the required clarification to Section 28.2.3 (i)(ii) as it is of a housekeeping nature.

Appendix 3 – Planning Analysis

Matters of Provincial Interest (Planning Act – Section 2)

The proposed Zoning By-law amendment related to parking standards has regard to, among other matters, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2 q)). Reducing the minimum parking requirements for some residential and commercial uses also assists in mitigating greenhouse gas emissions, which helps to protect the environment and the health and well-being of residents in the Province. (Section 2 h), o) and s)).

The purpose of the proposed amendment is to to modernize the Zoning By-law's off-street parking standards to achieve the City's long-term transportation goals and transit-oriented design objectives and to support the development of affordable housing, which are all matters of provincial interest.

Provincial Policy Statement (PPS), 2020

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development that support our collective well-being, now and in the future, which are intended to be complemented by local policies addressing local interests.

The vision for Ontario's land use planning system includes carefully managing land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The proposed Zoning By-law amendment supports the following policy objectives of the PPS:

1. Decreases the reliance on private automobile ownership;
2. Promotes utilizing transit and active transportation opportunities, which assists in achieving the City's long-term transportation goals and rapid transit investments; and,
3. Supports the development of affordable housing.

Specifically, the proposed Zoning By-law amendment is consistent with the following PPS policies:

1.1.1 Healthy, liveable and safe communities are sustained by:

- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns,

optimization of transit investments, and standards to minimize land consumption and servicing costs.

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

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan encourages compact development that reduces the rate at which land is consumed and emphasizes that communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow and also supports reduced air pollution and improved public health outcomes.

A part of the vision for the Greater Golden Horseshoe is that “getting around will be easy”. To achieve this vision the Growth Plan identifies the following:

- public transit will be fast, convenient, and affordable;
- automobiles will not be the only mode of transportation;
- a variety of effective and well-used choices for transportation will be provided; and

- transit and active transportation will be practical elements of the urban transportation systems.

The proposed Zoning By-law amendment conforms with the following Growth Plan policies:

- 2.2.1.4 e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces
- 2.2.1.4 f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.
- 2.2.5.4.1 In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated.
- 4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include reducing dependence on the automobile and supporting existing and planned transit and *active transportation*.

The proposed Zoning By-law amendment will assist in minimizing land consumption and support the development of compact built form by ensuring that an over supply of parking is not being required for developments across the City. Reducing parking requirements also eases the dependence on the automobile, encourages active transportation and supports existing and planned transit, which are all policy objectives of the Growth Plan.

Region of Peel

The over-arching theme of the Region of Peel's Official Plan is sustainability, which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The Region in conjunction with the area municipalities plays a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and infrastructure planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto modal share and shifting towards alternative energy sources.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. The Region of Peel's Official Plan stresses the importance of increasing our reliance on active transportation, by itself or in combination with other

sustainable modes, to help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The proposed Zoning By-law amendment conforms with the following Region of Peel Official Plan policies:

- 1.3.6.4 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.
- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.
- 5.9.10.1.1 To increase the share of trips made using active transportation.

The proposed Zoning By-law Amendment conforms to the Region of Peel's Official Plan and support its goals of developing sustainable and healthy communities.

City of Brampton's Official Plan

The principle of sustainable development represents the foundation of the Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation.

The Official Plan acknowledges that the continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. A number of urban design policies in the Official Plan promote a pedestrian-friendly, transit-sensitive streetscape design along arterial roads (Section 4.11.3.3.5). Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking (Section 4.11.3.4.4).

The Official Plan encourages transit-oriented design in mixed-use development that ensures direct pedestrian linkages to transit facilities; includes park and ride facilities; includes amenities for cyclists; encourages shared parking; and, allows for a lower parking requirement to encourage use of alternative modes including transit, walking and cycling (Section 4.11.3.4.5).

The Transportation policies (Section 4.5) of the Official Plan encourage that the City move towards decreasing the dominance of roads and our reliance on private automobile as the City's primary means of transportation as it is not sustainable. The Official Plan states, *"Although the automobile enables greater mobility, there is increasing awareness that our dependency on the automobile is affecting human health and the environment. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration."* The Official Plan fosters a major shift from automobiles to transit use and active transportation and, therefore, the proposed amendment is a step in the right direction to building a Green City by proposing to eliminate minimum parking requirements for second residential units. The proposed amendments to the City's parking standards and the introduction of bicycle parking space requirements will assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

It is recommended that the parking amendments be supported in order to achieve the sustainable development, urban design and transportation policy objectives of the Official Plan.

Appendix 4 – Virtual Public Meeting Minutes – July 6, 2020

Members Present via Electronic Participation:

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

Staff Present:

D. Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R. Forward, Commissioner
A. Parsons, Director, Development Services
R. Conard, Director of Building, and Chief Building Official
B. Bjerke, Director, Policy Planning
E. Corazzola, Manager, Zoning and Sign By-law Services
C. Crozier, Manager, Development Planning
D. VanderBerg, Manager, Development 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:

A. Wilson-Peebles, Legal Counsel

City Clerk's Office:

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

Members of the Public Present:

None

Appendix 5 - Summary and Response to Public Comments

There were five (5) pieces of correspondence that were received from members of the public with respect to the proposed City-Initiated Zoning By-law Amendment to the parking standards. Below is a summary and a response to the comments that have been received.

Comment (in support)

The proposed parking rate for an apartment dwelling in the Central Area will be helpful in reshaping the outlook of downtown Brampton, help promote development and the realization of the “Downtown Reimagined” vision.

Comments:

- More progressive parking rates should be proposed for residential and commercial uses across the City;
- Recommend that the proposed parking rates be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences;
- Provide more ambitious bicycle parking space requirements that would include commercial and office uses;
- Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high;
- Buildings built within 400 metres of the parking garages in downtown should be completely exempt from minimum parking requirements;
- The parking garages in downtown are not full and this indicates downtown is oversupplied in parking spaces;

Response:

The proposed parking amendments are limited in scope and are determined to be appropriate to advance prior to the completion of the Comprehensive Zoning By-law Review to better align Brampton’s parking standards with other municipalities in the short-term.

The proposed parking rates that are being considered in advance of the Comprehensive Zoning By-law Review are based solely on best practice and a more fulsome review of the City’s on-street and off-street parking and bicycle standards will be considered through the City-wide Parking Strategy. The City-wide Parking Strategy will help to inform the parking standards and bicycle parking requirements that will be included in the Comprehensive Zoning By-law. There will be opportunities through the City-wide Parking Strategy and Comprehensive Zoning By-law Review process for the public to comment on the City’s parking standards and bicycle parking requirements.

Comments:

- The proposed parking requirement of 1/19 square metres per gross leaseable commercial floor area is too high for a shopping centre and should be reduced to encourage site design that is more walkable and pedestrian-friendly.

- The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them means that people have a choice for how to get there and therefore the demand for parking in a shopping centre should be lower than what the proposed standards require.

Response:

Staff has considered the comments received at the Public Meeting and have amended the proposed parking rate for a shopping centre from 1 per 19.0 square metres to 1 per 23.0 square metres. The rate of 1 per 23.0 square metres will provide an adequate amount of parking for a shopping centre while at the same time ensuring that land is being used more efficiently.

Comment:

Surface parking maximums could hinder redevelopment along the Queen Street Corridor, and developers should be permitted to exceed them if they include a credible phasing plan showing the surface parking being used.

Response:

There may be circumstances where the proposed maximum surface parking requirements can not be met. An owner has the right to seek a minor variance to the maximum surface parking requirements. Appropriate justification will be required to be provided that demonstrates how the City's urban design objectives for the Central Area are still being met.

Comment:

How will stacked bicycle parking work?

Response:

Stacked bicycle parking will be reviewed in greater detail through the site plan approval process.

Comment:

The benchmarking that was used in WSP's memo is not a good comparison of best practices.

Response:

The benchmarking that was completed by WSP is based on municipalities in Ontario who have amended their parking standards in the last couple of years. Staff are of the opinion that the benchmarking that was completed to help inform the proposed Zoning By-law amendments is a good comparison of best practices in Ontario.

Comment:

Reducing parking will affect the purchase decisions of most buyers and will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit.

Response:

The proposed rates are only minimum parking rates. Based on what the demand is for parking when the owner is proceeding through the development approval process, the owner can provide more than the minimum required residential and visitor parking requirements. There are no maximum parking rates being proposed at this time.

A change in property value is not a planning consideration that can be evaluated pursuant to the requirements of the *Planning Act*.

Comment:

0.5 bicycle parking spaces per apartment unit seems to be high. It is recommended that this minimum rate be reduce to 0.2 spaces per unit and increase the minimum number of vehicle parking spaces.

Response:

The goals and objectives of the City's Official Plan and the Brampton 2040 Vision is to encourage residents to utilize other modes of transportation (i.e. transit, bicycling). This report recommends a minimum 0.5 bicycle parking spaces per apartment unit to meet the sustainable land use and transportation objectives of the Central Area.

Comment:

Townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of grid lock on the streets in these subdivisions, which is unsafe for everyone. How is further reducing these parking spaces going to affect the occupants of these townhomes?

Response:

The proposed change to the minimum parking rate are for those townhouses that do not have private garages/driveways.

Comment:

Could there be a survey or count of residents in senior citizen buildings that own a car and need parking spaces to determine if a minimum residential parking requirement of 0.5 spaces per unit is warranted.

Response:

The proposed parking amendment related to a senior citizen building is not amending the minimum residential parking rate. A further assessment of the minimum residential parking rate for a senior citizen building will be reviewed through the City's on-going Comprehensive Zoning By-law Review.

Comment:

Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

Response

On June 24, 2020 Brampton City Council approved a Zoning By-law amendment that removes the requirement to provide an additional parking space for the creation of a second unit. The general residential provisions of the Zoning By-law will continue to require that a minimum two (2) parking spaces be maintained on each residential lot.



June 30th, 2020

Planning and Infrastructure Services
City of Brampton
2 Wellington Street West, 3rd Floor
Brampton, ON L6Y 4R2

Attention: Michelle Gervais, Policy Planner

RE: City's Comprehensive ZBL Review – Proposed Amendments to the Parking Standards

Dear Ms. Gervais,

On behalf of our clients represented by Glen Schnarr & Associates Inc., please accept our comments related to the Information Report – Comprehensive Zoning By-law Review: Proposed Amendments to the City's Zoning By-law Parking Standards (I35/2020).

Firstly, we support the City's initiative to consider reducing the parking standards in the Downtown/Central Area and throughout the City to reduce carbon footprint and facilitate walkable City.

We have reviewed the Information Report and various amendments to the City of Brampton Zoning By-law 270-2004 and respectfully submit a request for re-consideration as it relates to the follow proposed amendment:

- The single parking rate for “shopping centre” to be amended to one parking space per 19.0m² gross floor area compared to previous differentiating rate divided by the 2,000m² threshold.

The City of Brampton Zoning By-law defines *Shopping Centre* “to mean the premises upon which a group of at least five separate commercial uses have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants”(City of Brampton Zoning By-law 270-2004).

We request City staff and Councillors to re-consider the “shopping centre” Amendment to maintain the existing rate for retail/commercial uses less than 2,000m². As stated in the report, the current parking rate for “shopping centre” is appropriate and generally consistent with comparable zoning by-laws. As Downtown Brampton and the Central area continue to intensify, retail/commercial spaces less than 2,000m² are increasingly common in mixed-use buildings or smaller commercial plazas providing amenities to tenants within the building or residing nearby. Mixed-use developments are encouraged in the City and are often accessible via public transit and pedestrian pathways connecting users to end destinations without the use of the private automobile.

Retail/Commercial spaces larger than 2,000m² are often located in areas with high-order roads that serve a broader community primarily accessible by a private automobile or public transit.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca



The existing parking rate supports the development of different forms of retail/ commercial space, with smaller locations servicing a neighbourhood level compared to larger locations servicing a community level. The existing rate maintains flexibility for developers wishing to provide on-site retail/ commercial services to create a more desirable place to live or diversify a neighbourhood characterized by predominantly residential land uses.

If the City is desirous of having one-tier parking standard for a shopping centre, we suggest that the new parking standard be less than one parking space per 19.0m² gross floor area. Reducing the parking standard for shopping centres will encourage site design that is more walkable and pedestrian-friendly and utilize greater opportunity for additional retail space translating into more municipal taxes and jobs.

Thank you for your time and consideration in this matter.

Kindest Regards,

GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, MCIP RPP
Planner

CC: Terri Brenton, Legislative Coordinator, City of Brampton
Members of Planning Committee

Comments on the Proposed Parking Standards

Current Situation:

The City of Brampton is currently experiencing a dire housing crisis, caused by problems on both supply and demand. On the supply side, the City is experiencing a dire shortage of smaller units, caused by the City banning new second units in 2006, effectively impossible lodging house rules, and pervasive expensive planning requirements that make small units financially infeasible. On the demand side, the City has grown massively, major increases in numbers of international students, and shifting demographic trends towards smaller households across Canada.

The skyrocketing demand, and limited supply of smaller primary rental sector units has resulted in skyrocketing. The City taking until 2015 to unban second unit construction while the number of international students skyrocketed resulted in major increases in prices in the primary rental stock, and widespread construction of secondary rental housing, such as second units built outside of the building code to help fill the gap. When combined with the Federal government deciding to increase the number of international students significantly, and the increase coming disproportionately from India, where the number of students has quadrupled in four years to over 200k, we now have a rooming house situation spiraling rapidly out of control. With a dozen or more people living in a house design for four or five, with substantial not to code renovations, the City of Brampton has successfully achieved having crowding reminiscent of slums in developing countries pervasive throughout the city. While many major cities have an area of extremely poor housing, such as a Skid Row, Brampton likely has the dubious distinction of having horrific crowding distributed throughout the city

To make rent on a 20 hour work visa cap, international students have been forced to turn to under the table work, where they are exploited, and an increasing number of female students have been forced to turn to prostitution to be able to pay rent.

Proposed Amendments

Central Area

1 & 2) Even with a reduction of parking for all apartment units to 0.5 with 0.1 visitor parking for a combined total of 0.6 per unit, this cost is still likely to add up to 10% or more of a one bedroom unit's cost. This is acceptable as an interim measure

Buildings built within 400 metres of the parking garages downtown should be completely exempt from minimum parking requirements, there will still likely be some parking required, and if there is not enough parking for their demand, they can use the city garages. Contrary to the Consultant report, the City is not at risk of running out of parking downtown, it manages to be oversupplied at rock bottom rates. Underground parking in an area like downtown would likely

require \$600 a month per stall to break even financially, instead the City charges \$308 per year, yet still does not have full garages, this indicates downtown is oversupplied, and the City is spending millions of dollars a year on subsidizing parking. If demand did rise to such a level that 80%+ occupancy was normal, the City could significantly raise rates for monthly and annual passes before needing to adjust daily rates which affect. If the City was unwilling to raise rates fearing political blowback, the City could set up a municipal corporation which is delegated with taking care of parking, including setting rates, such a corporation is explicitly permitted in provincial regulation.

3) Surface parking maximums could hinder redevelopment along the Queen Street Corridor, and developers should be permitted to exceed them if they include a credible phasing plan showing the surface parking being used. The area between Kennedy and the 410 is extremely car dominated currently, with walkability still being limited, a phasing plan allows them to build development helping shift the modal split, while not leaving the development with enormously expensive stranded assets in the form of structured parking.

Given the increasing shift to ridesharing, and the advent of autonomous vehicles in the next couple decades, limiting them to two drop off spaces could be very problematic in the long term

4) The bike parking requirements should be clarified to explain how stacked bike parking works. In areas with high bike usage it is common to have stacked bike parking, which uses a mechanism to allow a bike to be easily stacked above another.

City Wide Amendments

1) Harmonizing parking for apartments down to 1.0 per unit is a step in the right direction, but it is still much too high. Of the comparator cities selected, only Kitchener and Ottawa have recently updated their parking by-laws significantly, and they range from a range of 0 to 0.5 per unit, with Kitchener furthermore setting out a parking maximum, which in certain cases is lower than the proposed minimum. Furthermore the proposed changes completely fail to take advantage of the City of Brampton having already created significant good transit. Ottawa uses 600 metres from rapid transit to provide a parking exemption, it would not be difficult for the City of Brampton to ask Brampton Transit which locations they identify as having good transit, and create an exemption for parking minimums within 300 metres of said stops. As exemptions for parking in areas with good transit range from 400 metres to 800 metres, 300 metres would be a reasonable interim distance.

3) What WSP calls best practices are not good, it isn't even good benchmarking, it is mediocre at best, and terrible planning at worst. If this method was employed in a US city in 1965 it would conclude that racial segregation should form a significant part of municipal governance. It may sound harsh to compare zoning to racial segregation, but in fact, urban planning and zoning was an instrumental part of racial segregation in the United States, and zoning from then has resulted in American cities being significantly racially segregated in 2020, because such zoning is pervasive throughout the US, and when they do benchmarking, other cities have zoning like that, and if one applied WSP's "best practices", one would conclude that maintaining urban planning policies that enforce racial segregation is a "best practice".

Medical Office Space: Of the 5 comparators, the proposed new parking requirement is only a hair below Mississauga, which is currently redoing its parking minimums, and higher than the other 4, with it being more than 50% above Ottawa and Toronto.

Business Office Space: The City's proposed new parking minimum converted back to a per 25m² base is 0.833, which is higher than all five comparators, more than double that of Toronto, and more than triple that of Kitchener. In practice what this means is an office building does not pencil out basically anywhere in Brampton. A business office building must be either located in greenfield areas where vast parking lots are economical, or in the downtown area where the parking is exempt. The problem is an office building needs a reasonable catchment area in terms of time, and there just isn't the cheap land available that meets agglomeration economy needs, so that doesn't work. Then there is the downtown, but the area of Downtown that the City considers acceptable for non-residential is a small area, requires substantial lot assembly (expensive), and the City has plowed so much money into the area, that landowners are going to want more than developers are willing to pay for such a terrible location (floodplain restrictions are very expensive). Yes, the City spent so much money on downtown that it is currently too expensive to be worth anything. Ottawa's parking minimum is 1 per 42 square metres, consider that instead.

Building enough structured parking to satisfy the proposed parking requirements would cost in excess of four times the total development charges for office space.

Retail: Brampton has significantly higher minimums for retail than Kitchener and Ottawa, even being higher than Kitchener's maximum by 25%. Keep in mind that counting drive aisles and screening from the street for surface parking, or pillars for structured parking, the area per parking space is in excess of 30 metres. The parking minimum in effect is 1.5 metres of parking per 1 metre of usable space. This functionally blocks mixed use.

Shopping Centres: Brampton has a significantly higher parking minimum than the one of five cities that has more recently reviewed parking, and made the utterly baffling choice to harmonize the parking minimums upwards for both sizes of shopping centres. The reason smaller shopping centres had lower parking minimums is relatively straightforward, smaller shopping centres tend to be neighbourhood retail with shorter trips and a lower population to be serviced, the larger ones tend to be more regional shopping centres, with larger catchment areas and long visit times. When you see the number 1 per 19 metres and 1 per 23 metres, it is a red flag that this standard is over 40 years old like a 454 gram block of butter, because this is a metricated Imperial number. In the case of 19 metres, this is the closest approximate to 5 parking spots per 1000 square feet, and 23 metres is equivalent to 4 parking spots per 1000 square feet, with it being rounded so as to not result in this increasing the number of parking spots.

Restaurants, Sit down: While major cities across North America are seeking to build food halls, so residents can taste culinary diversity, what Brampton residents get to taste is failure, from a thousand restaurants snuffed out by the City's asphalt fetish. On Kennedy Road South, it tastes like a toxic brew of leaked fluids from the battered cars being sold and repaired along the strip, symbolic of the blight and decay. This is the result of Brampton parking requirements, which are significantly higher than Los Angeles and Houston. Finding yourself with significantly higher parking minimums than cities widely reviled for sprawl is like finding yourself alone sobering up at a Tims at 3 am, on a weekday, it is strongly worth reflecting on how you ended in such a situation.

Changing it from 6.25 square metres to 6.5 square metres is enough to say you've changed it, but not enough for it to really matter, it will still substantially block redevelopment, and still harm restaurants. In recent years, there has been rapid growth in the delivery business due to apps, and COVID ending dine in temporarily is likely to substantially accelerate this trend. What takeout and delivery need is loading spaces, not parking spaces. Furthermore, allowing patios on parking spaces was something the City should have allowed years ago, but was never able to happen because nearly all the strip malls are already sitting right at their parking minimums.

Restaurants, Takeout: Takeout restaurants even more exhibit the shift to app based delivery because remote ordering further cuts time off how long someone will be at the location, and has an even stronger case for ending parking minimums and encouraging loading zones. They would also benefit even more in the long term from being able to have patio spaces

Financial Implications: Increasing development by reducing unnecessary construction costs that do not meaningfully affect assessment value enhances the financial wellbeing of the Corporation.

Economic Development Implications

Reducing onerous and unnecessary regulations makes Brampton a more desirable place to do business, furthermore, minimum parking requirements pose significant costs to housing and employment. Slashing residential minimum parking requirements is an effective way for the City to improve housing affordability for new stock. Slashing minimum parking requirements for offices is an effective way to signal Brampton is open for business by reducing costs per square foot significantly.

The report notes Economic Development was consulted on transit, yet does not mention Brampton Transit, how much and how was Brampton Transit consulted on transit ridership implications? It is not very difficult to ask Brampton Transit for which bus stops they would consider to have good transit, and how far people would walk to the aforementioned transit, and also include a selection of locations where they believe adding development near would benefit transit ridership. As the City of Brampton already has bus stop data in a format for ArcGIS, it would be relatively straightforward for a GIS tech to select the bus stops provided by Brampton Transit and using the network analysis tool generate walksheds, in a format that can be provided as a map and a GIS layer.

July 6, 2020

Mr. Richard Forward
Commissioner, Planning and Development Services
City of Brampton
2 Wellington Street West,
Brampton, Ontario
L6Y 4R2

Attn: Mr. Richard Forward, Commissioner, Planning and Development Services

Re: City of Brampton Public Meetings July 6, 2020

**Information Report – Comprehensive Zoning By-law
Review: Proposed Amendments to the City’s Zoning By-law Parking
Standards, City Wide, (I35/2020)**

and

**Information Report – City Initiated Amendments to the
Zoning By-law, City Wide, (I44/2020)**

I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 44 & 45, Wellington Block, Registered Plan BR-5, City File: PRE18-027, which is being prepared for a Zoning By-law amendment submission in the next month. We are working to bring Brampton a 9 storey, 82-unit, mid-rise building at the south-east corner of Centre Street and Wilson Avenue (*view of project rendering below*).

This letter is provided in response to two Public Meeting reports from Michelle Gervais, Policy Planner, Planning, Building and Economic Development Department, items 5.1 and 5.2, titled ***Information Report - Comprehensive Zoning By-law Review: Proposed Amendments to the City’s Zoning By-law Parking Standards, City Wide, and Information Report*** and ***Information Report - City Initiated Amendments to the Zoning By-law, City Wide.***

With regards to item 5.1, we fully support the initiative to reduce the parking standards for the Central Area, however, we are proposing a parking standard that is below the one provided in the *Report*. We are in the process of reviewing the *Report* to determine how it might affect our proposal. We look forward to discussing this matter with staff.

With regards, to item 5.2, we are reviewing the proposed changes to the balcony standards and how they might affect our proposal and again, look forward to discussions with staff.

We request that we be notified of any future meetings related to these Public Meetings and By-law Amendments.

Thank you for your consideration.

Respectfully submitted,

Dan Kraszewski

Dan Kraszewski, R.P.P. M.C.I.P., OALA

cc. Fifth Avenue Group
Michelle Gervais, Policy Planner
Peter Fay, City Clerk



Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting
From: Mitch Talesk < >
Sent: 2020/07/02 6:34 PM
To: Gervais, Michelle
Cc: Mark Jepp; Tara Gollish
Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law - July 6, 2020 Public Meeting
Attachments: New Standard for City-Wide Comm and Retail.png; Brampton Proposed Amendments to the Parking By-law.pdf

Good Evening Michelle,

I hope things are well there. As per the voicemail I left you a little earlier, I was looking to touch base with you on the Information Report posted on the City's website for the comprehensive zoning by-law review (parking standards), which will be going in front of PDC this coming Monday the 6th.

Although I am certainly happy to see that (overall) there has been a downward shift in the amount of parking required across the board, there was one section in particular I wanted to discuss, which relates to Shopping Centres with a Gross Leasable Floor Area of 2000m² or more (which I would imagine captures a lot of applications). I have gone through the process on a couple of site plans over the last two years on plazas that fit within that standard and have advocated that the parking standard of 1 space per 19m² is too much parking. In both cases I ended up seeking Minor Variances with a parking reduction of around 12% and succeeded. I think there are a number of reasons for this:

* With the diversity of uses in a plaza of that size, people come and go all day and I don't believe that it is fair to assume that the parking lots will always be crowded or full, or will be totally congested in peak times. It is our experience that they are usually not.

* The push for denser communities that are well connected, and which have multimodal transportation integrated in and around them, to me, means that people have a choice for how to get there and the demand for parking should be lower than what the standards

Proposed City-Initiated Amendments to the Zoning By-law - July 6 2020 Public Meeting
(which are very old) require.

* Lastly, and connected with the point above, vast amounts of parking does not, in my opinion, discourage people from driving to the corner store, which is ultimately the behaviour we should be trying to curb.

I am not sure what the process looks like in front of us for the approval of these new standards, but I would be interested to know. I am really hoping that the City can continue to look at the standards and be more aggressive. Given the investments in transit, path networks, and the better planning we do with every plan, I am hoping that we can tighten up the standards even further, get people out of their cars, and make our sites more green and efficient.

As I mentioned, feel free to call my cell 416 268 4672 or keep this email chain going.

Speak soon and enjoy the evening!

Mitch

From: Gervais, Michelle <Michelle.Gervais@brampton.ca>

Sent: June 11, 2020 11:28 AM

To: Mitch Taleski >

Cc: Humble, Jeffrey <Jeffrey.Humble@brampton.ca>; Mark Jepp
<mark@paradisedevelopments.com>

Subject: RE: [EXTERNAL]RE: Proposed City-Initiated Amendments to the Zoning By-law
- July 6, 2020
Public Meeting

Hi Mitch,

Doing ok. I hope you are well.

The Information Report and the draft by-law related to the proposed parking standards will be available to the public when the July 6 Planning and Development Committee agenda is published on June 26.

Thanks.

Michelle Gervais, MCIP, RPP
Policy Planner, Planning, Building and Economic Development Department

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004

From: Danton, Shauna
Sent: 2020/07/06 2:09 PM
To: Gervais, Michelle
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO
COMPREHENSIVE ZONING BY-LAW 270-2004

Hi Michelle,

FYI - correspondence that will be circulated prior to the meeting tonight.

Thanks,
Shauna

From: City Clerks Office <City.ClerksOffice@brampton.ca>
Sent: 2020/07/06 10:48 AM
To: Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: FW: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO
COMPREHENSIVE ZONING BY-LAW 270-2004

From: Kevin Montgomery
Sent: 2020/07/03 11:24 PM
To: City Clerks Office <City.ClerksOffice@brampton.ca>
Cc: Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>; Medeiros, Martin -
Councillor <Martin.Medeiros@brampton.ca>; Brown, Patrick - Mayor <Patrick.Brown@brampton.ca>
Subject: [EXTERNAL]Correspondence Regarding: CITY INITIATED AMENDMENTS TO
COMPREHENSIVE
ZONING BY-LAW 270-2004

Hello.

Copying Councillors Bowman and Medeiros, and Mayor Brown on this email also.

Emailing to express my support for the proposed amendments to the comprehensive zoning bylaws. While I agree with any effort to reduce the minimum parking requirement city-wide, I would have rather it be extended beyond apartment dwellings and multiple residential dwellings, commercial and office uses, and senior citizen residences.

I'm also happy to see a proposed maximum surface parking requirement for an apartment dwelling in the Central Area.

And of course, bicycle parking requirements are a must. Again, I would have preferred

Correspondence Regarding CITY INITIATED AMENDMENTS TO COMPREHENSIVE ZONING BY-LAW 270-2004
to see something more ambitious, with minimum requirements established for
commercial and office uses also.

Regards from Ward 3,
Kevin Montgomery R.G.D., C.X.D.

Michelle Gervais, Policy Planner
City of Brampton
Planning and Development Services
2 Wellington St. West
Brampton, Ontario
L6Y 4R2

Dear Michelle,

I am writing today in support of the Proposed Amendments to the City's Zoning By-Law Parking Standards City-Wide report which you are championing. Recently, we have acquired property in downtown Brampton, located at the address of 31-33 George Street North and 28 Elizabeth St. North. Our intention is to build a high density residential rental building on the premises and believe the current parking requirement needs to be amended.

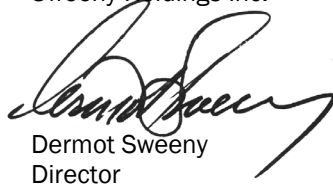
The City of Brampton has a vision to revitalize the downtown with projects that include a potential university campus, the Innovation Centre and Library at the corner of Nelson and George St., as well as the Phase 2 extension of the Hurontario LRT connecting to Brampton GO Station, to name a few. I and my team believe in this vision and vow to develop a beautiful building at our site which should spur on further development and help that vision become reality. With all these projects in the pipeline of development in the downtown of Brampton, we believe that this will only discourage the use of cars and motorized automobiles further. A more walkable downtown with more attractions, storefronts, commerce, and pedestrian designated areas will lessen the need for cars. In addition, the increased scheduling for GO Trains as well as the LRT and potential BRT along Queen St. should reduce the need for cars even further.

The single greatest cost to development in downtown Brampton as we have found through extensive due diligence is the construction of parking. Construction costs have increased exponentially in the past few years and the only way we together with all other Developers can achieve any returns on investment is to minimize any onsite structured parking. We believe that in the near future, the need for a car will greatly diminish, with all the transit projects listed above together with creative technologies and ideas such as Auto Share, Uber, Home delivery Services, On-Line shopping etc. the extremely expensive individual vehicle ownership will dramatically reduce very soon and continue to do so over time. reducing the need for a car as well, such as Uber, auto share programs, home delivery services, etc. This along with Brampton downtown destined to become a Place to Live, Work, Learn and Play as a more walkable destination with greater emphasis on long travel needs, more cycling and walking we firmly believe in and encourage the significant decrease in the minimal parking requirements for all higher density housing and especially rental accommodation. We would support eliminating parking minimums all together and allowing the market demands for parking dictate the need for parking to be constructed in each project.

Today there remains a need for cars in the downtown of Brampton, but we are brainstorming creative solutions to reduce parking over time as that demand decreases within our projects. We would also encourage the City of Brampton to strongly support well designed above grade structured Parking that is designed to be utilized for Office, Education, Health care, Service and additional commercial uses or residential uses over time. We are glad to see the

City of Brampton push forward ideas of reducing car dependency and encourage creative ways to decrease that dependency over time. The future of our planet may depend on it and we look forward to working together with the City to resolve future parking restraints as well. We need to be much more forward thinking these days as we should have been in the past. We greatly support any initiative that reduces car dependency and builds better Urban Communities.....

Yours truly,
Sweeny Holdings Inc.

A handwritten signature in black ink, appearing to read 'Dermot Sweeny', written over the printed name and title.

Dermot Sweeny
Director

From: Shenali De Mel
Sent: 2020/08/15 6:45 PM
To: Gervais, Michelle
Cc: Majeed, Malik
Subject: Re: [EXTERNAL]BREB Input on City's Zoning By-law Parking Standards, City Wide, (I35/2020)

* Hello Michelle,

The BREB's Govt. Relations Committee (GRC) met this week. While we agree that the impact on the environment would be good, our experience in the field with selling and buying real estate has raised some concerns. Thus, we would appreciate if this list of questions and concerns were addressed in the proposed amendments

1. Proposal to reduce Residential Parking in Central downtown apartment dwellings.

* Is this for buildings with owned units?

* Reducing parking will affect the purchase decisions of most buyers.

* It will also affect the resale value of the unit for the sellers, as buyers look for adequate parking that is usually free when purchasing the unit.

* So, if a unit did not have an assigned parking space, it would not fetch as high of a sale price as one that included parking.

2. Incorporating Bicycle parking spaces for apartment dwellings

* 0.5 bicycle parking spaces per unit seems to be high as, from our Realtor experience, most apartment dwellers have cars that need underground or surface parking, than those

who use their bikes for a daily commute.

* With the incorporation of more Bike lanes in Brampton, this might be a good idea, but how about reduce it to 0.2 per unit and increase vehicle parking spaces in those same buildings?

3. For parking at City wide Apartments and Townhouses.

* From our Realtor experience we have noticed that townhouses do not have adequate residential and visitor parking. Most visitor parking lots are full and this causes a lot of

grid lock on the streets in these subdivisions, which is unsafe for everyone.

* Currently, we see people extending driveways, most of them illegally. How is further reducing these parking spaces going to affect the occupants of these townhomes?

4. Parking at Senior Homes

* Assuming these are buildings for independent living seniors and NOT long term care facilities, 0.5 residential parking per unit might be appropriate.

* Could there be a survey or count of residents that own a car and need parking spaces to determine if the 0.5 assessment is warranted.

Parking External Comments

5. One of the major impacts of reduced parking would be on second-unit dwellings.

* Currently, Brampton has a large amount of unregistered illegal basement units. Those residents need adequate parking.

* Illegal extension of driveways by residents can be unsafe, especially concerning Fire hazard and City snow removal.

* Has there been any coordination with the department at the City responsible for governing second units to address parking situations?

We look forward to hearing back re: these. Do keep us posted if you require our participation at any Planning meetings if we can be of any assistance.

Thank you,

Shenali De Mel
Sales Representative

www.rltrgrl.ca
Director - Brampton Real Estate Board (BREB)
Chair - BREB Government Relations Committee

Date: 2019-10-23

File: C07E12.015 and 21T-180006B

Subject: **RECOMMENDTION REPORT**
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
(Proposal to develop approximately 20 single detached residential units and a parkette)
2047189 Ontario Inc. - Candevcon Limited
Part Lot 12, Concession 7 ND
10230 Goreway Drive
Located north of Castlemore Road and west of Goreway Drive
Ward: 10

Contact: Kelly Henderson, Development Planner, Development Services, 905-874-2619, Kelly.Henderson@brampton.ca
David VanderBerg, Manager, Development Services, 905-874-2325, David.Vanderberg@brampton.ca

Report Number: Planning, Building and Economic Development-2020-227

Recommendations:

1. **That** the report titled: **Recommendation Report**, Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision, **2047189 Ontario Inc. - Candevcon Limited**, 10230 Goreway Drive, Ward 10 (C07E12.015 and 21T-18006B), dated October 23rd, 2020 to the Planning and Development Committee Meeting of November 16th 2020, be received;
2. **THAT** the Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Candevcon Limited. on behalf of 2047189 Ontario Inc., File: C07E12.015 and 21T-18006B, be approved, on the basis that they represent good planning, including that they are consistent with the Provincial Policy Statement, conform 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 Recommendation Report;

3. **THAT** the amendments to the Zoning By-law, generally in accordance with the attached Appendix 11 to this report be adopted;
4. **THAT** no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- This application to amend the Zoning By-law and for a Proposed Draft Plan of Subdivision proposes a development with 20 single detached residential units and a parkette. This report recommends that Council approve the applications and enact the Zoning By-law amendment.
- The property is designated “Residential” and “Open Space” in the Official Plan. The property is also within an Upscale Executive Housing Special Policy Area on Schedule A1 of the Official Plan. An amendment to the Official Plan is not required to permit this development.
- The property is designated “Executive Residential” and “Valleyland” in the Vales of Castlemore Secondary Plan (Area 42). A “Parkette” designation also applies to a small portion of the lands. An amendment to the Secondary Plan is not required as the development meets the intent of the Upscale Executive Housing policies and conforms to the Executive Residential policies of the Secondary Plan.
- The property is split-zoned “Agricultural (A) – Section 1520” and “Floodplain Zone (F)” by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the residential development.
- A Statutory Public Meeting for this application was held on January 14th, 2019. Three members of the public attended the Statutory Public Meeting to speak to the application. Details of the Statutory Public Meeting are included in Appendix 8 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.

Background:

The subject applications propose to amend the Zoning By-law and propose a Draft Plan of Subdivision to develop 20 single detached residential units, a parkette, a valleyland block with associated buffer blocks, a noise buffer block, a road widening block and public streets.

The application was 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 August 28th, 2018. Public Notice of the Complete Application was posted in the Brampton Guardian on September 6th, 2018. The application was heard at a public meeting on January 14th 2019.

Current Situation:Proposal:

The proposal will facilitate the development of 20 single detached dwellings.

Details of the proposal are as follows:

- 15 executive residential lots with a lot width of approximately 15.2 metres (49.9 feet) and a depth of approximately 30.7 metres (100.7 feet)
- 4 executive residential lots with a lot width of 17.4 metres (57.1 feet) and a lot depth of approximately 34.5 metres (113.2 feet)
- 1 executive residential lot with a lot frontage of 13.8 metres (45.3 feet)
- A parkette block of approximately 900 square metres (9687.5 square feet)
- A valleyland block with associated buffer blocks
- A noise buffer block
- A road widening block
- Public streets with the extension of Valleywest Road, which connects to Goreway Drive via Paper Birch

Please refer to Appendix 1 for the proposed Draft Plan of Subdivision.

Since the public meeting held January 14th, 2019 the proposal has slightly changed with an increase in parkette area from 800 square metres (8611.1 square feet) to 900 square metres (9687.5 square feet), and the reduction in size of 4 lots from 18.4 metres (60.36 feet) to 17.4 metres (57.09 feet). These changes are minor and in staff's view do not require additional public consultation.

Application to Amend the Zoning By-law:

The subject property is zoned “Agricultural (A) and Floodplain (F) by By-law 270-2004, as amended. This zoning does not permit residential uses, or a park. The Zoning By-law Amendment recommended for approval implements the single detached residential uses on the proposed subdivision plan. In addition, the proposed Zoning By-law will zone the park, natural heritage systems, open space and floodplain areas into appropriate zoning categories.

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

The land has the following characteristics:

- Is municipally known as 10230 Goreway Drive;
- Has a site area of approximately 4.05 hectares (10.02 acres);
- Has a frontage of approximately 93 metres (305.12 feet) along Goreway Drive;
- Backs onto a valleyland corridor
- The site contains the remnants of the previous single detached dwelling that was destroyed by a fire in 2015.

The surrounding land uses are described as follows:

North: Existing executive residential subdivision.

South: Existing executive residential subdivision with four vacant remnant blocks,

East: Goreway Drive, beyond which are estate residential lots,

West: Valleyland.

Summary of Recommendations

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 11 and approve the draft plan of subdivision application.

Analysis:

Planning Analysis Summary

The proposed development supports a compatible residential development at an appropriate residential density for the subject area. In addition, the proposed

development enhances public access for residents of the existing subdivision with respect to the new proposed parkland.

With respect to the natural heritage system, the existing valleyland is maintained and protected.

With respect to urban and community design, the proposed development implements an upscale executive residential design and includes the appropriate siting of the proposed dwellings, and open space features.

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the City and Region's Official Plans. The proposal appropriately considers matters of provincial interest as set out in Section 2 of the Planning Act (Please see Appendix 8 for a detailed analysis).

The various studies submitted by the applicant in support of the application have been approved, demonstrating that the proposed development is appropriate from a technical perspective.

Additional information with respect to individual policies is provided in Appendix 8 (Planning Analysis).

Matters of Provincial Interest

Planning Act

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

- the orderly development of safe and healthy communities(Section 2.(h));
- the appropriate location of growth and development (Section 2.(p));
- the adequate provision of a full range of housing (Section 2. (j)); and
- the protection of ecological systems, including natural areas, features and functions(Section 2.(a)).

The proposal has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development in a location that is suitable for growth and development with adequate consideration for the protection of the ecological system.

The draft plan of subdivision application has regard for the following matters as set out in Section 51(24) of the Planning Act:

- (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) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

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 applications are consistent with the PPS with respect to the land designations, the environment and housing opportunities. The proposed development optimizes the use of land and takes advantage of existing infrastructure within the settlement area, while contributing to the supply residential units within the City and mitigates any negative impacts on the natural heritage features.

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

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject applications conform to the 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 Region of Peel Official Plan and the application conforms to the related policies with respect to healthy communities, efficient use of resources, and protecting natural features.

City of Brampton Official Plan

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

Staff is satisfied that the objectives of the Official Plan have been met.

City of Brampton Zoning By-law 270-2004

The subject property is zoned "Agricultural (A) and Floodplain (F) by By-law 270-2004, as amended. The existing zoning does not permit residential uses or a park. The Zoning By-law Amendment recommended for approval rezones the site to "Residential Single Detached – Section 1837 (R1A-1837)", "Residential Single Detached – Section 3538 (R1A-3538)", "Residential Single Detached – Section 3539 (R1A-3539)". "Floodplain (F)" and "Open Space (OS)".

The proposed Zoning By-law Amendment is supportable as it permits the site to be developed in a similar manner to the surrounding land uses. This ensures the proposed development is compatible with other dwellings in the immediate neighbourhood in terms of lot size, dwelling types, setbacks and other characteristics. It also ensures the development is integrated with the established character of the neighbourhood.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in September 2018, in accordance with and exceeding the Planning Act requirement of 120 metres for such applications. A copy of all department/agency comments are attached as Appendix 9 to this report. Notice signs were placed on the subject lands to advise members of the public that applications to amend the Zoning By-law and a Proposed Draft Plan of Subdivision had been filed with the City.

A Statutory Public Meeting for this application was held on January 14th, 2019. Interested members of the public attended the Statutory Public Meeting to speak to the application. Details of the Statutory Public Meeting are included in Appendix 9 of this report.

Corporate Implications:

Financial Implications:

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

Other Implications:

There are no other corporate implications associated with the applications.

Term of Council Priorities:

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 built up area that is within close proximity of existing community services, parks, and schools;
- protecting, restoring and enhancing natural heritage features; and,
- providing opportunity for efficient growth within an existing community.

Living the Mosaic – 2040 Vision

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

Conclusion:

Staff is satisfied that the proposed Draft Plan of Subdivision and Zoning By-law Amendment represent good planning, because it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and the Peel Region Official Plan, and is in keeping with the general principles of the Brampton Official Plan.

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 11 respectively, approve the draft plan of subdivision application, subject to the conditions set out in Appendix 12, as the following criteria have been met:

- the proposed Draft Plan of Subdivision represents the efficient and orderly re-development of the lands for residential purposes;
- the proposed development balances the protection of the natural environment;
- the proposed development implements an upscale executive residential urban and community design;
- the applications are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe as well as the City and Region's Official Plans; and,
- as confirmed through the circulation of the applications, all financial and technical requirements have been addressed.

In summary, the applications are appropriate for the orderly development of the lands, and represent good planning.

Authored by:

Reviewed by:

Kelly Henderson, MCIP, RPP
Development Planner, Development
Services

Allan Parsons, MCIP, RPP.
Director, Development Services

Approved by:

Submitted by:

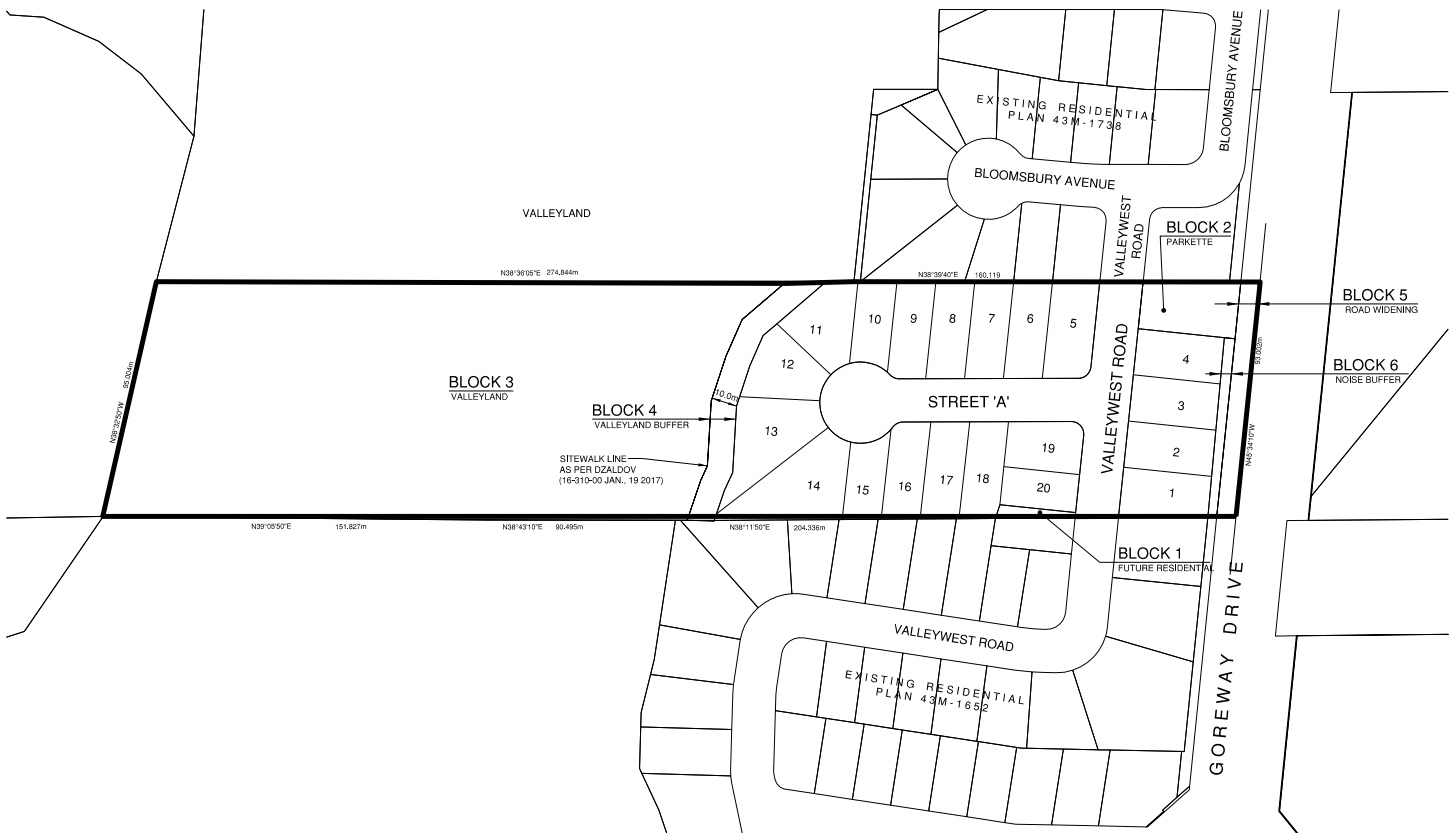
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning and Development Services
Department

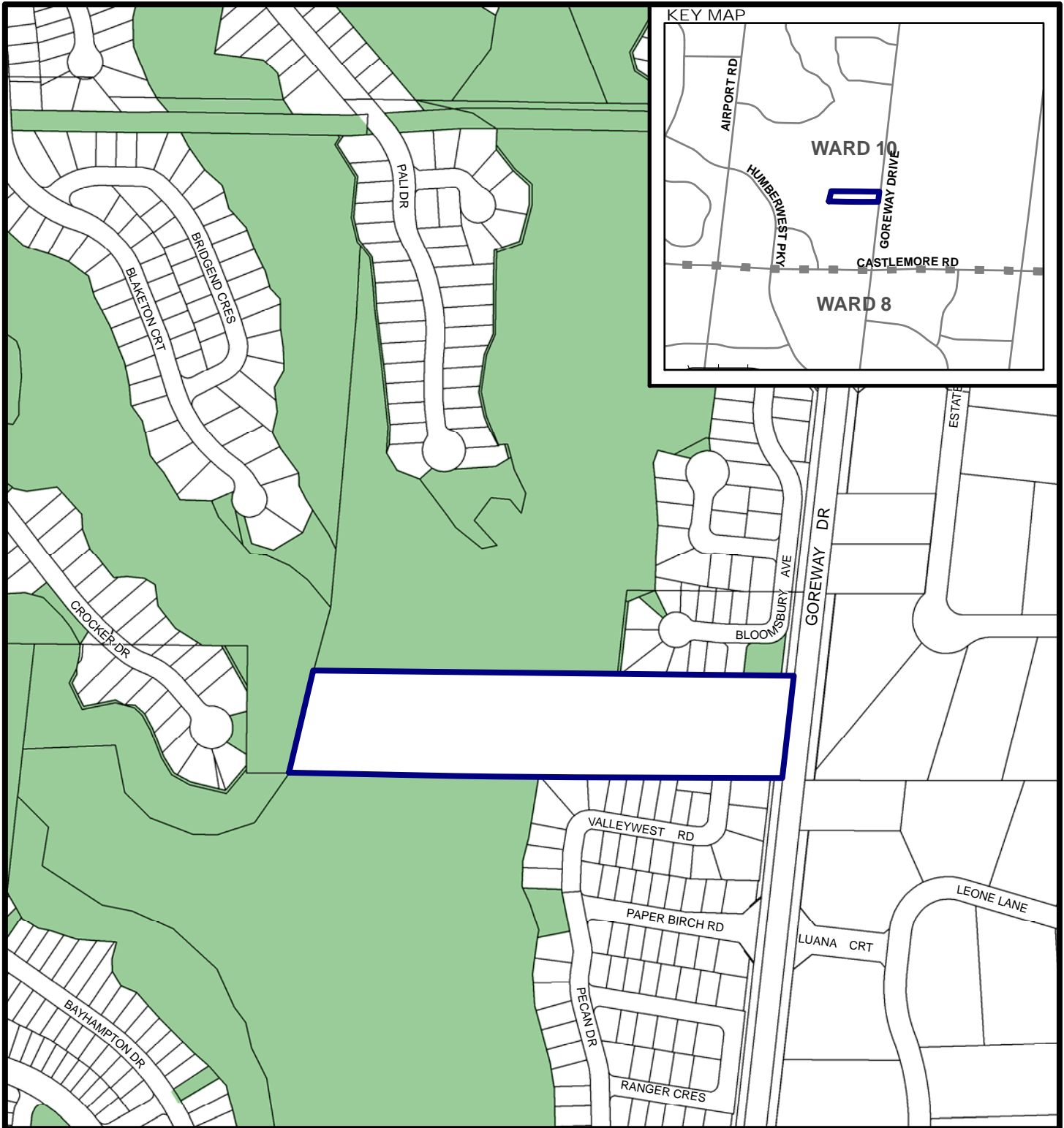
David Barrick
Chief Administrative Officer
City of Brampton

Attachments:

Appendix 1: Draft Plan of Subdivision
Appendix 2: Location Map
Appendix 3: Official Plan Designations

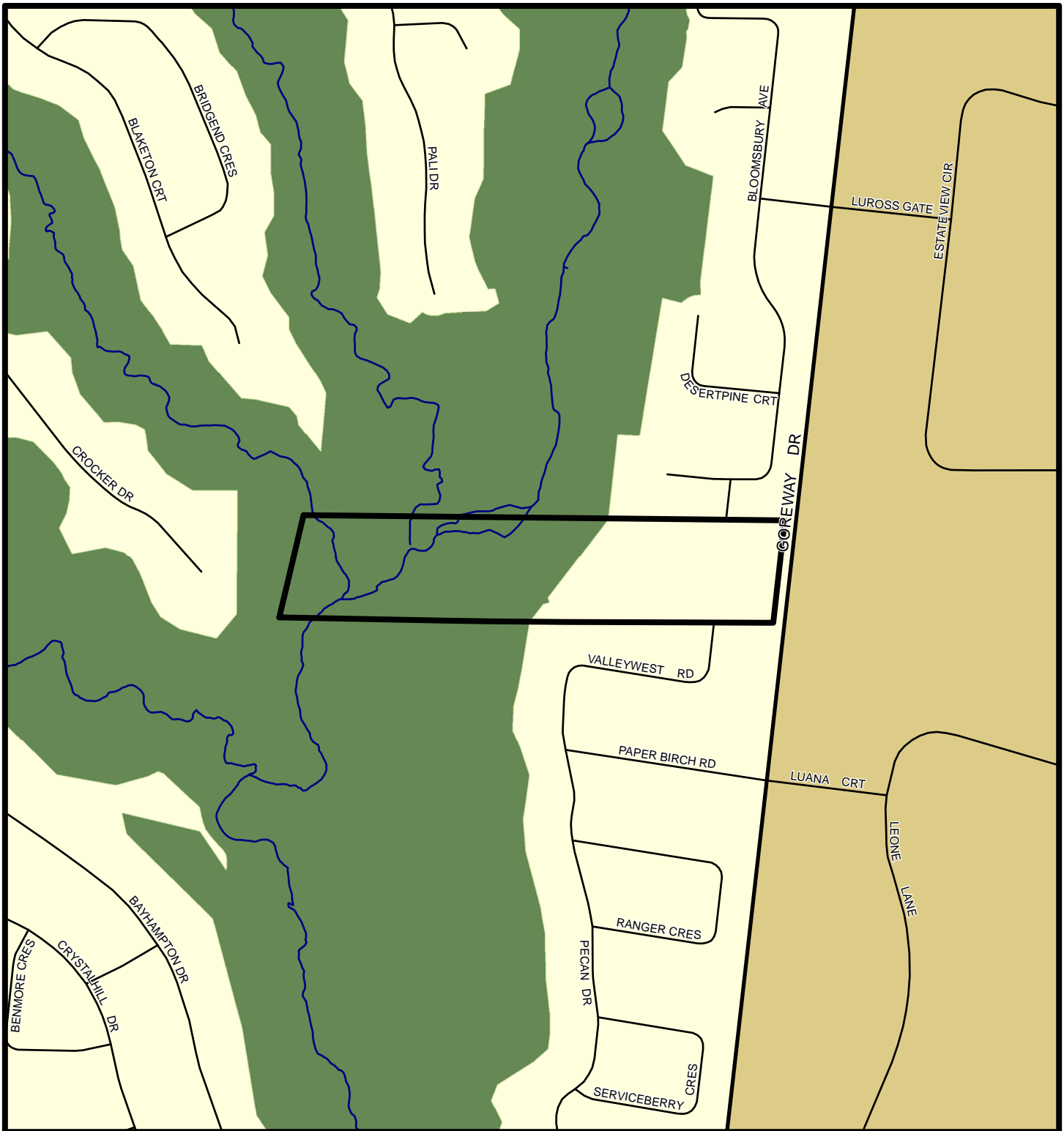
Appendix 4: Secondary Plan Designations
Appendix 5: Zoning Designations
Appendix 6: Aerial & Existing Land Use
Appendix 7: Heritage Resources
Appendix 8: Detailed Planning Analysis
Appendix 9: Results of the Public Meeting
Appendix 10: Results of the Application Circulation
Appendix 11: Zoning By-law Amendment
Appendix 12: Conditions of Draft Approval









- SUBJECT LAND
 PROPERTY LINE
 WARDS
- 📍 SCHOOLS
 GREENSPACE



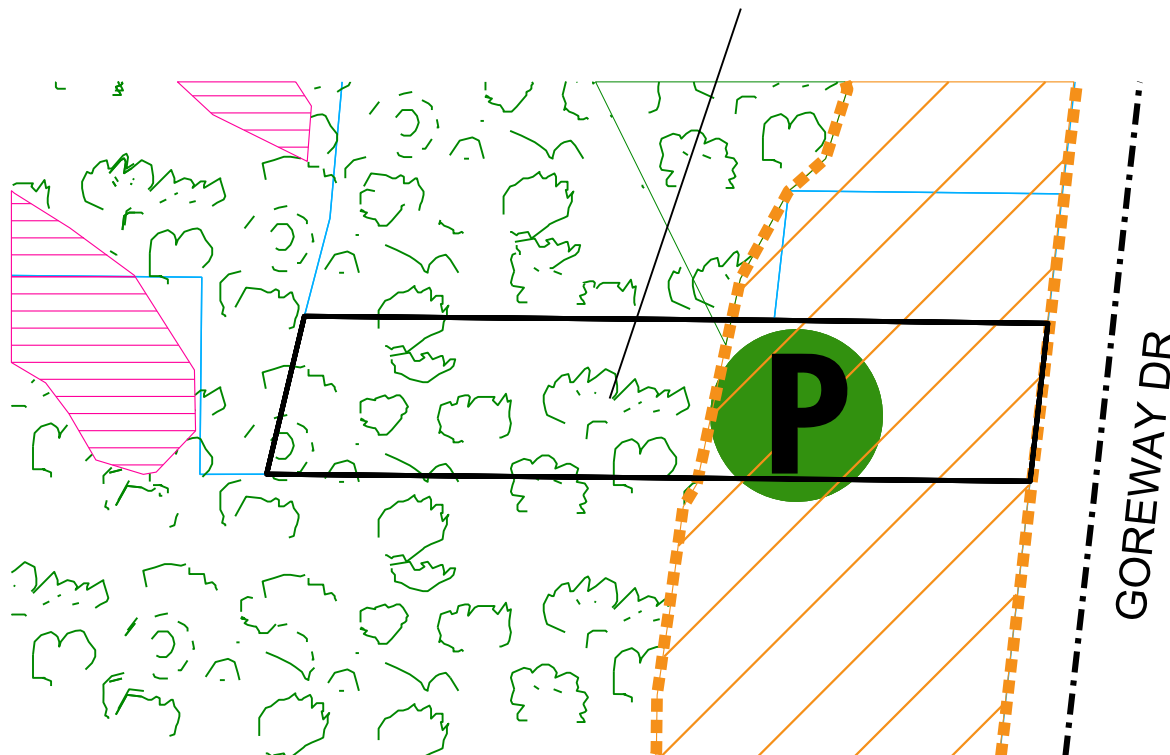


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

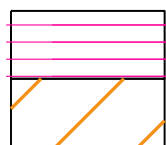
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|  | SUBJECT LAND |  | OPENSOURCE |
|  | ESTATE RESIDENTIAL |  | RESIDENTIAL |



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP42(A) OF THE DOCUMENT KNOWN AS THE VALES OF CASTLEMORE SECONDARY PLAN

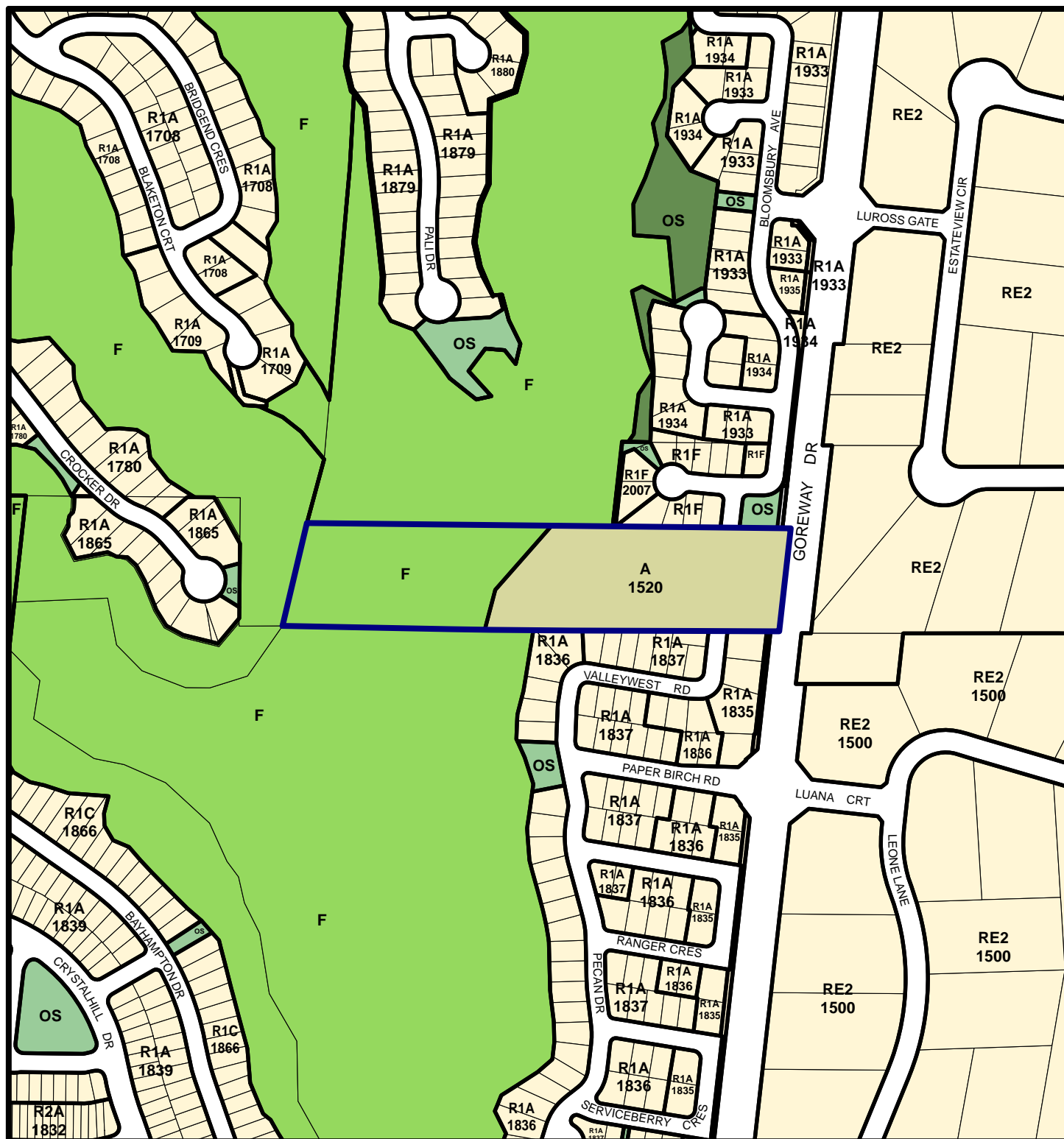
RESIDENTIAL LANDS :






Low Density 1
Executive Residential

OPEN SPACE :

Valleyland
Parkette

ROAD NETWORK :**Minor Arterial**



 SUBJECT LAND
  AGRICULTURAL
  FLOODPLAIN
 RESIDENTIAL
  OPEN SPACE

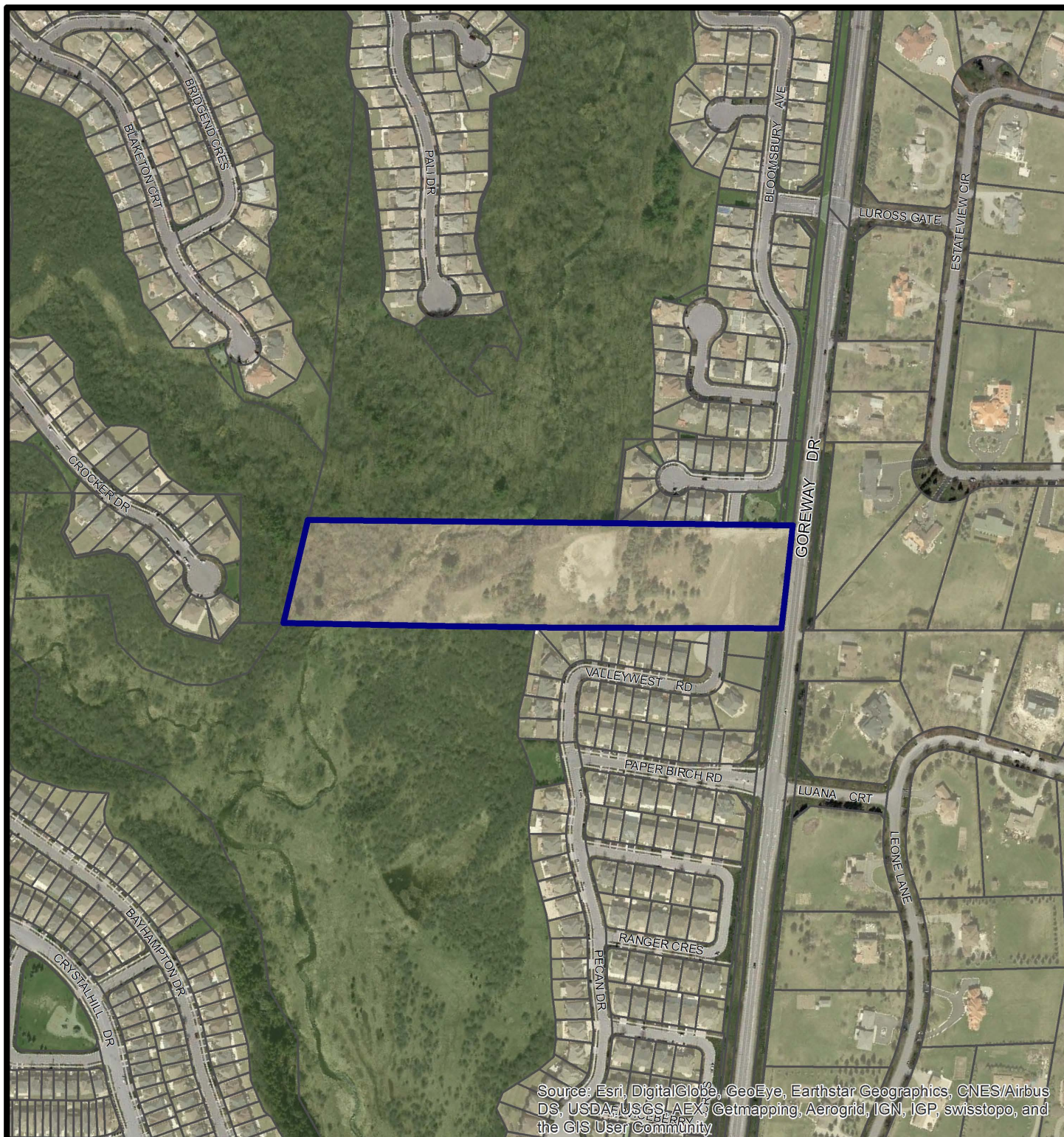


APPENDIX 5
ZONING
CANDEVCON LIMITED - 2047189 ONTARIO INC.




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Author: CKovac
Date: 2018/07/19

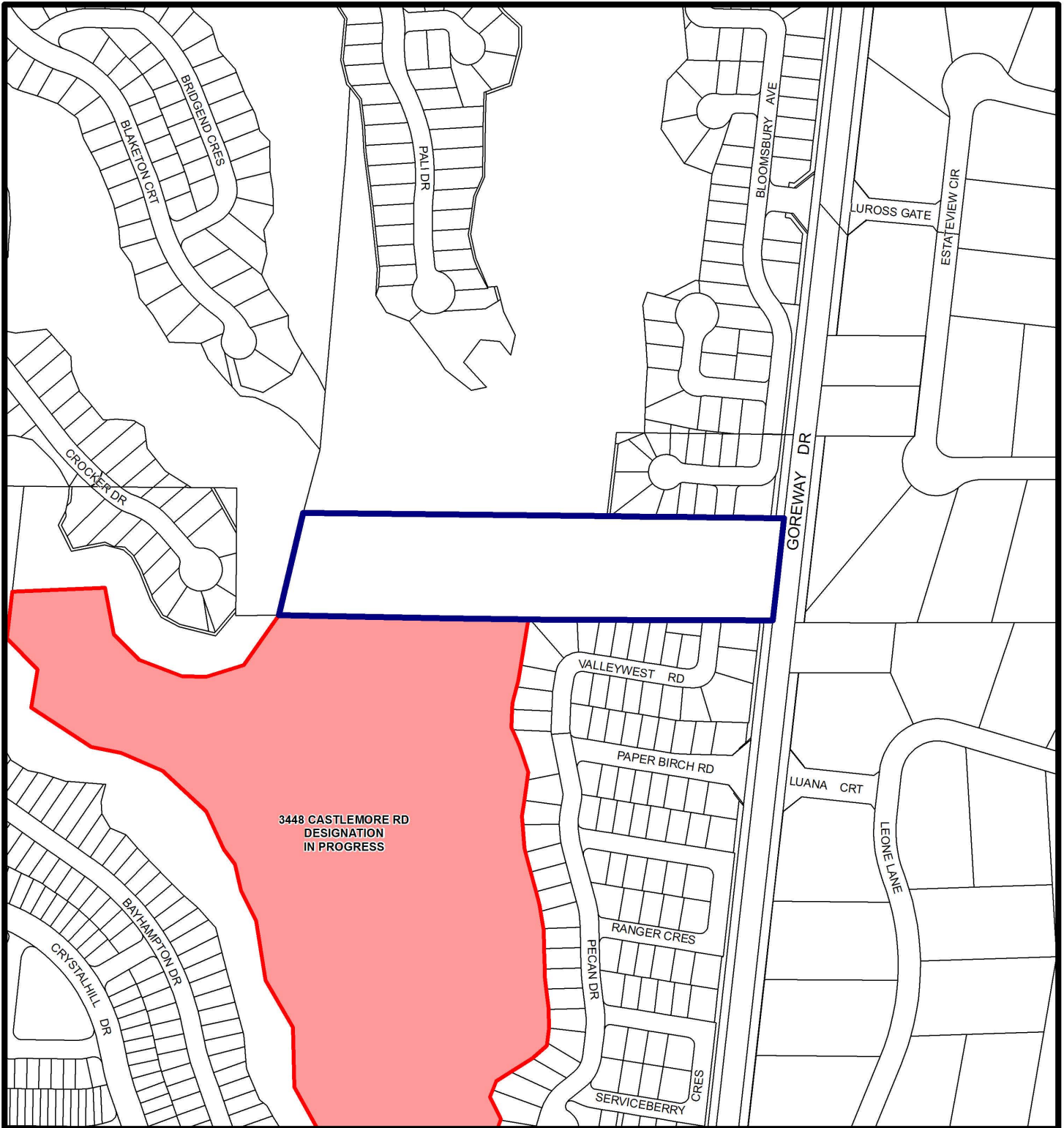
Page 270 of 713
CITY FILE: C07E12.015







AERIAL PHOTO DATE: SPRING 2017

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|---|---------------|---|---------------|---|-------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | OPEN SPACE |
|  | PROPERTY LINE |  | INDUSTRIAL |  | RESIDENTIAL |
|  | AGRICULTURE |  | INSTITUTIONAL |  | UTILITY |





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



Appendix 8

Detailed Planning Analysis City File Numbers: C07E12.015 and 21T-18006B

Overview

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

Planning Act

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

Section 2(a) the protection of ecological systems, including natural areas, features and functions:

Through the review of an Environmental Impact Study (EIS), the City and the Toronto and Region Conservation Authority have confirmed that the existing Valleyland can be protected and integrated into the proposed development. The EIS undertakes a comprehensive impact assessment in the context of the type of proposed development including mitigation. The EIS will be discussed in greater detail in a subsequent section of this Appendix, and is recommended as a condition of approval.

Section 2(h) the orderly development of safe and healthy communities.

The proposed development is an appropriate use within the context of the surrounding community. From a safety perspective, access to the subject property via Goreway Drive and the extension of the existing road are appropriate with respect to potential traffic impacts. From a health perspective, residents can access the proposed new park and the proposed development protects the existing Valleylands.

Section 2(j) the adequate provision of a full range of housing

The proposed development includes single detached dwellings with a minimum lot width of 13 metres that is consistent with the adjacent lots.

Section 2(p) appropriate locations for growth and development

The proposed development is an appropriate location with respect to growth and development. In this respect, the proposed development has a design, density and housing form that can be integrated into the surrounding community, it comprises an appropriate urban density within the City's built boundary and there are no anticipated impediments to servicing the property with respect to water, storm water and sanitary

sewer connections.

The draft plan of subdivision application has regard for the following matters as set out in Section 51(24) of the Planning Act:

- (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) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
 - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

Staff find that the applications are in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990.

Provincial Policy Statement

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 applications are consistent with the PPS, including the following policies:

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 location of the site is considered appropriate for development as it will take advantage of the existing infrastructure capacity and public service facilities including transit, which avoids unnecessary land consumption and servicing costs.

- b) Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial, commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed dwelling types, being single detached dwellings, are compatible with the surrounding community, and are located within a mature residential community. There are neighborhood amenities and public services that are in close proximity to the subject development.

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

The proposed development has provided sufficient documentation to demonstrate that the environmental and public health and safety concerns have been addressed.

- d) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

The location of the proposed development will not cause any undue consumption and servicing costs.

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;

These lands are located within the settlement area and are appropriate for the proposed development.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:*
 - 1. Efficiently use land and resources;*
 - 2. 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;*

3. *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *Support active transportation;*

The proposed development includes built form typologies that are sensitive to the surrounding community. Staff are in support of developments that appropriately balance increased density while maintaining the ecological and social well-being of the community. The proposed development efficiently uses the available lands, and appropriately introduces a compatible built form, while mitigating any negative effects on the natural heritage system.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The required transportation, infrastructure, environment and engineering standards have been met or exceeded. There are no known risks associated with this development with respect to public health and safety.

The proposed development is consistent with Section 1.1.3 by contributing to the achievement of healthy and liveable communities through an appropriate mix of residential and open space opportunities. In addition, the proposed development, associated density and built form promote an efficient land use pattern and is compatible with the surrounding community. The proposed development is an efficient use of land and infrastructure.

1.4.1 to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) *Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

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

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use;*
- e) *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 is consistent with the above noted policies since the number of dwelling units and the associated density represents an appropriate quantum of development to accommodate growth. The form of housing as proposed will be implemented through the appropriate zoning standards. Through the review and circulation of the applications it has been confirmed that the proposed development will provide for the efficient use of existing infrastructure and public service facilities.

2.1.1 Natural features and areas shall be protected for the long term

The natural heritage system feature (valleylands) has been protected and a buffer has been provided for mitigation purposes.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water resources,

The application recognizes the ecological functions that exist and provides adequate facilities to ensure that they are maintained. Furthermore, the proposed residential development maintains a sufficient setback to the adjacent natural heritage feature.

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

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing options to accommodate a range of incomes and household sizes. The proposal has been evaluated against the following policies in the Growth Plan:

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

- a. The vast majority of growth will be directed to settlement areas that:*
 - i. Have a delineated boundary;*
 - ii. Have existing or planned municipal water and wastewater systems; and*
 - iii. Can support the achievement of complete communities;*

- c. *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit*
 - iv. *areas with existing or planned public service facilities*

The subject lands are located within a settlement area. The lands are located within the delineated built boundary and have planned municipal services. The site is located within an established neighborhood in close proximity to amenities, public services and a transit route is nearby.

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*

This application increases the single detached residential stock in the area in a compatible manner.

The proposed development conforms to the above noted policies by directing additional residential development to areas within the City's delineated built boundary where there are existing municipal water and sewage systems. Furthermore, future residents have access via automobile to a range of local stores, services, and public service facilities.

4.2.2.3 Within the Natural Heritage System:

- a. *New development or site alteration will demonstrate that:*
 - i. *There are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. *Connectivity along the system and between key natural heritage features and key hydrological features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape*

4.2.2.6 Beyond the Natural Heritage System, including within settlement areas, the municipality:

- a. *Will continue to protect any other natural heritage features in a manner that is consistent with the PPS; and*
- b. *May continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

4.2.5.1 Municipalities, conservation authorities, non-governmental organizations, and

other interested parties are encouraged to develop a system of publicly accessible parkland, open space and trails, including in shoreline areas, within the GGH that:

c. is based on good land stewardship practices for public and private lands.

Brampton is renowned for its open space and trail system. The proposed development contributes to and strengthens the park system with the inclusion of parkland dedication.

The proposed development is consistent with the above noted policies. In this respect an Environmental Impact Study was completed. The environmental features have been protected, and there are no known overall negative impacts to the natural heritage features.

The development will consist of an Open Space Block, which will provide a buffer to and maintain the ecological function of the valley. There are no proposed pedestrian connections in order to ensure and maintain the wildlife and ecological protection of this area.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Growth Plan.

Region of Peel Official Plan

The Region 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 Region Official Plan and the following policies apply:

2.5.1 To seek opportunities to enhance the Greenlands System in Peel by restoring and enhancing degraded components of the ecosystem and by extending the network of natural area where ecologically beneficial.

2.5.2.1 Promote a wide range of environmental enhancement and restoration opportunities.

2.5.2.6 Support and encourage all efforts, including those of the area municipalities and conservation authorities, in restoring and enhancing components of the Greenlands System.

The proposal will maintain and enhance existing natural heritage features and facilitate their long term protection. The proposal maintains an Open Space buffer between the proposed residential development and the natural heritage features. Thereby conforming to the above noted policies.

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 development is located within the “Urban System” in an established neighborhood which future residents will have access via automobile to a range of local stores, services, and public service facilities.

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;

The proposed development is compatible with the surrounding community, as it is sensitive to the character of the existing community by developing the site in a similar manner as the surrounding residential neighborhood. The infrastructure and public finances are taken into account by proposing a development at a density that would not put any strain on the existing infrastructure and/or public services.

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 in this Plan and the area municipal official plans; and

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 or urban development and redevelopment.

The proposed development is consistent with the above noted policies since it comprises a compact form of development within the Regional Urban Boundary that will efficiently use existing services and infrastructure. The applicant’s Environmental Impact Study supports the development of a healthy urban community that respects the characteristics of the existing community and protects the natural environment.

Based on the above, staff is satisfied that the proposal conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the 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 ‘Residential’ and ‘Open Space’ on Schedule A and ‘Valleyland/Watercourse Corridor and Other Wetland’ on Schedule D. The property is also within an ‘Upscale Executive Housing Special Policy Area 5’ on Schedule A1 of the Official Plan. An amendment to the Official Plan is not required to permit this development. The following Official Plan policies have been reviewed in evaluating the

proposed development:

3.1 The City's sustainable planning framework provides a holistic approach to planning that integrates economic, social, environmental and cultural elements and is built on:

- The City's long standing ecosystem approach to land use planning that recognizes the dynamic interrelationship of all elements of the biophysical community that are necessary to achieve a sustainable, healthy natural heritage system;*
- A culture of conservation that is expressed through the coordinated implementation of the City's land use development, natural heritage and environmental management, and recreational and cultural heritage policies;*
- The conservation, restoration and enhancement of the integrity of Brampton's air, water and land resources;*
- Identify, protect and restore or where possible, enhance natural ecosystem features, functions and linkages;*
- Develop healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities.*

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

The location of the site is considered appropriate for residential development. The site is serviced by municipal water and sewer and is in proximity to a number of public service facilities including schools, public parks and transit stops. The proposed development will maximize the benefit of the existing infrastructure and municipal services already in place, which is consistent with Section 3.2.8.1 of the Official Plan.

3.2.11 The City will examine opportunities to provide open space and pathways in combination with green infrastructure; protecting restoring and linking parkland to natural and cultural heritage features; and providing passive and active recreational uses. The city may identify urban open spaces that involve features such as rooftop gardens and communal courtyards.

The proposed development includes a proposed park, as well as an open space buffer to provided further protection to the natural heritage system.

4.2 Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm*

- (iii) *Ensuring economic efficiency in providing housing on serviced or serviceable land within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
- (iv) *Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.*
- (v) *Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*

Section 4.2.1.1. – The Residential designations shown on Schedule “A” permits predominately residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worships, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centers, health centers, day care centers, local retail center, neighborhood retail, convenience retail, or highway and service commercial uses.

The site is abutting an existing residential development and is in the interior of an established residential neighbourhood. The proposed single detached residential dwellings are considered compatible to the adjacent uses. The proposed development will incorporate a similar lot pattern and lot sizes to what already exist in this area. This is in keeping with the objectives of the residential development in the Official Plan to encourage the enhancement of the characteristics of the existing neighbourhood. Furthermore, the proposal protects and maintains the natural heritage system.

4.2.2.2 The following detailed principles and standards shall, as much as practicable, be incorporated into the secondary plan level and tertiary plan level designs of upscale executive housing areas:

- (i) These communities will be planned abutting or close to natural heritage and man-made features such as valleys, woodlots, golf courses and areas of rolling or unique topography. The communities shall be designed to contribute to the features, functions and linkages of the open space system, and both the design and the open space system shall combine to define the special character of the community;*

- (ii) These communities will be near logical transportation systems that are well connected to the Greater Toronto Area;*
- (iii) The minimum lot frontage for single detached homes in these communities is 15 metres (50 feet) and minimum residential floor areas may be established, where appropriate;*
- (iv) The maximum net density (defined as residential lots only and excludes roads, parks, schools, etc. but includes the land occupied by certain upscale streetscape features and/or noncredited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare (6 units/net acre);*
- (v) A sufficient area will be planned for upscale executive communities to accommodate a minimum of 250 upscale executive lots except in the Snelgrove Secondary Plan Area (referred to as Area 3 in Schedule "A1" and Section 4.1.2.6 of this Plan);*
- (vi) A variety of lot sizes up to and beyond 26-metre (85-foot) lot widths with many sufficient-sized lots to accommodate three-car garages shall be provided in these communities;*
- (vii) Distinct and high quality housing forms with lots greater than 21 metres (70 feet) frontage be established as anchors to each upscale executive community;*
- (viii) Despite the above prescribed minimum lot frontage and maximum density requirements, a buffer of appropriately sized lots shall be planned within upscale executive community areas to provide a desirable interface with any abutting lower density portions of the community such as existing estate residential developments, and it is recognized that the average net density may have to be reduced to accomplish this while achieving the desired upscale executive housing characteristics;*
- (ix) A transition area around the upscale executive community (with similar urban design and architectural standards as the upscale executive community) with a minimum lot frontage for single detached homes of 12 metres (40 feet) and an approximate net density of 19.5 units/net hectare (8 units/net acre), together with minimum residential floor areas if considered appropriate, will be provided as required to achieve a desirable land use interface between the upscale executive area and higher density portions of the community;*
- (x) An appropriate opportunity for wide-shallow single detached homes with similar rear yard setback as conventional depth lots and a minimum lot frontage of 16.5 metres (55 feet) may be provided within the transition area around the upscale executive community and at key locations within the core area of such a community;*

(xi) An appropriate opportunity for high-end executive townhouses with a minimum lot frontage of 9 metres (30 feet) may be provided in the transition area or at key locations within the upscale executive community;

The supply of upscale executive housing is intended to make Brampton more attractive as the location of choice for business executives to encourage them to work and live in Brampton. Upscale executive housing is a low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. The minimum lot frontage for single detached homes in these communities is 15 metres, although single detached homes in transition areas can be smaller at approximately 12 metres. The proposed development meets the general intent of the above noted policies, as the majority of the proposed lots meet and/or exceed the minimum 15 metres lot frontage.

4.2.1.15 The City shall consider the following natural heritage planning principles in the design of residential development:

- (vi) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.*

4.2.7 The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;*
- (ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;*

4.6.7.1 Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies.

4.6.6.1 The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.

4.6.6.5 For development applications, including redevelopment and intensification, with the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

The Official Plan has an emphasis on the significance of conserving and protecting natural heritage features, functions and linkages. It requires that the City seek opportunities through development approval to protect and buffer adjacent natural heritage features. Toronto and Region Conservation Authority reviewed the application and is satisfied with the proposed development limit which meets the typical 10 m buffer requirement from the valley corridor. As such, staff is satisfied that Section 3.1, 4.2.1.15(vii), 4.2.7 (i), 4.2.7 (ii), 4.6.6.1, 4.6.6.5, 4.6.7, and 4.6.6.10 of the Official Plan are met.

The proposed development is supported by the Official Plan since it supports the development of a complete community by:

- Providing the residents of the community with access to a park and open space and,
- Implements an appropriate built form with a street network that is beneficial with the existing community and protects the natural heritage features

Based on the above, staff are satisfied that the subject applications conform to the general principles of the City of Brampton Official Plan.

Vales of Castlemore Secondary Plan

The property is designated 'Executive Residential' and 'Valleyland' in the Vales of Castlemore Secondary Plan (Area 42). A 'Parkette' designation also applies to a small portion of the lands. The following policies apply to the subject applications:

3.1.31 In the area designated Executive Residential only upscale executive housing developments are permitted in accordance with policy sections 3.1.1a to 3.1.1g with the following specific policies applying:

- (i) Only single detached homes shall be permitted*
- (ii) A maximum density of 14.8 units per net residential hectare (6.0 units per net residential acre)*
- (iii) A minimum lot area of approximately 464.5 square metres (5000 square feet)*
- (iv) A minimum lot depth of 30 metres (100 feet)*

- (v) *Lot widths of 21 metres (70 feet) and/or 24 metres (80 feet) for lots abutting Goreway Drive, with a minimum lot width of 18 metres (60 feet) for lots abutting the valley of the West Branch of the West Humber River, and a minimum lot width of 15 metres (50 feet) for the remainder of the area.*

The proposal generally meets the requirements of the 'Executive Residential' designation. The proposed development generally meets the density that is permitted, however one lot does not meet the minimum lot width requirements of the Executive Residential designation in the Vales of Castlemore Secondary Plan. Nonetheless, an amendment to the Secondary Plan is not required as the development meets the intent of the Upscale Executive Housing policies and generally conforms to the Executive Residential policies found in Section 3.1.31 (i)-(v) (Executive Residential) of the Vales of Castlemore Secondary Plan.

A portion of the subject property is designated as 'Valleylands' under the Secondary Plan. The following policies are in regards to the 'Valleylands' designation:

3.3.1 Lands designated Valleyland on Schedule SP42(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, while contributing to the ecological integrity of the West Humber Watershed. Designated Valleylands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part 1, section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.

3.3.2 Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

In regards to the above noted policies, the Valleylands will remain in a natural state and be provided the required buffer to ensure their protection.

Therefore, based on the above, staff is satisfied that the subject applications conform to the general principles of the Vales of Castlemore Secondary Plan (Area 42).

Zoning By-law

The property is zoned "Agricultural (A) – Section 1520" and "Floodplain Zone" (F), by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development. The proposed Zoning By-law Amendment recommended for approval implements the single detached uses on the proposed plan

of subdivision and in addition zones the floodplain and open space uses (including the park).

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law Amendment recommended for approval in Appendix 11 of this report.

Residential Zoning Permissions

The Zoning By-law contains requirements for the single-detached units that:

- Provide minimum building setbacks and yard requirements, along with other residential requirements that are appropriate in the context of implementing the built form objectives and principles outlined in the applicant's approved Urban Design Brief for the development
- Reflect the exact mix of single-detached lot types as shown on the draft plan of subdivision to achieve a variety of built forms and architectural elevations

Natural Heritage System, Open Space and Park Permissions

The Zoning By-law contains requirements and restrictions for the Open Space, Park, Natural Heritage System and Floodplain. The established zoning requirements are not being amended from the parent By-law. The zoning provisions within these zones are very limited, and include the following:

- Prohibit the use of the lands for the purposes other than a park or recreational facility and conservation for lands zoned Open Space.
- Prohibit the use of the lands for purposes other than flood control, a park or conservation purposes for lands zoned Floodplain.

Land Use

Staff are of the opinion that this development application complies with the applicable sections of the Planning Act. The proposed land uses are supportable in terms of the technical requirements, and also in terms of established planning principles. The proposed development is supportable from a land use perspective based on the following:

- It is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2019) and the Peel Region Official Plan;

- It promotes appropriate development and supports a complete community;
- It introduces a compatible residential use at an appropriate density;
- It is supportable from a technical perspective with respect to the various approved studies submitted by the applicant that will in turn form the basis for final subdivision approvals

Technical Requirements

The following are brief synopses of the documents that were provided in support of the development application. Each study provides required information to address the needs of the community and informs the City and the developer as to how the community will be built.

Planning Justification Report (PJR)

A PJR was submitted to the City to provide a rationale for the development and the associated policies within the Planning Act, Provincial Policy Statement, the Region of Peel Official Plan, the Official Plan and Zoning By-law. Staff reviewed the report and are satisfied with the justification provided by the applicant.

Noise Report

A Noise Report was completed as part of the development application. The Noise Report takes into account all of the existing and potential noise sources and provides mitigating measures to minimize the noise to acceptable levels. The report recommends some mitigation measures along Goreway Drive. These mitigation measures includes a 2.2. metres high acoustic barrier, with an additional berm on Goreway Drive. Staff have reviewed the report and are satisfied with the recommendations.

Urban Design Brief

The MBTW Group prepared an Urban Design Brief for the proposed development on the subject lands in order to address the linkages of the residential areas. Staff have reviewed and approved the Urban Design Brief.

Archaeological Assessment

A phase 1 and phase 2 Archaeological Assessment was completed for the subject property. No archaeological resources were encountered and it was recommended that no further archaeological assessment for the property is required.

Functional Services Report

A Functional Services Report was completed for the subject property and provides a preliminary design of sanitary, storm, watermain servicing, road and lot grades, as well as a preliminary design of the storm water management pond. The subject report has been accepted by City staff.

Environmental Impact Study

A scoped Environmental Impact Study was completed for the proposed residential development. Based on the subject study the proposed development is found to be environmentally feasible and no adverse natural environmental impacts are expected.

Arborist Report

The Arborist Report identified 36 trees that are to be retained and 53 trees that are to be removed. The report proposes to compensate with planting 111 native trees within the subject property.

Geotechnical Investigation

A geotechnical investigation was prepared in support of the development application.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment was completed for the subject property. The site assessment did not reveal any potentially contaminated activities on the property.

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 34 points. It is required that a Plan of Subdivision application received a minimum of 29 points, being a bronze threshold.

RESULTS OF PUBLIC MEETING AND CORRESPONDENCE RECEIVED

Planning and Development Committee
Regular Meeting – January 14th 2019
City File Number - C07E12.015 and 21T-18006B

Members Present

Regional Councillor M. Medeiros – Wards 3 and 4 (Chair)
Regional Councillor P. Fortini – Wards 7 and 8 (Vice Chair)
Regional Councillor R. Santos – Wards 1 and 5
Regional Councillor P. Vicente – Wards 1 and 5
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

Planning and Development Services:

R. Elliott, Commissioner
A. Parsons, Director, Development Services
B. Steiger, Manager, Development Services
A. Farr, Manager, Development Services
K. Freeman, Planner, Development Services
B. Shah, Planner, Development Services
C. Caruso, Central Area Planner
S. Dykstra, Planner, Development Services
H. Katyal, Planner, Development Services
Y. Xiao, Central Area Planner
L. Russell, Planner, Development Services

Corporate Services:

J. Zingaro, Legal Counsel, Deputy City Solicitor

City Clerk's Office:

P. Fay, City Clerk
C. Gravlev, Deputy City Clerk
T. Jackson, Legislative Coordinator

Members of the Public

B. Nikki Gill-Burns, Brampton Resident

Jasmer Singh Grewal, Brampton Resident
Jatinder Gill, Brampton Resident
Erik Mirtsou, Candevcon Limited

Public Input:

At the time of the public meeting, three area residents provided their views, suggestions, concerns and posed questions with respect to park development and concerns with the minimum size of the lots being proposed, as well as the appropriateness of the proposed development. The following issues were raised by the public:

Park Development

Issue:

The amount of available park space and trails within the area.

Staff Response to Comments:

As part of the development application assessment process, the Park Planning section has requested the maximum amount of parkland conveyance as allowed by the Parkland Dedication By-law. Park Planning recognizes the importance of expanding this parkette, to the maximum amount. The applicant has agreed to the request with a conveyance of 0.09 ha in a park block, meeting the requirement of the by By-Law and creating a total parkette size of 0.19 ha. The additional parkland conveyed will allow Open Space Development to design a space for open play, and allow for a shade structure, subject to final review and detailed design.

In addition to the maximum conveyance of parkland, the Park Planning section are investigating opportunities for programmed play opportunities within the nearby James and Margaret McGie Park, located north from the subject site towards Countryside Drive. It may be considered fit to accommodate additional recreational facilities..

Regarding the valleyland, City staff have previously investigated opportunities to establish connections through the Natural Heritage System to allow for further passive recreation opportunities, and can advise this is not possible due to hydrological engineering concerns, and Ministry restrictions.

Issue:

Concerns with the minimum size of the proposed lots, and the appropriateness of the proposed development.

Staff Response to Comments:

The proposed development maintains a similar built form to the surrounding community. The proposed development generally meets the density requirements in the Secondary Plan. Nineteen of the twenty lots meet the minimum lot width requirements of the Executive Residential designation, which is 15 metres. The remaining lot falls short of the minimum width requirements by a slight margin due to factors such as the nature of the topography.

The proposed development does have an approved Urban Design Brief and design will be required to be reviewed through the architectural control process, therefore ensuring the design remains compatible with the existing residential neighbourhood.

RESULTS OF THE PUBLIC MEETING C07E12.015 and 21T-18006B

April 15, 2020

CFN 60281

BY EMAIL: Kelly.henderson@brampton.ca

Kelly Henderson
Planner I
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Kelly Henderson,

**Re: Draft Plan of Subdivision Application – 21T-18006B
Zoning By-law Amendment Application – C06E16.007
10230 Goreway Drive
Part Lot 12, Concession 7 NDS
City of Brampton
Owner: 2047189 Ontario Inc.
Agent: Erik Mirtsou – Candevcon Limited**

This letter will acknowledge receipt of the above noted Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications (Received January 24, 2020). As per the “Living City Policies for Planning and Development within the Watersheds of the TRCA” (LCP), staff provides the following comments as part of TRCA’s commenting role under the *Planning Act*, the Authority’s delegated responsibility of representing the Provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA’s Regulatory Authority under O. Reg. 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of the above noted application is to permit a proposed development that consists of twenty (20) single detached dwelling lots. The subject property is a vacant lot backing onto a valley system containing a tributary of the Humber River, associated flood plain, and wetlands at the base of a slope, which is approximately 8m high. These hazards and features are to be contained within a single Block (Block 3) with a satisfactory valleyland buffer (Block 4) separating the proposed development from the Natural System.

Applicable Policies

Ontario Regulation 166/06:

The subject property is regulated by the TRCA as it contains a valley corridor associated with the Humber River Watershed. In accordance with Ontario Regulation 166/06, as amended (*Development, Interference with Wetlands and Alteration to Shorelines and Watercourses*), a permit is required from the TRCA prior to any of the following works taking place:

- a) straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;
- b) development, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

Development is defined as:

- i) the construction, reconstruction, erection or placing of a building or structure of any kind;
- ii) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;
- iii) site grading, including the temporary or permanent placing, dumping or removal of any material originating on the site or elsewhere.

TRCA's Living City Policies:

As noted above, the subject lands are traversed by a valley corridor associated with the Humber River Watershed. To ensure development is appropriately setback from the limit of natural features and their associated hazards, TRCA typically requires a minimum 10 metre buffer, which is considered part of the stream corridor, be established from the greater of the following constraints:

- The physical top of slope (TOS);
- The Regulatory Floodplain (i.e. greater of the Regional Storm or 100 Year Flood event standards);
- The limit of the Long Term Stable Top of Slope (LTSTOS); or,
- The limit of contiguous vegetation associated with the valley corridor.

Comments

The following materials were received by TRCA in support of the above noted applications:

- Drawing No. CP-1, Constraints Plan, prepared by Candevcon Limited, dated January 21, 2020, received by TRCA January 24, 2020;
- Drawing No. PL-1, Draft Plan of Subdivision, prepared by Candevcon Limited, Revision No. 2 dated January 21, 2020; received by TRCA January 24, 2020;
- Drawing No. SD-1, Storm Drainage Area Plan, prepared by Candevcon Limited, Revision No. 1 dated December 19, 2019, received by TRCA January 24, 2020;
- Drawing No. SA-1, Sanitary Drainage Area Plan, prepared by Candevcon Limited, Revision No. 1 dated December 19, 2019, received by TRCA January 24, 2020;
- Drawing No. ESC-1, Preliminary Erosion and Sediment Control Plan, prepared by Candevcon Limited, Revision No. 1 dated December 19, 2019, received by TRCA January 24, 2020;
- Drawing No. PG-1, Preliminary Grading Plan, prepared by Candevcon Limited, Revision No. 1 dated December 19, 2019, received by TRCA January 20, 2020;

Recommendation

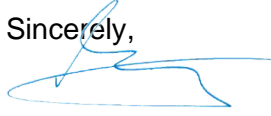
Based on our review of the materials above, TRCA staff has **no objection** to the Draft Plan of Subdivision (Draft Plan dated January 21, 2020) and ZBLA as currently submitted and TRCA's staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix I.

Please note that when the applicant requests clearance of our conditions, a copy of the most recent Conditions of Draft Plan Approval and draft plan, the Executed Subdivision Agreement, the implementing Zoning By-law and supporting documentation must be provided to the TRCA with a cover letter that identifies how the conditions have been fulfilled.

Conclusion

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

cc: Erik Mirtsou - erik@candevcon.com

APPENDIX I: TRCA Staff Conditions of Draft Plan Approval (City File #21T-17009B)**TRCA Conditions of Draft Plan Approval****Red-line Revisions**

1. The final Plan shall be in general conformity with the draft plan prepared by Candevcon Limited, dated January 21, 2020, prior to a request for clearance for registration of any phase of this plan, to:
 - a) Include appropriate blocks that are to be conveyed to the City of Brampton 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 the required studies.
 - c) Should the above not be adequately addressed in the Plan, red-line revisions will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted lot/block lines, additional lots/blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a) A Functional Servicing Report (FSR) that describes the storm drainage system (quality and quantity) for the proposed development of the subject lands, and how it will comply with all related Master Environmental Servicing Plan (MESP), Environmental Implementation Report (EIR) and TRCA requirements. This report shall include:
 - 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 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 December 2006) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario 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 pre-development hydrology to the satisfaction of the TRCA.

- viii. Preliminary plans illustrating erosion and sediment control measures including construction staging and phasing.
 - ix. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated surface and groundwater, shallow groundwater, and dewatering requirements must be identified, with refinements and/or revision made as necessary to the stormwater management system 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. The need for liners and/or plugs associated with the stormwater management system shall be assessed, and suitable liners and/or plugs 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.
 - x. Overall site-level water balance analysis that will identify measures that will be implemented during pre and post development that:
 - i. Mimic the pre-development surface and groundwater water balance for the overall site to meet the target rates, including infiltration as per the Block Plan EIR to the satisfaction of the TRCA;
 - ii. Maintain pre-development flow regimes and hydroperiods (i.e., quality, volume, rate, duration, timing, frequency and spatial distribution of water) to significant natural features;
 - iii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site, including best efforts for infiltration measures to the satisfaction of the TRCA;
 - iv. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - v. Maintain baseflow contributions at pre-development levels, duration and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff; and,
 - vi. Provide detailed design of the system(s) and implementation information and measures.
 - xi. An overall monitoring plan that outlines short (i.e., during construction), medium and long-term (i.e., post-construction and operational) monitoring activities and responsibilities.
- b) 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.

Subdivision Agreement

- 4. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - a) To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.

- b) To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c) To design and implement on-site erosion and sediment control 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 implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
- g) To design a monitoring protocol and provide the requisite funding, obtain approvals, monitor and maintain the site level water balance and features based water balance measures on this site (including LIDs) and to provide the requisite funding for the long-term monitoring of this system for a period as agreed to in the Functional Servicing Report (assumption) once the facilities are operational, to the satisfaction of the TRCA.
- h) 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.
- j) 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 and 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.

Public Works

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September 12th 2018

Bindu Shah
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**RE: Draft Plan of Subdivision
2047189 Ontario Inc.- Candevcon Limited
10230 Goreway Drive
Part of Lot 12, Concession 7 ND
City of Brampton, Ward 10
City File: 21T-18006B
Region File: 21T-18-006B**

Dear Ms. Shah,

The Region has reviewed the revised Draft Plan of Subdivision Plan for the above-noted applications and provides the following:

REGION OF PEEL CONDITIONS OF DRAFT APPROVAL

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-18006B, 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.

DRAFT PLAN COMMENTS

Please see the comments/revisions below which must be addressed on the Draft Plan of Subdivision.

Waste Management

- The site is eligible for **curbside collection** of garbage, recyclable materials, household organics and yard waste from the internal condominium roadways provided by the Region of Peel. This is subject to the developer adhering to the conditions of **Sections 2 and 3** of the Waste Collection Design Standards Manual.
- Please see the following conditions:
 - The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be **clearly labelled** on the drawing.

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- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
- Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, **a cul-de-sac or a T-turnaround** shall be provided in accordance with the specifications shown in Appendices 2 and 3, respectively (Waste Collection Design Standards Manual).
- All roads shall be designed to have a minimum width of 6 metres.
- The turning radius from the centre line must be a **minimum of 13 metres on all turns and cul-de-sacs**. This includes the turning radii to the entrance and exit of the site.
- The set out area along the curb, adjacent to the driveway must be at least 3 square metres per unit in order to provide sufficient space for the placement of two carts: maximum 1 large garbage or recycling cart (360 litres) and 1 organics cart (100 litres), overflow waste (i.e. additional bags), yard waste receptacles and bulky items. Each unit within a development must have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighbouring units) as approved by Public Works Commissioner or Delegate
- The waste set out location is to be as close as possible to the travelled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions (i.e. parked cars).
- For more information, please consult the Waste Collection Design Standards Manual available at: <http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

GENERAL COMMENTS

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

Please be advised that the Region of Peel's Development Charges Collections By-law requires that Development Charges (DCs) for all hard services now be collected *prior* to the execution of the subdivision agreement.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 250mm diameter sewer on Valleywest Road.
- A satisfactory Functional Servicing Report (FSR) showing the proposed sanitary sewer servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.

Water Facilities

- The lands are located in Water Pressure Zone 5.

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- Existing infrastructure consist of a 300mm diameter watermain on Vallywest Road.
- A satisfactory Functional Servicing Report (FSR) showing the proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.

Regional Roads

- Regional Roads are not adversely affected.

Development Charges

- The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law. 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.

Functional Servicing Report

- The Region has reviewed the FSR submitted in support of the above noted application. Please see our comments below.

Watermain

- Staff does not have any significant concerns with regards to water servicing for the proposed development.

Sanitary Sewer

- Staff does not have any significant concerns with regards to sanitary sewer servicing for the proposed development.

Storm Sewer

- Staff does not have any significant concerns with regards to storm sewer servicing for the proposed development.

CONDITIONS OF DRAFT APPROVAL

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

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

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submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and

- b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.

2. Provision shall be made in the Subdivision Agreement with respect to:

- a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
- b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);

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

Water Meter Fees

3. In respect of the water meter fees:

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

Drawings – Servicing and “As Constructed”

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

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Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

6. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
7. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
8. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
9. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermain and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
10. 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.
11. 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.
12. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain 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.
13. 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;

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- 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
 - d. 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 included in the Subdivision Agreement in respect of same.

- 14. 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
- 15. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents.

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

905-791-7800 ext. 4307, or by email at: sarah.powell@peelregion.ca

Yours truly,



Sarah Powell
Planner,
Development Services
Region of Peel

Public Works

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September 10, 2020

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Kelly Henderson

Re: Request for Comments
CANDEVCON LIMITED – 2047189 ONTARIO INC
10230 Goreway Drive
COB Files: C07E12.015 & 21T-18006B
Alectra EP File: M2-91

Dear Kelly,

As per your request for comments regarding the above project, we respond as follows:

A) Please include the following as conditions of approval:

- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the roads and subdivision.
- The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
- The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
- The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.

B) The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is available by emailing henry.gamboa@alectrautilities.com.

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions

Henderson, Kelly

From: circulations@wsp.com
Sent: 2020/08/21 4:44 PM
To: Henderson, Kelly
Subject: [EXTERNAL]ZBLA and Draft Plan of Subdivision (C07E12.015), 10230 Goreway Dr., Brampton.

Follow Up Flag: Follow up
Flag Status: Flagged

2020-08-21

Kelly Henderson

Brampton

, ,

Attention: Kelly Henderson

Re: ZBLA and Draft Plan of Subdivision (C07E12.015), 10230 Goreway Dr., Brampton.; Your File No. C07E12.015

Our File No. 87613

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
Manager - Municipal Relations

Network Provisioning

T: 905-540-7254 / M: 289-527-3953

Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

Henderson, Kelly

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2020/08/17 7:49 AM
To: Henderson, Kelly
Cc: GTAW New Area
Subject: [EXTERNAL]FW: C07E12.015 - 10230 Goreway Drive
Attachments: W16178 Planning Rationale.pdf; 2018 C07E12.015 Information Report for D-team.doc; Scanned Subdivision_Condominium_Application_Package.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kelly

Rogers Communications Canada Inc. has no objections.

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

Prior to registration of the plan of subdivision, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Thank you

Debbie Purves
System Planner

Outside Plant Engineering
3573 Wolfedale Rd
Mississauga, ON L5C 3T6

Debbie.purves@rci.rogers.com
416-305-0466



From: Henderson, Kelly [mailto:Kelly.Henderson@brampton.ca]
Sent: Thursday, August 13, 2020 3:46 PM

To: Henry Gamboa <henry.gamboa@electrautilities.com>; circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; GTAW New Area <gtaw.newarea@rci.rogers.com>
Subject: C07E12.015 - 10230 Goreway Drive

Good Afternoon,

I hope you are all doing well.

I have taken over this file from Bindu and can't seem to find some of the external agency comments/conditions for this application. Its for a re-zoning and draft plan of subdivision. I am wondering if you are able to provide your comments again on this file?

Please let me know if you require anything else and if you can please provide your comments ASAP that would be greatly appreciated.

Thanks and have a great day,

Kelly Henderson, MSc.PI., MCIP, RPP

Planner, Development Services

Planning, Building and Economic Development

City of Brampton

2 Wellington Street West Brampton, Ontario L6Y 4R2

T 905.874.2619 F 905.874.2099 E kelly.henderson@brampton.ca



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August 27, 2020

Kelly Henderson
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Kelly,

Re: Draft Plan of Subdivision
2047189 Ontario Inc.
10230 Goreway Drive
City of Brampton
File No.: 21T-180068B, C07-E12-015

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, Silva cells, and/or soil trenches) and/or asphalt paving.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect.



CANADA POST
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7

CANADAPOST.CA

POSTES CANADA
200-5210 BRADCO BLVD
MISSISSAUGA ON L4W 1G7

POSTESCANADA.CA

July 30, 2020

Kelly Henderson

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application to Amend the Zoning By-Law and Draft Plan of Subdivision
CANDEVCON LIMITED - 2047189 ONTARIO INC.
10230 Goreway Drive
City File Number: **C07E12.015**
Subdivision File #: **21T-18006B**

Canada Post Corporation appreciates the opportunity to comment on the above noted applications and we have no objections to their approval. We have reviewed the proposal and we have determined that the proposed **residential development project** will be serviced via **Community Mailbox**.

In order to establish mail service to the **residential units**, we request that the following standard comments be included in the subdivision's Conditions of Draft Approval:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will 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;
- ⇒ The owner/developer will 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;
- ⇒ The owner/developer will 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;
- ⇒ The owner/developer agrees, prior to offering any of the 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;

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated 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;
- ⇒ The owner/developer will 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, to which the homeowner(s) will sign off.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,

Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
christopher.fearon@canadapost.ca

Ms. Bindu Shah
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**RE: Application to Amend the Zoning By-law and Proposed Draft Plan of
Subdivision – 21T-18006B / C07E12.015
Candevcon Limited – 2047189 Ontario Inc.
West side of Goreway Drive, north of Bovaird Drive
City of Brampton (Ward 10)**

The anticipated student yield from this plan is as follows:

11	K-8
5	9-12

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Mount Royal P.S.	961	847	8
Sandalwood Heights S.S.	1,105	1,482	0

Trustees
Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

**Associate Director,
Instructional and Equity Support Services**
Poleen Grewal - 6740

**Associate Director,
Operational Support Services
Jaspal Gill**



The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the 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 905-890-1010, ext. 2217.

Yours truly,



Amar Singh

Planner

Planning and Accommodation Dept.

- c. R. Wright, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

21T-18006B comment.doc

November 27, 2018

Bindu Shah
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Bindu Shah:

**Re: Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Candevcon Limited – 2047189 Ontario Inc.
File: 21T-18008B (C07E12.015)
10230 Goreway Drive
West side of Goreway Dr, north of Bovaird Dr
City of Brampton – Ward 10**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 20 detached units which are anticipated to yield:

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

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Holy Spirit	385	628	0
Secondary School	Cardinal Ambrozic	1340	1236	7

The Board requests that the following condition be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'K. Koops'.

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: A. Singh, Peel District School Board (via email)



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number - 2020

To amend Comprehensive Zoning By-law 270-2004

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

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

From:	To:
Agricultural (A-1520), Floodplain (F)	Residential Single Detached – Section 1837 (R1A-1837)
	Residential Single Detached – Section 3538 (R1A-3538)
	Residential Single Detached – Section 3539 (R1A-3539)
	Open Space (OS)
	Floodplain (F)

2. By adding thereto the following sections:

“3538 The lands designated R1A- Section 3538 on Schedule A to this by-law:

3538.1 shall only be used for the purposes permitted within an R1A zone.

3538.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area: 456 square metres
- (2) Minimum Lot Width:
 - Interior Lot: 17.4 metres;
 - Corner Lot: 20.7 metres
- (3) Minimum Lot Depth: 26.0 metres;
- (4) Minimum Front Yard Depth: 6.0 metres to the front of the garage and 4.5 metres to the front wall of the dwelling
- (5) Minimum Rear Yard Depth: 7.5 metres, which may be reduced to a minimum of 6.0 metres provided that the area of the rear yard is at least 25% of the minimum required lot area;
- (6) Minimum Exterior Side Yard Width: 3.0 metres, except where a garage faces the exterior side yard, in which case the minimum setback to the front on the

garage shall be 6.0 metres;

(7) Minimum Interior Side Yard Width:

- a. 0.6 metres, provided the combined total of the interior side yards on an interior lot is not less than 1.8 metres;
- b. 1.2 metres where the side yard abuts a public walkway or a nonresidential zone;

(8) The following provisions shall apply to garages:

- a. The maximum garage door width shall be 5.5 metres;
- b. The garage door width may be widened by an extra 0.6 metres if the front door of the garage is not more than 2.5 metres closer to the front lot line than the ground floor main entrance of the dwelling;
- c. The garage door width restriction does not apply to a garage door facing a flankage lot line;
- d. The interior garage width, as calculated 3 metres from the garage opening, shall not be more than 0.9 metres wider than the garage door width.

(9) No garage shall project into the front yard more than 1.5 metres beyond a porch or front wall of a dwelling.

(10) The minimum setback to a daylight triangle or rounding shall be 1.5 metres.

3538.3 shall also be subject to the requirements and restrictions relating to the R1A zone and all the general provisions of this by-law which are not in conflict with those set out in Section 3538.2.”

“3539 the lands designated R1A-3539 on Schedule A to this by-law:

3539.1 shall only be used for the purposes permitted within an R1A zone.

3539.2 shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area: 456 square metres
- (2) Minimum Interior Lot Width: 13.8 meters
- (3) Minimum Lot Depth: 26.0 metres
- (4) Minimum Front Yard Depth: 6.0 metres to the front of the garage and 4.5 metres to the front wall of the dwelling
- (5) Minimum Rear Yard Depth: 7.5 metres, which may be reduced to a minimum of 6.0 metres provided that the area of the rear yard is at least 25% of the minimum required lot area.
- (6) Minimum Exterior Side Yard Width: 3.0 metres, except where a garage faces the exterior side lot line, the minimum setback to the front on the garage shall be 6.0 metres;

(7) Minimum Interior Side Yard Width:

- (a) 0.6 metres, provided the combined total of the interior side yards on an interior lot is not less than 1.8 metres;
 - (b) 1.2 metres where the side yard abuts a public walkway or a non-residential zone;
- (8) The following provisions shall apply to garages:
- (a) The maximum garage door width shall be 5.5 metres.
 - (b) The garage door width may be widened by an extra 0.6 metres if the front of the garage is not more than 2.5 metres closer to the front lot line than the ground floor main entrance of the dwelling unit.
 - (c) The garage door width restriction does not apply to the garage door facing a flankage lot line.
 - (d) The interior garage width, as calculated 3 metres from the garage opening shall not be 0.9 metres more than the garage door width.
- (9) No garage shall project into the front yard more than 1.5 metres beyond a porch or front wall of a dwelling.
- (10) The minimum setback to a daylight triangle or rounding shall be 1.5 metres.

3539.3 Shall also be subject to the requirements and restrictions relating to the R1A zone and all the general provisions of this by-law which are not in conflict with those set out in Section 3539.2.”

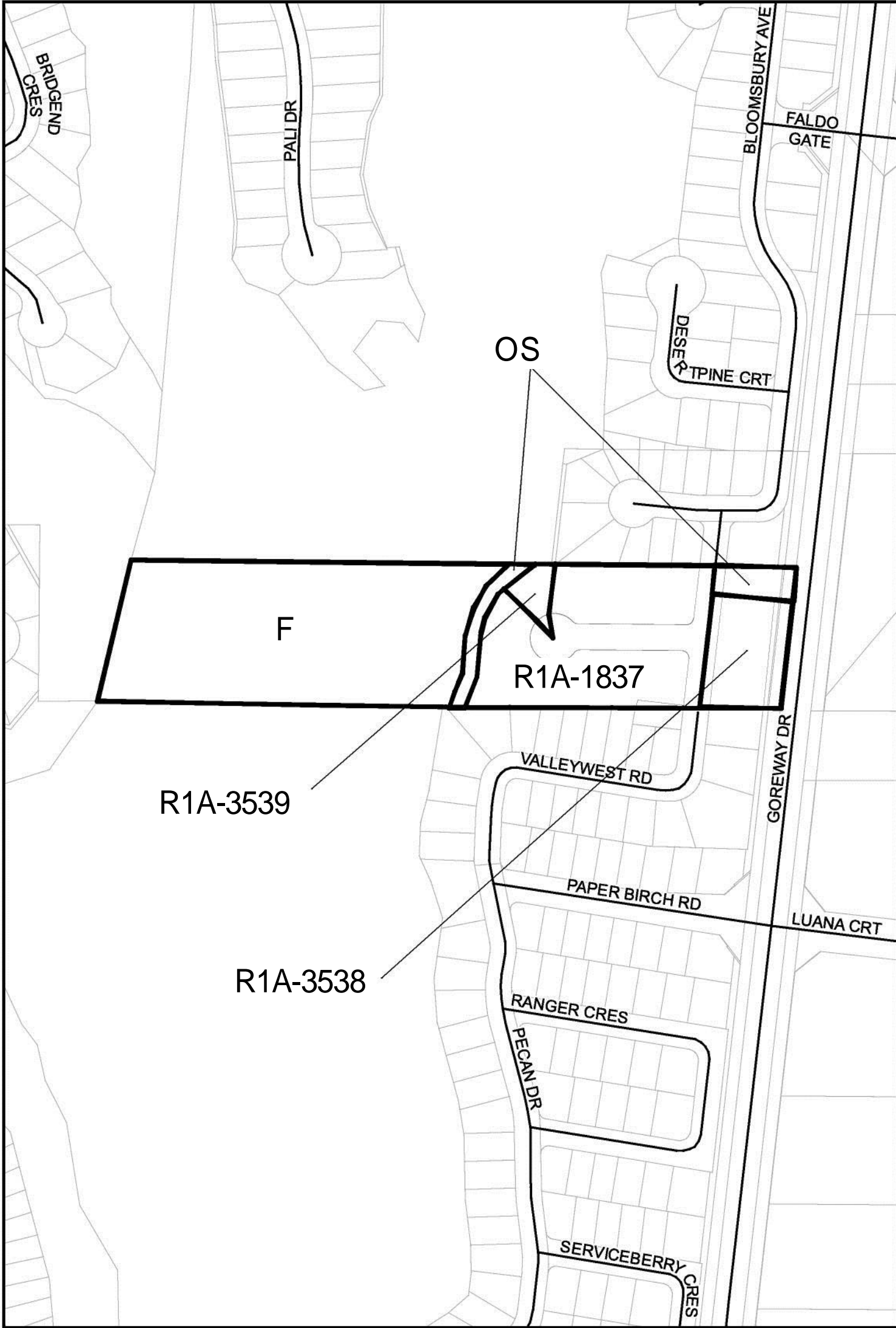
READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL this day of _____, 2020.

Approved as to
form.

Patrick Brown, Mayor

Approved as to
content.

Peter Fay, City Clerk



Legend

 ZONE BOUNDARY



Appendix 12 - Conditions of Draft Approval.docx

SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL**DRAFT APPROVAL**

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

APPLICANT: 2047189 Ontario Inc. – Candevcon Limited

SUBJECT: Draft Plan of Subdivision
C07E12.015 and 21T-18006B
City of Brampton
Planner: Kelly Henderson

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

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Candevcon Limited dated January 21st, 2020.

Subdivision Agreement

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

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

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

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

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

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

External Easements and Land Dedications

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

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

Parkland Dedication

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

Studies

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

Staging

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

Drawings

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

Servicing

15. Prior to registration, the recommendations of the approved Functional Servicing Report

shall have been incorporated into all engineering plans.

Cost-share Agreement

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

Residential Reserve Blocks

17. Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.

School Boards

18. 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

19. The owner shall agree in the subdivision agreement to include the following warning clauses in all offers of purchase and sale of residential lots:

"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 the 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 of at another place designated by the Board."

Peel District School Board

20. The owner shall undertake the following to the satisfaction of the Peel District School Board:
 - a) 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."

Canada Post

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

21. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
22. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
23. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
24. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
25. 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.
26. 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.
27. 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:

28. 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.
29. Agree that in the event that easement(s) are required to service this development, and any future adjacent development, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

30. 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.
31. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

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

32. 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.
33. Shall contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Alectra Utilities

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

34. Grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the road and subdivision.
35. Shall enter into a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect
36. Be responsible for the costs of the relocation for the costs associated with the hydro plant expansion to supply the development.

37. Be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.
38. 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

39. Red-line Revisions

1. The final Plan shall be in general conformity with the draft plan prepared by Candevcon Limited, dated January 21, 2020, prior to a request for clearance for registration of any phase of this plan, to:
 - a) Include appropriate blocks that are to be conveyed to the City of Brampton as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b) Meet the requirement 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 the required studies.
 - c) Should the above not be adequately addressed in the Plan, red-line revisions will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted lot/block lines, additional lots/blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

40. Prior to works Commencing

1. 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 Functional Servicing Report (FSR) that describes the storm drainage system (quality and quantity) for the proposed development of the subject lands. And how it will comply with all related Master Environmental Servicing Plan (MESP), Environmental Implementation Report (EIR) and TRCA requirements. This report shall include:
 - 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 storm water management techniques which are required to control minor and 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 Storm water Management Practices (SWMPs) to be used to treat storm water, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they related to terrestrial and aquatic species and their habitat, in addition to

natural features and systems, in accordance with the TRCA's current Storm water Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features 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 December 2006) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
- iv. Detailed plans indicating location, orientation, size and description of all storm water 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 storm water management measures, with consideration for existing vegetation to be distributed, 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 storm water 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 pre-development hydrology to the satisfaction of the TRCA.
- viii. Preliminary plans illustrating erosion and sediment control measures including construction staging and phasing
- ix. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and storm water management infrastructure. Interactions between untreated surface and groundwater, shallow groundwater, and dewatering requirements must be identified, with refinements and/or revision made as necessary to the storm water management system to mitigate against any potential impact to the satisfaction of the TRC. No permanent dewatering of groundwater or interflow associated with any component of this development shall be permitted. The need for liners and/or plugs 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.
- x. Overall site-level water balance analysis that will identify measures that will be implemented during the pre and post development that:

- i. Mimic the pre-development surface and groundwater water balance for the overall site to meet the target rates, including infiltration as per the Block Plan EIR to the satisfaction of the TRCA;
 - ii. Maintain pre-development flow regimes and hydroperiods (i.e. quality, volume, rate, duration, timing, frequency and spatial distribution of water) to significant natural features;
 - iii. Demonstrate how post-development conditions will retain a minimum of the first 5 mm of rainfall over the entire site, including best efforts for infiltration measures to the satisfaction of the TRCA;
 - iv. Mitigate against any potential on-site or downstream erosion associated with the storm water management systems;
 - v. Maintain base flow contributions at pre-development levels, duration and frequency, in all areas of affected
 - vi. watercourses to the satisfaction of TRCA staff, and,
 - vii. Provide detailed design of the system(s) and implementation information and measures.
 - xi. An overall monitoring plan that outlines short (i.e. during construction), medium, and long-term (i.e. post construction and operational) monitoring activities and responsibilities.
- b) 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.

41. Subdivision Agreement:

1. 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 control in accordance with current TRCA standards
 - d) To maintain all storm water 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 implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
 - g) To design a monitoring protocol and provide the requisite funding, obtain approvals, monitor and maintain the site level water balance and features based water balance measures on this site (including LIDs) and to provide the requisite funding for the long-term monitoring of this system for a period as agreed to in the Functional Servicing Report (assumption) once the facilities are operational, to the satisfaction of the TRCA.

- h) 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.
- j) To carry out, or cause to be carried out the cleaning-out and maintenance of all storm water 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 and sale agreements, for lots and blocks on which storm water 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.

Hydro/Telecommunications

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

Region of Peel

- 43. 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

Prior to the execution of the Subdivision Agreement by the Region, the developer shall:

- 44. 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 submissions and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
- 45. 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.

Provision shall be made in the Subdivision Agreement with respect to:

- 46. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and

47. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

In respect of the water meter fees:

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

Drawings – Servicing and “As Constructed”

51. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
52. 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 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:

53. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and the 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.
54. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval Function Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development.

55. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
56. 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 kilometer" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
57. Prior to servicing the Region may require the Developer to construct sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirements for a sampling hydrant will be determined at the engineering review stage.
58. 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 the same.
59. 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.
- 60.
- 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 on 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 system sin 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 s 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 measurements below existing grade
 - d) 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 Peels Health Unit (Manger- 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 included in the Subdivision in respect of same:

61. 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.

62. 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 Service Division:

- a) A copy of the final signed M-Plan
- b) A copy of the final draft R-Plan(s); and
- c) The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents.

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

Administrative — Clearance of Conditions

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

NOTE 1:

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

NOTE 2:

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

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

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

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

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

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

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

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

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

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

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro

One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

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

**Draft Plan of Subdivision Conditions of Draft Approval
Comments and Conditions Memo Tracking Sheet**

Candevcon Limited – 2047189 Ontario Inc.
File: C07E12.015 and 21T-180006B
Planner: Kelly Henderson
Date of Draft Approval:

Department/Divisions/Sections	Memo Date		
	Initial Draft Approval	Revisions	
		Memo Date	Effective Draft Approval Date*
Public Works – Development Engineering	October 22 nd , 2018	May 14 th , 2020	
Public Works – Transportation Engineering	Sept 21 st , 2020	October 8 th , 2020	
Planning & Development Services – Development Services	September 10 th , 2020		
Planning & Development Services – Building Division	September 18 th , 2020		
Planning & Development Services – Urban Design	October 8 th , 2020		
Public works & Engineering Development – Park Planning	July 31 st , 2020	September 23 rd , 2020	
Public Works & Engineering Development – Capital Works	October 16 th , 2020		
Toronto and Region Conservation Authority	April 15 th , 2020		
Region of Peel	September 12 th 2018		

*day after 20 days after making decision (date of decision = date of cover memo signed by Commissioner/Director for minor amendments of Notice of Decision)

Note 1:

Any changes to the conditions (including minor amendments and revisions) to the conditions expressly identified in any Comment and Conditions Memo are subject to Section 51 (41) of the Planning Act and the amendment to the draft approval shall be deemed to have been made the day after the appeal period is over (the day after the 20-day appeal period), whether or not notice has been issued).

Accordingly, preparation of any agreement or supplementary agreement (as the case may be), will not occur until the appeal period has passed

COMMENTS AND CONDITIONS MEMO

Date: September 10th, 2020

File: C07E12.015 and 21T-18006B

From: Kelly Henderson

Subject: Requirements for Plan of Subdivision C07E12.015 and 21T-18006B
Application to Amend the Zoning By-Law and Proposed Draft Plan of
Subdivision
2047189 Ontario Inc. – Candevcon Limited
*(to develop approximately 20 single detached residential units and a
parkette)*
1230 Goreway Drive
North of Castlemore Road and west of Goreway Drive

Circulation Date: September 10th 2020

Plan: Part Lot 12, Concession 7 ND
Plan Dated: January 21, 2020
Comment Revision #: 1st

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

A. PRIOR TO DRAFT PLAN APPROVAL

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

Sales Office Homebuyers Information Map

1. Prior to draft plan approval, the owner shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:
 - a) The proposed land uses within the subdivision based on the latest draft plan.
 - b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
 - c) The immediately surrounding existing and proposed land uses.
 - d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - e) The approximate locations of noise attenuation walls and berms;
 - f) The approximate locations and types of other fencing within the subdivision
 - g) Where parks and open space, storm water management facilities and walkways are located.
 - h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
 - i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
 - j) The locations of all Brampton Transit routes through the subdivision.
 - k) The following standard notes, using capital letters where noted:

i. “NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING

PUBLIC NOTIFICATION IN ACCORDANCE WITH THE
PLANNING ACT”

- ii. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iii. “Some lots and development blocks will be affected by noise from adjacent roads and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to noise. If you have any questions, please call (905) 874-2005 or email planning.development@brampton.ca”
- v. “The Natural Heritage System (valleylands) and buffer blocks in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vi. “Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177.”
- vii. “Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- viii. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- ix. “Currently there is a Brampton Transit bus route along Goreway Drive adjacent to the subdivision. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service

coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”

- x. “Please note that the above referenced development will be beyond Brampton Transit standards for service coverage. This development will be outside the 400 metre walk distance standard to transit until the provision of future pedestrian connections to Goreway Drive due to the nature of the street network.”
- xi. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xii. “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.”
- xiii. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.”
- xiv. “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.”
- xv. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xvi. 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 regarding the particular situation for the model and lot you intend to purchase.

- xvii. “Gates are not permitted in fences when lots abut a valleyland, park or buffer block.”
- xviii. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”
- xix. “The Orangeville-Brampton Railway operates a railway right-of-way within 300 metres of these lands. There may be alterations to or expansions of railway facilities or operations in the future. This expansion may have the effect of affecting the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration control attenuating measures in the design of the development and individual dwelling(s). The Orangeville-Brampton Railway of the Town of Orangeville will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over or under the rail right-of-way.”
- xx. “FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.”
- xxi. “FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER’S ENGINEERING CONSULTANT.
- xxii. FOR DETAILED INFORMATION PERTAINING TO STREETSCAPE, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER’S LANDSCAPE ARCHITECTURAL CONSULTANT.”

Growth Management/Staging and Sequencing

- 2. N/A

Digital Submissions of Plans –

- 3. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved, shall be provided to the City, in accordance with the Planning and Development Services Department’s digital submission requirements.
 - Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

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

Residential Reserve Blocks

1. Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.

Final Homebuyers Information Map

2. Prior to registration of the plan, the owner shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map;
 - b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes;
3. The owner shall ensure that each builder selling homes within the subdivision:
 - a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

4. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
 - a) A statement indicating that Block 1 will be developed for Residential purposes.
 - b) A statement indicating that Block 2 will be developed for a parkette.
 - c) A statement indicating that Block 3 and 4 recognize an existing Natural Heritage System and will be conveyed to the City of Brampton.

- d) A statement indicating that Block 4 will be maintained as an Environmental Buffer.
- e) A statement indicating that Block 5 will be conveyed to the City of Brampton for road widening purposes.
- f) A statement indicating that Block 6 will be conveyed to the City for a noise buffer.
- g) A statement indicating that Block 2 will contain an active amenity area and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Block 2:

“Purchasers are advised that residents close to the amenity area may be disturbed by noise and night lighting. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”

- h) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
- i) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- j) A statement indicating that some of the units may have a noise attenuation fence and/or berm located inside the lot line within the side and/or rear yard.
- k) A statement indicating that gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.
- l) A statement indicating that the City of Brampton’s Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
- m) The following statements:
 - i. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community

aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
 - vi. "The development will be beyond Brampton Transit standards for service coverage. This development will be outside the 400 metre walk distance standard to transit until the provision of future pedestrian connections to Goreway Drive due to the nature of the street network."
- n) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will

meet the bus on roads presently in existence or at another place designated by the Board.”

- o) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:
 - i. “Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools.”
 - ii. “That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.”
- 5. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Cost Sharing

- 6. 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

- 7. The owner shall permit all telecommunications service providers that are a “Canadian carrier” as defined in subsection 2(1) of the Telecommunications Act or a “distribution undertaking” as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City (“Telecommunication Providers”) to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the owner shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the owner directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The owner shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench

within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the owner shall provide evidence of same satisfactory to the City. Until such installation is completed, the owner shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The owner shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The owner acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

8. Prior to commencing any work within the plan, the owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the owner is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the owner shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

9. N/A

Sustainability Score and Summary

10. 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 34 points, which satisfies the City's Bronze Threshold for sustainability assessment. Staff will continue to work with the applicant to identify opportunities to further improve the sustainability score of the proposed development.

C. GENERAL COMMENTS

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

- N/A

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

Kelly Henderson, MCIP, RPP
Development Planner
Planning & Development Services
905-874-2619
Kelly.henderson@brampton.ca

Date: September 22, 2020

To: Kelly Henderson, Development Services

From: Stav Kassaris, Environmental Planning

File: C07E12.015

**Subject: Official Plan amendment, Zoning By-Law amendment, and Draft Plan of Subdivision
10230 Goreway Drive**

In addition to the Environmental Planning comment memo dated October 3, 2018 for the aforementioned application, we provide the following comments:

Prior Top soil Stripping or Grading

- 1) Prior to topsoil stripping, stockpiling, and/or any other earthworks commencing, the applicant shall provide a final Environmental Impact Study completed to the satisfaction of the Director of Environmental and Development Engineering.

Should you have any questions, please feel free to contact the undersigned.

Stav Kassaris
Environmental Planner
905-874-2083
stavroula.kassaris@brampton.ca

Michael Hoy
Supervisor, Environmental Planning
905-874-2608
michael.hoy@brampton.ca

COMMENTS & CONDITIONS MEMO

Date: September 23, 2020

File: C07E12.015 & 21T-18006B

To: Kelly Henderson, Development Services

From: Jaskiran Kaur Bajwa, Park Planning & Development

Subject: **UPDATED REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Application to Amend the Zoning By-Law and Proposed Draft Plan of Subdivision
(To permit 20 single detached residential units)
Comments from the Park Planning & Development Section

Consultant: **CANDEVCON LTD.**

Owner: **2047189 ONTARIO INC.**

Location: 10230 Goreway Drive.
Circulation Date: July 16, 2020
Ward: 10

In response to the circulation of the above noted Proposed Draft Plan of Subdivision dated July 16, 2020 the following represents a summation of comments from the Park Planning and Development Section in the Environment & Development Engineering Division – Public Works Department.

A. PRIOR TO DRAFT PLAN APPROVAL

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

Requested Adjustments to Plan:

1. Nil

Identification of Lands to be dedicated to the City for Parks, Open Space:

2. The limits of development adjacent to the Natural Heritage System (NHS) Valleyland shall be finalized, to the satisfaction of the TRCA and the Director, Environment & Development Engineering.

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

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

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

3. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts the existing park (*William Porter Park*), along the buffer of the NHS valleylands and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the Director, Environment & Development Engineering.

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, and NHS blocks. The signs will be installed on the subject blocks, along all 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 Top soil Stripping or Grading

5. Prior to topsoil stripping, stockpiling, and/or other earthworks commencing, the applicant shall provide a final Tree Evaluation Report completed to the satisfaction of the Director of Environmental and Development Engineering.

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

c) Prior to Registration:

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

Community Information Maps:

6. The Owner shall prepare a detailed Home Buyers 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 (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the Director, Environment & Development Engineering.

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 Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

Parkland Dedication: Updated July 31, 2020

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 0.092 ha (0.227 ac.), based on Section 51.1 of the Planning Act. The Owner is proposing to convey Parkette Block 2 totaling 0.09 ha (0.222 ac.) to the City, as partial fulfillment of the Parkland Dedication requirements. This results in a projected Parkland under-dedication of 0.002 ha (0.005 ac.). Prior to registration, the Owner shall be required to compensate the City in accordance with the Parkland Dedication By-law (as amended) and the City's current policies, for the projected under-dedication balance, in the form of a Cash In Lieu of Parkland Payment.

Note: Final calculations will be undertaken as part of the Subdivision Agreement review process and represented in Schedule 'D' of the 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, buffer blocks, streetscape planting, and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall

comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Streetscape Plans:

12. 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 (as amended and as applicable).

Summary Requirements:

13. 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, valleylands, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

14. 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.

Warning Clauses – Parks, etc.

15. 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, and NHS (Block #2 & Block #3) that:

"The subject blocks (2 & 3) 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

16. 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.

d) Post Registration:

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

Conveyance of Public Lands:

17. All identified parks and NHS lands (including associated buffers) shall be conveyed to the City in a form and condition satisfactory to the Director, Environment & Development Engineering.

Development of all Public Lands:

18. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, and buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the Director, Environment & Development Engineering.

Reimbursement for Creditable Work:

19. 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 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:

20. 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, buffer blocks, etc.

The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

Prior to Assumption:

Hazard Removal:

21. 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 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. 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:

22. Names for all identified park, and NHS Valleyland 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) Parkette Block '2' shall be identified as "*WILLIAM PORTER PARK*"
 - b) NHS Valleyland Block '3' shall identified as "*BURRELLS HOLLOW*"

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

Jaskiran Kaur Bajwa
 Park Planner, Park Planning & Development Section
 Parks Maintenance & Forestry Division
 Community Services Department
 Tel: (905) 874-3479 Fax: (905) 874-3819
Jaskiran.bajwa@Brampton.ca

cc. (via email only):
 S. Bodrug, W. Kuemmling, P. Pushan.

COMMENTS AND CONDITIONS MEMO

Date: October 22, 2018
Revised: May 14, 2020
File: (C07E12.015 and 21T- 18006B)
To: Kelly Henderson
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-18006B
2047189 Ontario Inc.
10230 Goreway Drive**
Circulation Date: May, 2020
Plan Dated: April 13, 2018 (Revised April 22, 2019)

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 8

B. DRAFT PLAN APPROVAL REQUIREMENTS

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

1. Environmental Engineering

1.1. Acoustic

- 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.
- 1.2.2. Prior to the initiation of any grading or construction on the site, the owner shall install a snow fence adjacent to the existing residences on Valleywest Road and Bloomsbury Avenue.

1.3. Stormwater Management

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

2. Road Reconstruction/Cash Contributions

- 2.1. The owner shall make satisfactory arrangements to remove the existing temporary cul-de-sac exterior to the plan and complete the construction of Valleywest Road.

3. Financial Impact

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

4. Sidewalks

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

5. Land Dedications and Easements

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

6. 0.3 Metre Reserves/Reserve Block(s)

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

7. Warning Clauses

- 7.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
- 7.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
- 7.1.2. Any walkways or retaining walls that may evolve on the plan,
- 7.1.3. 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,

8. Soil

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

C. GENERAL COMMENTS

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

1. Subdivision Agreement

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

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

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

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

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

3. Storm Drainage

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

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

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

4. Sanitary and Water Service

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

5. Soil Conditions

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

6. Streetlighting

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

7. Signs

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

8. Utilities

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

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

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

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

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

9. Removal of Existing Buildings

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

10. City Road Maintenance/Construction Access

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

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

11. Road Design

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

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

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

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

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

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

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

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

13. Acoustical

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

14. Community Postal Boxes

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

15. Preservicing

Installation of the underground works prior to registration of the plan may be undertaken by the owner in accordance with the City's Preservicing policy. Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Ontario Municipal Boards.

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

Regards,



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

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Date: Thursday, October 08, 2020
File: C07E12.015 and 21T-180006B
To: Kelly Henderson, Development Planner
From: Dalia Bahy, Urban Designer
Subject: Application to amend the Official Plan and Zoning By-Law and Plan of Subdivision.
Location: 10230 Goreway Drive

In response to the circulation of the revised draft plan for 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 following conditions shall be fulfilled:

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

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

Regards,

Dalia Bahy | Ph.D., MCIP, RPP, LEED AP. BD+C

Urban Designer

Planning and Development Services | City of Brampton

Tel: 905-874-2483 | E-Mail: dalia.bahy@brampton.ca

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: Oct 08, 2020
File: **C07E12.015, 21T-18006B**
To: Kelly Henderson
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-18006B
(Description)
Applicant Name - 2047189 ONTARIO INC.
Developer Name - Candevcon
Location - Valleywest Rd

Circulation Date:

Plan:

Plan Dated:

Comment Revision #: **#2**

The following represents a summation of comments and conditions from the Transportation Development Engineering section with respect to matters dealing with traffic engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

1. Prior to draft plan approval a separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii and driveway locations. Daylighting, curb radii, and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E. **Approved Sept 2019 (see attached Sept 20, 2019 siting plan) SM**
2. Driveways – driveways are not to encroach within intersection daylighting (rounded or triangles). **Approved Sept 2019 (see attached Sept 20, 2019 siting plan) SM**
3. Section 10.12 of the residential zoning bylaw shall apply. Driveways are not permitted within 6.0m of intersection ROW as per section 10.12 of the General Provisions for Residential Zones; “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.” Ensure the lot lines are laid out to ensure that there will be zero driveway encroachments into intersection daylighting or 6.0 metres, as per section 10.12 of the General Provisions. Where intersection daylighting exceeds 6.0 metres, driveways will be required to adhere with item (ii) above, where driveways are not permitted to encroach within intersection daylighting. **Approved Sept 2019. 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. Prior to registration of the subdivision, curb radii are to adhere to City standard drawing #245. This includes laneways where the minimum allowable curb radius is 7.5 metres.
2. Prior to registration of the subdivision road elbows must adhere with City standard drawing #215.
3. 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.
4. Following registration of the subdivision the applicant shall lift the existing 0.3m reserves (Block '19' on plan 43M-1811, and block '117' on registered plan 43M-1652) and dedicate all, or portions thereof, as municipal right-of-way.
5. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required.

C. GENERAL COMMENTS

1. 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.
2. 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.
3. Satisfactory arrangements shall be made with the City for the resurfacing of the existing portion, or part thereof, of Valleywest Road where servicing is required external to this plan.
4. The applicant will remove the existing Valleywest Road cul-de-sac, adjacent to proposed lot #20 as depicted within the September 20, 2019 Siting Plan, and will reinstate the boulevard, side walk, and curbs when extended. The applicant is required to submit a cost estimate and 100% of the cost shall be secured in the form of a Letter of Credit.
5. The applicant shall be responsible for all costs associated with the extension of Valleywest Road, and shall provide the applicable securities, as determined by the City, for said works.
6. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
7. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
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.

Regards,



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

COMMENTS AND CONDITIONS MEMO

Capital Works Engineering

Date: October 16, 2020
File: C07E12.015, 21T-18006B
 To: Kelly Henderson
 From: Papa Akwa (Capital Works, Engineering)
 Subject: Requirements for Plan of Subdivision 21T-18006B
 Application to Amend the Zoning By-Law and Proposed Draft Plan of Subdivision

Applicant Name - 2047189 ONTARIO INC.
Developer Name - Candevcon Limited
Location - 10230 Goreway Drive
 North of Castlemore Road and west of Goreway Drive

Circulation Date: October 2020
 Plan: Draft Plan of Subdivision
 Plan Dated: April 13 2018 (Revised April 22, 2019 as per City comments)

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Capital Works Engineering section with respect to matters dealing with active arterial road/ Goreway Drive reconstruction project adjacent to subject development.

A. Prior to approval of draft plan subdivision and zoning bylaw, the applicant shall satisfy the following comments:

1. The applicant shall co-ordinate with City's four lane road widening design while constructing the access and grading for their property to Goreway Drive in order to match grade in future while City is constructing four lane road widening;
2. If the above cannot be achieved for the interim construction by the applicant due to lots of throwaway, the applicant shall provide cash in lieu to City of Brampton for the cost to construct the access and the grading to their property in order to match grade for the future four lane widening;
3. The applicant shall construct driveway access and grading to the City standard;
4. For any type of fence installation, if any at private property, the grading shall be co-ordinated by applicant with City's four lane widening;
5. Once Internal roads for this property connects with adjacent subdivision or development on the south part of the ultimate geometry as shown on Draft Plan of Subdivision, the applicant shall at their own cost demolish the existing driveway fronting Goreway Drive. The applicant shall provide security for the cost of demolishing the driveway and a letter of undertaking to City of Brampton.
6. Please contact Papa Akwa designer at City of Brampton, Phone: 9058742931, email: papa.akwa@brampton.ca and or Bino Varghese, Sr. Project Engineer at City of Brampton, Phone: 905-874-3875, email: bino.varghese@brampton.ca for co-ordination of the design for City's four lane widening on Goreway Drive;

Regards,

PA

Papa Akwa

Capital Works Engineering

Public Works & Engineering Dept | City of Brampton

T: 905.874 2931

Date: 2020-10-23

File: C03W15.008 / 21T-18001B

Subject: Recommendation Report
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Proposal to permit a residential community with 43 townhouses and 10 semi-detached dwellings on a private road.
2128743 ONTARIO INC. - WESTON CONSULTING GROUP INCORPORATED
Addresses: 1265, 1279, 1303, 1323 Wanless Drive
South of Wanless Drive between Creditview Road and Chinguacousy Road
Ward: 6

Contact: Stephen Dykstra, Development Planner III,
Stephen.dykstra@brampton.ca, 905-874-3841
Steve Ganesh, Manager, Development Services,
steve.ganesh@brampton.ca, 905-874-2089

Report Number: Planning, Building and Economic Development-2020-236

Recommendations:

1. **THAT** the report titled: **Recommendation Report: Application to Amend the Zoning By-law, 2128743 ONTARIO INC. - WESTON CONSULTING GROUP INCORPORATED.**, 1265, 1279, 1303, 1323 Wanless Drive, Ward: 6 (File: C03W15.008 & 21T-18001), to the Planning and Development Committee Meeting of November 16, 2020, be received;
2. **THAT** the Zoning By-law Amendment be approved, on the basis that it represents good planning, including that it is generally consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report subject to the recommended holding provisions, dated October 23, 2020; and,
3. **THAT** the amendments to the Zoning By-law, generally in accordance with the attached Appendix 11 to this report be adopted.

Overview:

- **This report recommends approval of an amendment to the Zoning By-law and Draft Plan of Subdivision for this application.**
- **The proposal includes a residential development consisting of 43 townhouse dwelling units and 10 semi-detached units, an amenity area, and a private road system.**
- **The property is designated “Residential” in the Official Plan. There are no changes required for the designation as part of this application.**
- **The proposed residential development meets the intent of the requirements of the Secondary Plan Area 44. An amendment to the Secondary Plan is not required.**
- **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 uses.**
- **Adjacent lands located to the south are protected woodlot and wetland known as Peddle Woodlot.**
- **The proposed Zoning By-law amendment 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 south of Wanless Drive between Creditview Road and Chinguacousy Road. The subject property is designated “Residential” on Schedule ‘A’ of the Official Plan. It is located adjacent to a woodlot that is designated ‘Open Space’ in the Official Plan. The property is designated ‘Low Density Residential’ in the Fletchers Meadow Secondary Plan (Area 44). The subject property is comprised of five (5) separate parcels of land – the residential lots (1265, 1279, 1303, 1323 Wanless Drive) and a westerly private road connection lot.

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 February 6, 2018. A Public Meeting was held on June 21, 2018. The ownership for the lands changed in late 2019 and a second Public Meeting was held on June 22, 2020 to inform the community of revisions to the plan. There were minor revisions to the layout including changing the setbacks for the dwellings to the environmental buffer and a slight realignment of the road and changing it from a cul-de-sac to a hammerhead.

The application includes a Zoning By-law which will create two zones (Townhouse and Semi-detached), and the Draft Plan of Subdivision will both

also create blocks to allocate lands that are intended to be further divided through a condominium application. The Zoning By-law will allocate

Current Situation:

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

The applicant is proposing to amend the Zoning By-law to permit two types of residential uses. It is the intent of the applicants to submit Plans of Condominium applications in the future. Details of the proposal include the following:

- 43 townhouse dwelling units;
- 10 semi-detached dwelling units;
- an amenity area being approximately 369 square metres (3,972 ft²);
- environmental buffer areas; and,
- a private road system.

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 two zones R3C - 3005, which is for townhouses, and R2A - 3006, which is for the semi-detached dwellings.

The site specific R3C and R2A zones have some tailored provisions to ensure that the development as proposed, will be able to proceed. The zones cap the development on the density to 43 townhouses, and since there is limited space for the semi-detached units, a maximum of 10 semi-detached dwellings could be provided, for a total of 53 units. The townhouse zone requires a minimum unit width of 6.0 metres, which is

considered to be an appropriate width for a townhouse unit. The townhouse zone also provides a specialized set of setback requirements for the lot adjacent to the amenity area to ensure adequate yard for that property. Additional setbacks are provided for all of the other provisions that are not covered off in the parent by-law and the general provisions. Staff have ensured that there is adequate space between the proposed dwellings and the existing dwellings, Wanless Drive and the woodlot. A complete list of all of the setback requirements can be found in the Draft Zoning By-law in Appendix 11 of this Recommendation Report.

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

The lands have the following characteristics:

- have a total site area of approximately 4.25 acres (1.72 hectares);
- have a total frontage of approximately 231 metres (758 feet) along Wanless Drive; and,
- are vacant - all previous residential dwellings that were previously on the site have been removed.

The surrounding land uses are described as follows:

North: Wanless Drive, beyond are existing single detached dwellings and a stormwater management pond;

South: A woodlot known as Peddle Woodlot;

East: Single detached dwellings; and,

West: Single detached dwellings.

Summary of Recommendations

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 11.

Analysis

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

Matters of Provincial Interest

Planning Act

This development proposal has regard for the following matters of Provincial interest 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 existing infrastructure and appropriately infills an area. The subject lands were planned to be infilled as part of the Secondary Plan. The development of these lands is an example of good intensification in an existing community.

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 utilize existing infrastructure and effectively use the lands. The environmental integrity of the lands are upheld. By including townhouses in this area, it helps to alleviate sprawl in other locations. 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 an infill project. It provide additional housing needs within the urban fabric without causing additional stress on the local infrastructure. The planned access from Treegrove Crescent is being utilized. By using this infrastructure, additional points of conflict are not inserted into the local road system.

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

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject 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' on Schedule A of the Official Plan. The residential designation permits a range of dwelling typologies, including townhouses and semi-detached dwellings. It is noted that the lands to the south are designated

“Open space” and have been accommodated accordingly. 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. The Urban Design Brief provides a comprehensive review of the design of the proposal and how it confirms with the design guidelines and also the OP.

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 are attached as Appendix 10 to this report. Notice signs were placed on the subject lands to advise members of the public that an application to amend the Zoning By-law had been filed with the City. Statutory Public Meetings for this application were held on June 21, 2018 and June 22, 2020. Members of the public attended the Statutory Public Meeting to speak to the application. Written submissions have also been submitted. Comments are addressed in Appendix 9. The application has been amended since the Public Meeting, but these changes are minor and in staff's view do not require additional public consultation.

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.

2019-2022 Term of Council Direction: 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 Department 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 amendment application and Draft Plan of Subdivision, subject to the Conditions in Appendix 12. 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 Amendment attached hereto as Appendix 11. 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 zoning amendment and Plan of Subdivision is appropriate considering the following:

- that the proposed development is an efficient use of land resources and that the density is appropriate for this area;
- that the proposed development respects the environmental lands to the south;
- 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, with the inclusion of the recommended holding provisions; 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.

Authored by:

Reviewed and Recommended by:

Stephen Dykstra, MCIP, RPP
Development Planner III
Planning, Building and Economic
Development Services

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

Approved by:

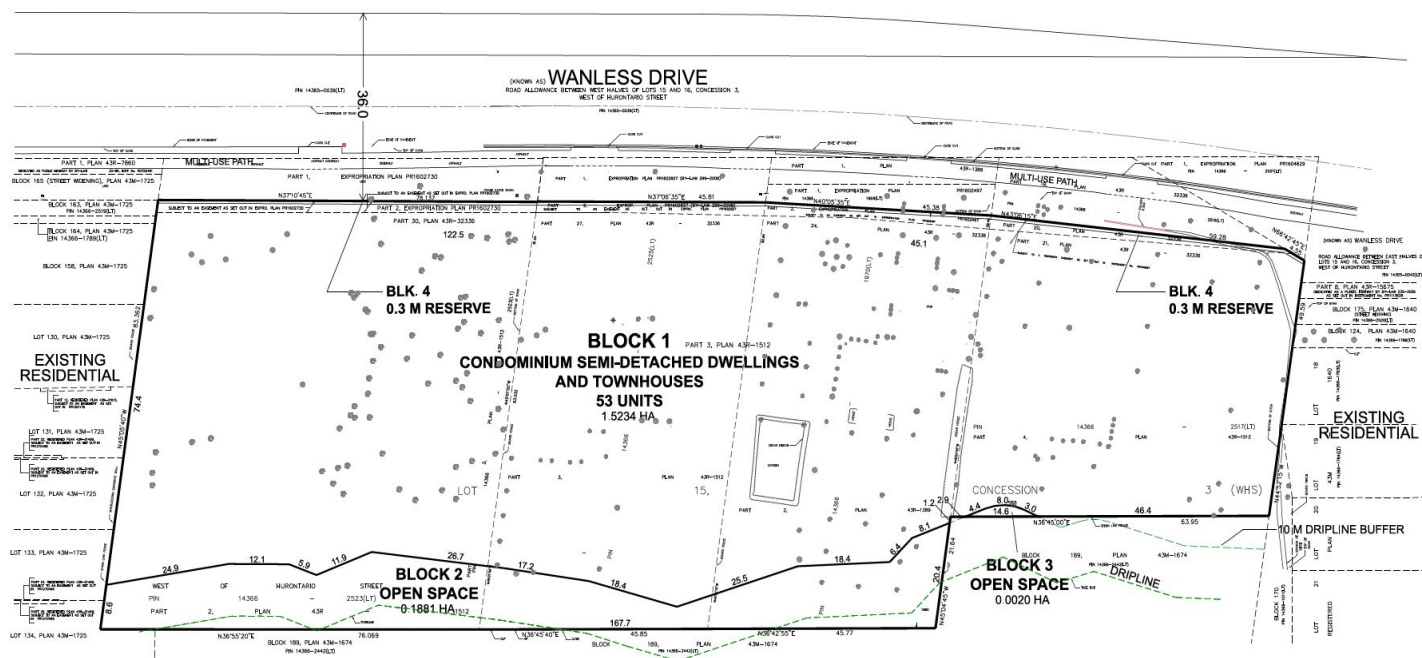
Submitted by:

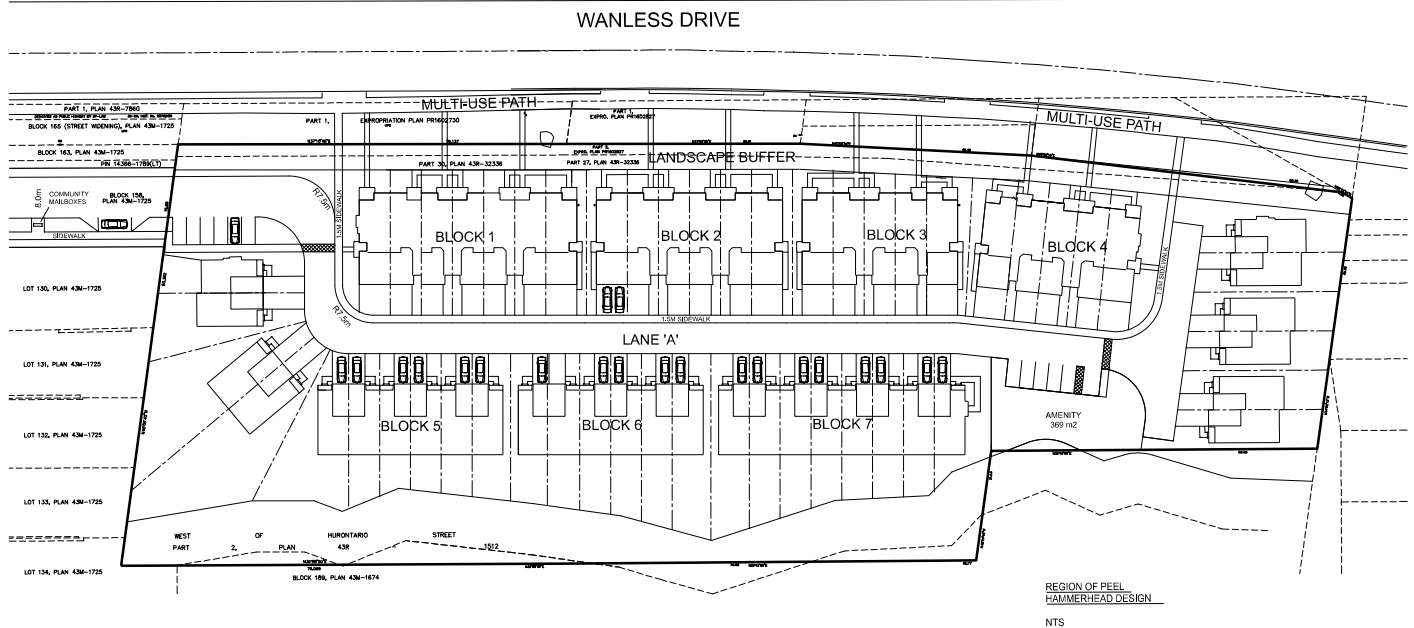
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning, Building and Economic
Development Services

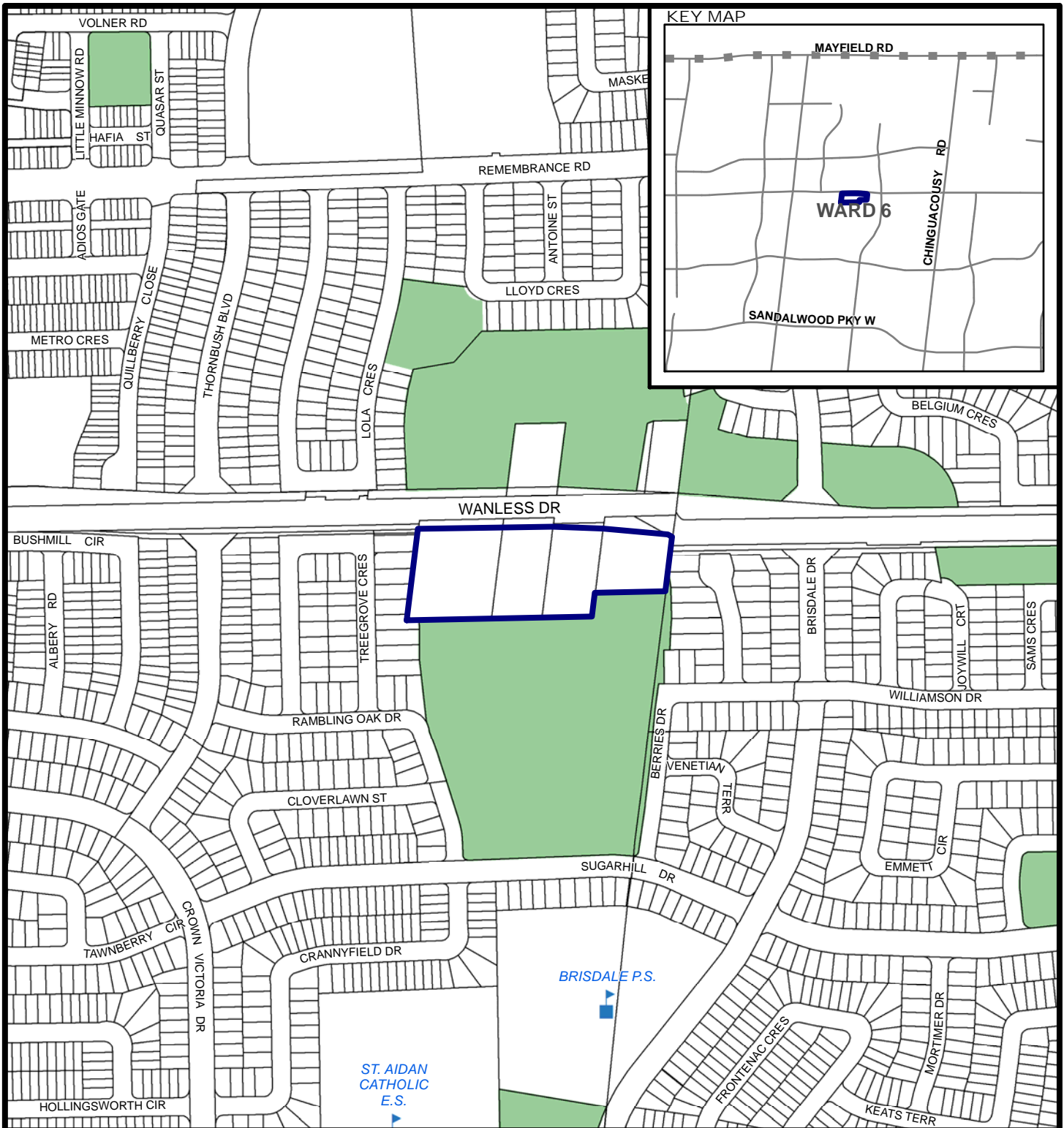
David Barrick
Chief Administrative Officer

Appendices:

- Appendix 1: Proposed Draft Plan of Subdivision
- Appendix 1a: Concept Site Plan
- Appendix 2: Location Map
- Appendix 3: Official Plan Designations
- Appendix 4: Secondary Plan Designations
- Appendix 5: Zoning Designations
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Detailed Planning Analysis
- Appendix 7a: Thornbush Development – Preliminary Community Information Map
- Appendix 8: Public Correspondence Received
- Appendix 9: Response to Public Comments
- Appendix 10: Results of the Application Circulation
- Appendix 11: Draft Zoning By-law Amendment
- Appendix 12: Draft Plan of Subdivision Conditions

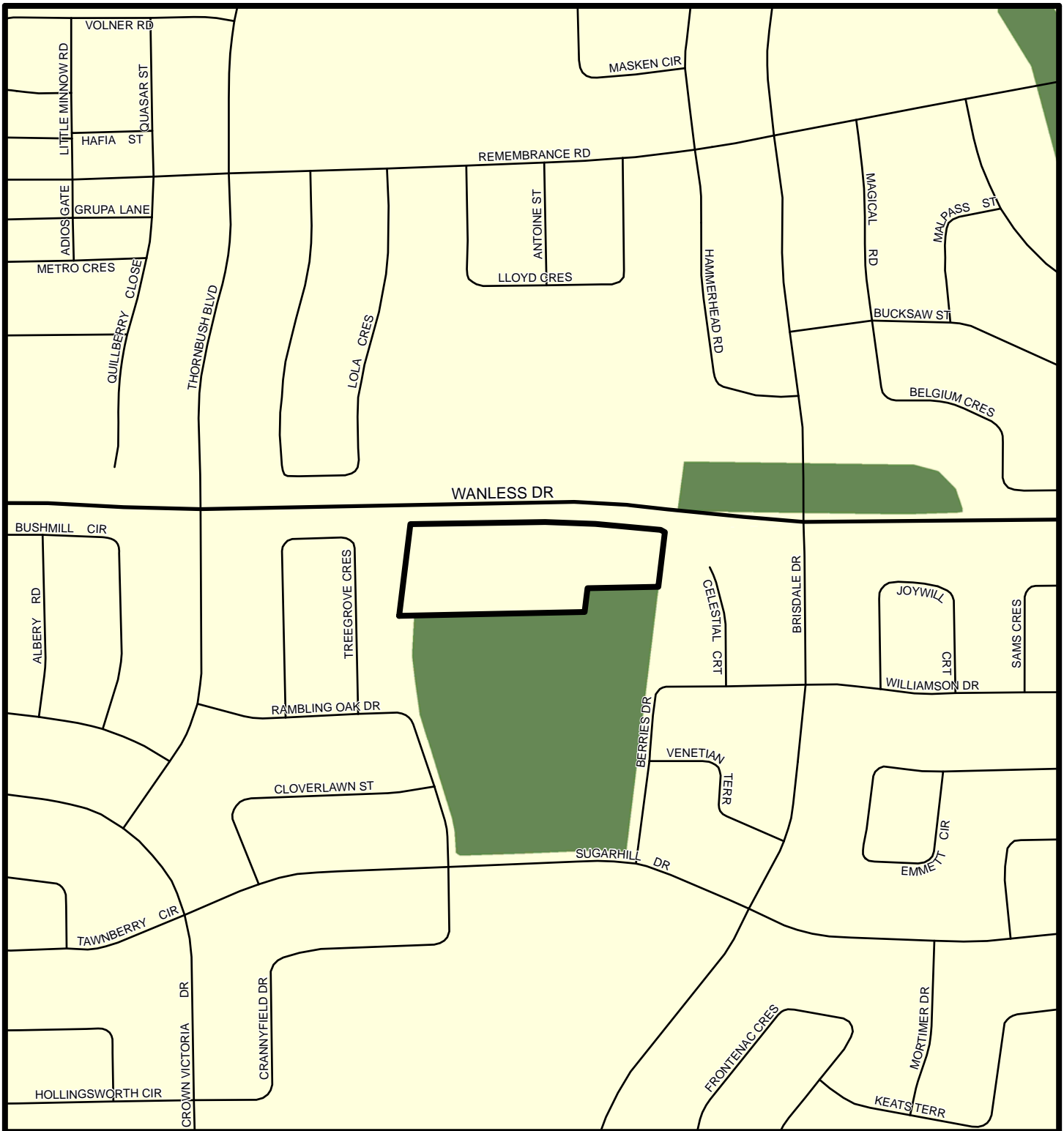




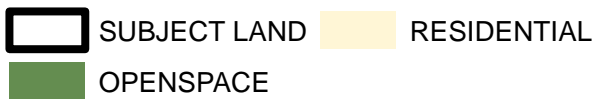


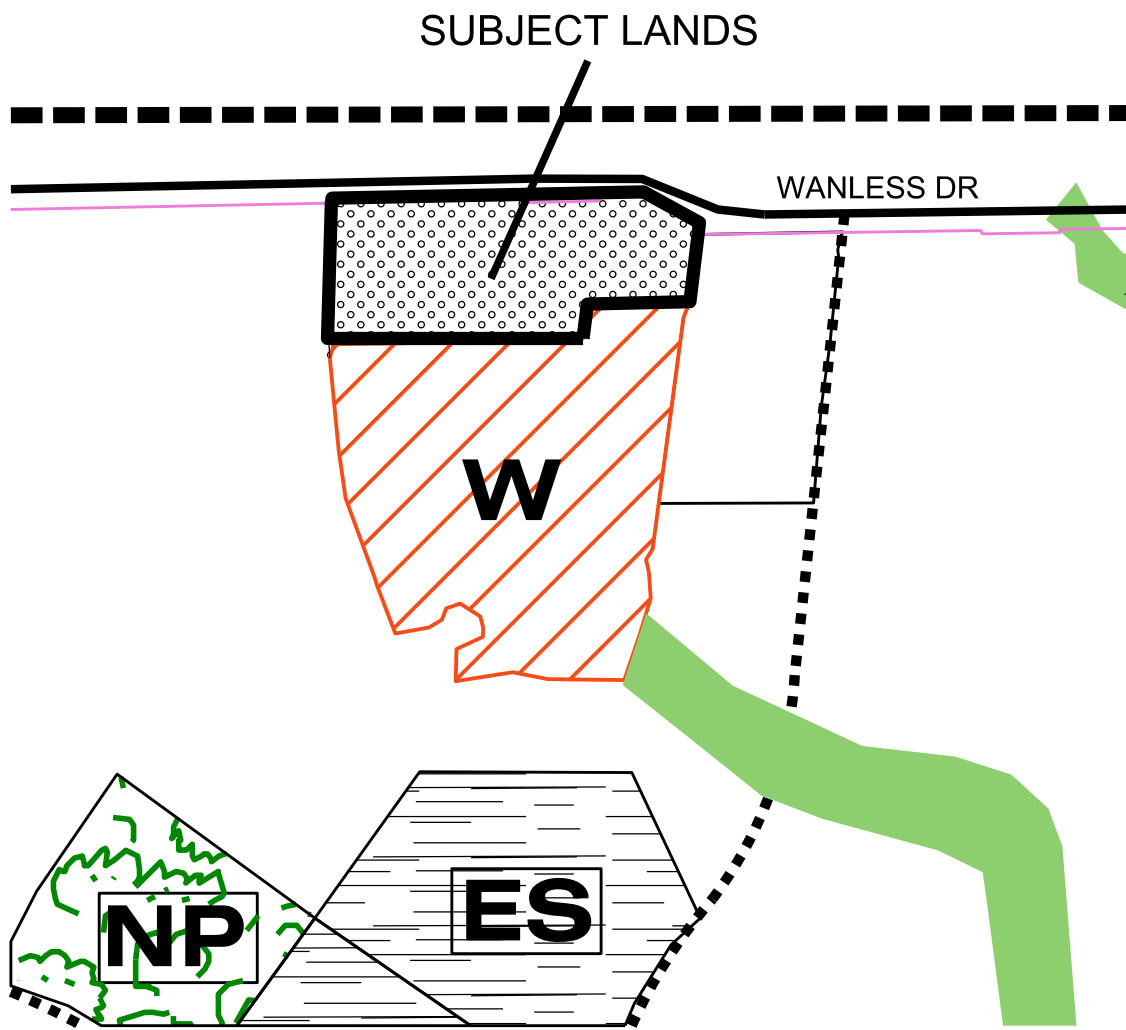
- SUBJECT LAND
 PROPERTY LINE
 WARDS
 ▲ SCHOOLS
 GREENSPACE





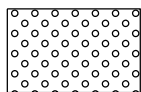
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN





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

RESIDENTIAL



LOW DENSITY RESIDENTIAL



LOW / MEDIUM DENSITY RESIDENTIAL

TRANSPORTATION



ARTERIAL ROADS



COLLECTOR ROADS



SECONDARY PLAN BOUNDARY &
AREA SUBJECT TO AMENDMENT

INSTITUTIONAL



ELEMENTARY SCHOOL

OPEN SPACE



NEIGHBOURHOOD PARK

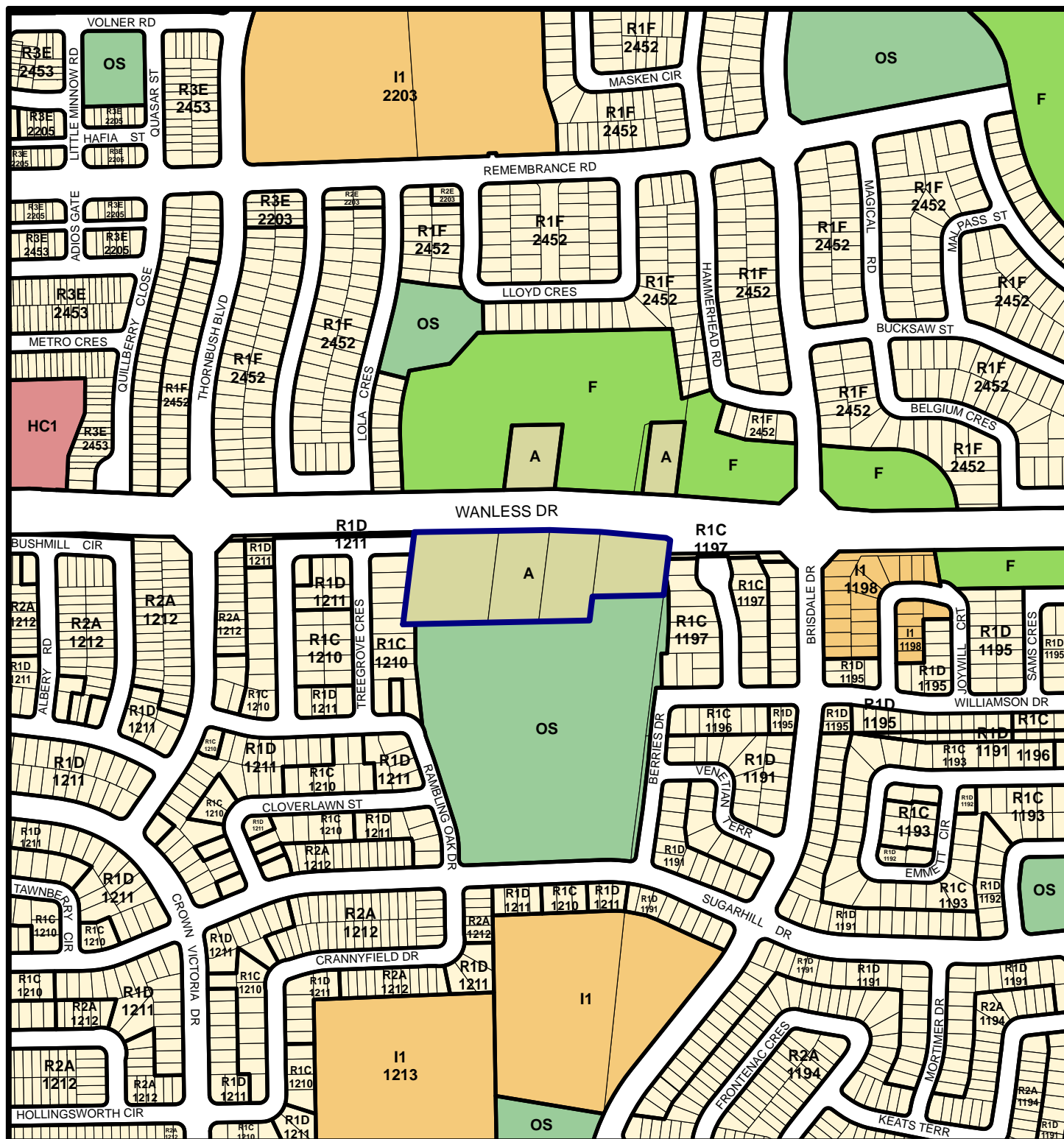









WOODLOT



SECONDARY VALLEY LAND





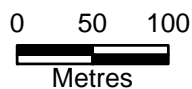
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  AGRICULTURAL
  FLOODPLAIN
 RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE



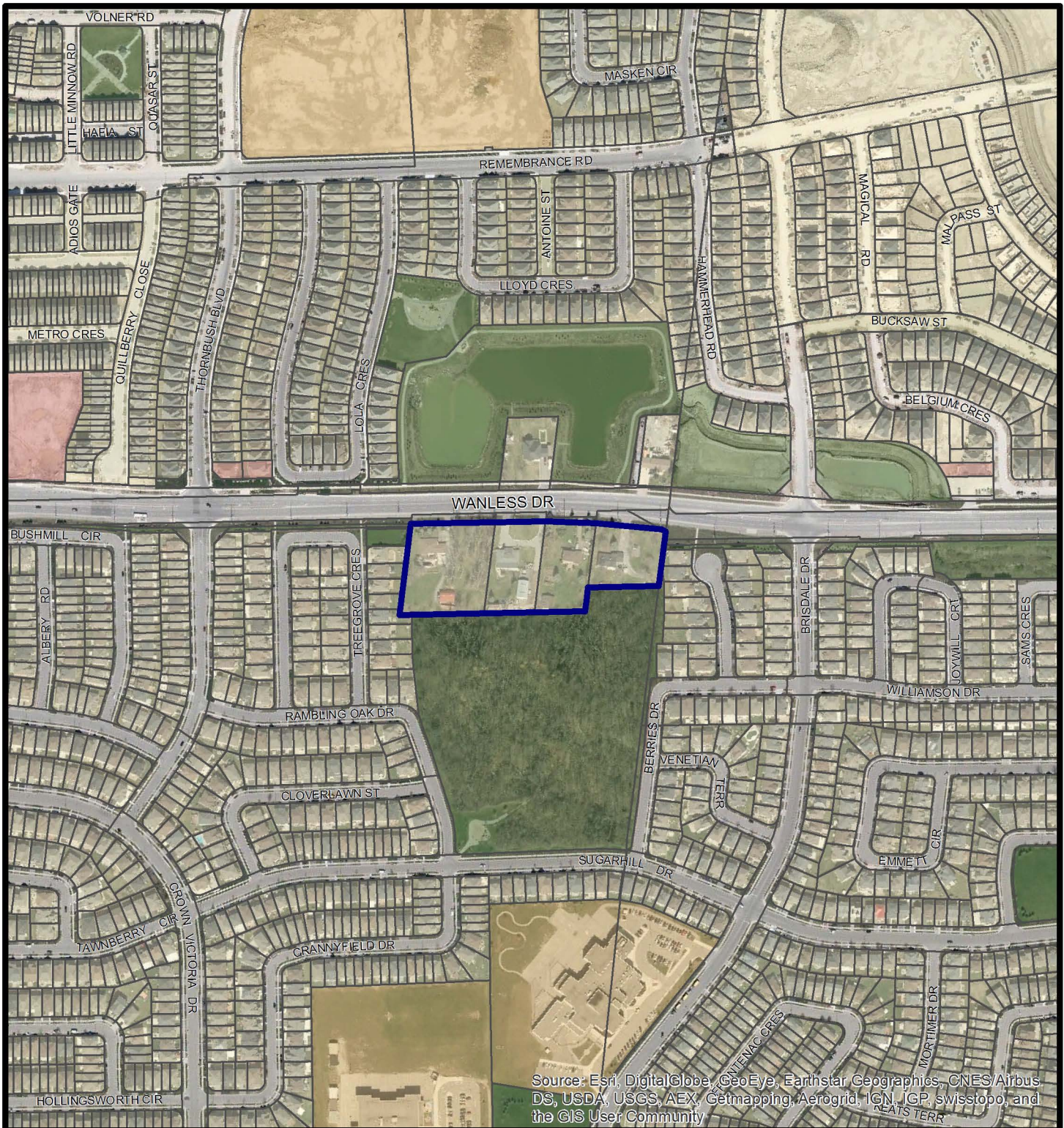
APPENDIX 5

ZONING DESIGNATIONS










WESTON CONSULTING GROUP INCORPORATED -



Author: CKovac
Date: 2018/01/26



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

- | | | | | | |
|---|---------------|---|---------------|---|-------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | OPEN SPACE |
|  | PROPERTY LINE |  | INDUSTRIAL |  | RESIDENTIAL |
|  | AGRICULTURE |  | INSTITUTIONAL |  | UTILITY |

AERIAL PHOTO DATE: SPRING 2017



DETAILED PLANNING ANALYSIS

City File Number: C03W15.008

Subdivision File: 21T-18001B

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. It should be noted that the application completed an Environmental Impact Assessment as well as a Woodland Management and Replacement Plan to address the protection of the ecological function on and adjacent to the site. The applicant has demonstrated with an Urban Design Brief that the proposed development fits within the community. It is also noted that the applicant will have to complete a Site Plan process that will provide additional details as to the appearance of the buildings.

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 a block for the residential portion, a block for the open space portion and a block required along the front of the property to ensure that access is not provided along Wanless Drive. The Draft Plan of Subdivision does not create the lots and blocks required for the road and the individual residential lots as this will be completed through the Condominium process. Since the road will be part of a condominium it cannot be created as part of the subdivision for the condominium tenureship as identified by the applicant.

The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the 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 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:

- 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 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 woodlot and wetland conditions.
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
 - the subject lands are located in a infill area.
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.
 - The layout of the development optimizes the existing road pattern and servicing. This infill development optimizes the existing infrastructure.

The proposed development is located within an existing community and is increasing the density of the current uses. 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 these infill properties, the applicant is utilizing lands that will potentially help alleviate the expansion of the city.

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

The development of these lands for low/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 diverse 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 50 residents and jobs combined per hectare. The proposal meets the minimum density target.

Regional Official Plan

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

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

Staff is of the opinion that the development proposal will create opportunities for new residents within the existing community. The inclusion of semi-detached lots along the east and west sides respect the existing community, while the inclusion of an amenity area and the environmental blocks provide a respite for the residents and provides an ecological buffer for the natural community.

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.

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 connected to the pedestrian pathway system along Wanless Drive.

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. Using traditional density modelling, the proposed density for the proposed development is estimated at 106 people and jobs per hectare (ppj/ha), which meets the Official Plan minimum required density. The Official Plan requires a minimum density target of 51 people and jobs per hectare (ppj/ha). Policy staff are satisfied that the objectives of the Official Plan have been achieved.

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 to the south are designated “Open Space” within the Official Plan. The lands adjacent to the Open Space designation will not be disturbed and will be zoned to reflect this policy. An amendment to the Official Plan “Open Space” land use designation is not required.

Secondary Plan – The Vales of the Humber

The proposed development is located within the Fletcher’s Meadow Secondary Plan Area 44. 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 “Low Density Residential”.

Low Density Residential

The Secondary Plan designates the lands as Low Density with a maximum density of 12.4 units per hectare. The proposed development has a net density of 30.8 units per hectare, this includes an amenity area and the environmental buffer lands. Below are the policies that apply to the proposed development and a brief response to each.

3.1.2 Notwithstanding the housing policies for the various residential designations on Schedule ‘SP44(a)’, consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City’s underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

The applicant provided a Justification Report with the development application. Policy Planning staff were satisfied with the justification that was provided within the report. The rationale for increasing the density for the area is based on the policies within the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City of Brampton Official Plan which all require that new development achieve higher densities, typically around 50 people and jobs per hectare. The rationale identifies that the proposed development has a density, intensification and appropriate building transition to accommodate the increase in density. The rationale highlights that although the application seeks a higher density, the policy allows for variants from the density without an official plan amendment. This signifies that there is a leniency on the density and mix. As cities grow, the need for intensification increases. Infill sites are ideal for additional intensification as the existing infrastructure can be utilized.

The site is located along a transit route. It is anticipated that some of the user will be able to optimize this service. Intensification is encouraged in areas that have transit capacity.

3.1.17 The density yield for the Low Density Residential designation on Schedule SP44(a) shall not exceed 12.4 units per hectare (5.0 units per acre) of net residential area.

1) The Low Density Residential designations abutting existing residential development shall be developed in a manner that is compatible with the scale and character of the existing development.

2) Residential lots shall be oriented toward and have primary access to the minor collector and local road system to the greatest extent practicable.

The proposed development provides a transition between the single detached houses adjacent to the subject lands. A buffer of semi-detached homes is proposed to be built between the existing single detached dwellings and the proposed townhouses. This will provide a gradual transition between the two typologies.

3.3.10 Lands designated Woodlot on Schedule SP44(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. The preservation or treatment of any woodlots as identified within the Environmental Implementation Report shall be in accordance with the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and the City's Woodlot Development Guidelines. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

City staff along with Credit Valley Conservation Authority staff have reviewed the documents submitted by the applicants and are agreeable to the recommendations within their reports.

Zoning

The properties are 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 uses. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

The proposed Zoning By-law Amendment includes two site specific residential zones. The proposed Zoning By-law Amendment includes a portion of lands to be zoned Open Space 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:

For the purposes of the proposed development, the private road is to be treated as a public road for zoning purposes. It is also noted that a total of visitor 13 parking spaces will be provided.

Residential Townhouse C (R3C – 3005)

- Permits a maximum of 43 townhouses
- Minimum Units width of 6.0 metres
- Minimum Amenity Area of 355 m² to provide some open space for the residents.
- Maximum building height of 11 metres to provide a balance between the height and length of the structure.
- A considerable front yard of 7.3 metres will be provided between the townhouse units along Wanless Drive and the right-of-way. This landscape area provides ample space for additional hard and soft landscaping details.
- Some unique setback requirements are provided for the lot that is adjacent to the amenity area. Additional side yard requirements are provided to offset the reduced rear yard requirements. This is to accommodate the environmental buffer and also provide some additional distance between the dwelling and the amenity area.

Residential Semi-Detached (R2A – 3006)

- Located on the east and west sides of the Subject Lands.
- Permits semi-detached dwellings
- Minimum lot width of 5.8 metres
- Minimum lot depth of 26 metres
- Meets or exceeds the minimum rear yard setback as required in the parent zone of 7.5 metres.
- A considerable yard of 6.25 metres will be provided between the semi-detached and Wanless Drive at the Northeast corner of the proposed development.

Land Use

The proposed residential designation is appropriate for the subject lands given that the subject lands are located within an existing residential setting. The proposed residential land use does have a higher density than the surrounding area, but is still fitting with the character of the area. The use of semi-detached dwellings along the east and west allows for a transition area.

A portion of lands are proposed to be zoned Open Space. These lands are not affected by flooding. The Open Space zone was created to protect the existing woodlot along the south side of the subject lands.

The proposed development includes a small amenity area that will service the immediate residents and provides a focal point in this community. The proposed development also includes ample pedestrian connections to facilitate a healthy community.

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

Urban Design

The applicant has provided an Urban Design Brief (UDB) document in support of the application. The UDB document provides a complete description of the lands uses and how they are to be designed. This includes, for example elevations for the residential dwellings, cross sections of the roads, how and where plants should be included, and the design of the amenity area. The purpose of this is to ensure that the design of the development meets city standards and also is compatible with the surrounding community. These design requirements will be continued through the Site Plan application process and finally to the building permit stage where the final design will be implemented.

In addition, the applicant is required to adhere to the Architectural Control Guidelines for Ground Related Residential Development. This is a City of Brampton created manual detailing the architectural requirements for residential design. The design is reviewed by staff and the final product is managed by a control architect.

Urban Design staff are satisfied with the Urban Design Brief.

Transportation/Traffic

The Traffic Impact Study (TIS) for this development (April 14, 2020 – along with addendums) was approved by City staff on August 25, 2020. Transportation Engineering has provided a comments and conditions memo that includes conditions to ensure that the transportation needs within the community are fulfilled. The measures identified will be implemented through the Site Plan application process.

The lands will be accessed from Treegrove Crescent to the west. A stop sign will be posted at the entrance to the proposed development. There will be 2 parking spaces available for each dwelling as well as 13 visitor parking spaces. It is noted that the access from Treegrove to the subject lands have been conceptualized and planned for since the neighbourhood to the west was developed. The Draft Plan as well as the Preliminary Community Information Map (Appendix 7a), illustrated that the access to this development would be through Treegrove Crescent.

At the time of the writing of this report the lands that connect Treegrove Crescent to the development are currently owner by the City. However, the developer is in the final stages of obtaining ownership of the block. It is anticipated that at the time of the Committee the transaction will have been completed.

The original TIS indicated that there would be 50 townhouses and 6 single detached dwellings (56 dwellings total). That study indicated that the traffic would be acceptable. With the revised plan of 43 townhouses and 10 single detached dwellings (53 dwellings total), the revised study also concludes that the traffic counts are acceptable.

It is also noted by Transportation staff that in a situation where the lands were used for single detached dwellings that there could be similar traffic counts generated. At this time, single detached dwellings are assumed to have secondary dwellings, which increases the trips per household to a level analogous to townhouse developments. Please note that this is not an exact figure, but rather to illustrate that housing typology and trip counts are not necessarily on a level trajectory.

The TIS also provides the measurements and statistics to demonstrate empirically that the traffic counts are acceptable. The TIS also provides the measurements to ensure that fire truck movements can be accommodated.

Noise

The Detailed Environmental Noise Analysis (Sonair; September 30, 2020) has been approved. The noise study recommends that acoustic fences be provided for the semi-detached lots that have flankage along Wanless Drive. The townhouses along Wanless Drive will have additional building technology to mitigate noise. It is also required that warning clauses be provided to all purchasers regarding potential noise concerns. City staff is satisfied with the conclusions of the study.

Servicing

A Functional Servicing Report prepared by Crozier Consulting Engineers dated July 2020 was submitted in support of this application. The Functional Servicing Report concluded that the proposed residential development can be fully serviced and connected.

The stormwater management, sanitary and sewer servicing for the development are in accordance with the requirements of the City of Brampton, Toronto and Region Conservation Authority and the Region of Peel. The stormwater quality, quantity and erosion control will be provided within the stormwater management pond, with an outlet to the Tributary "B" of the West Humber. The discharge will not adversely affect the adjacent, downstream properties or watercourse.

The City's Development Engineering staff and Region of Peel staff have reviewed the Functional Servicing Report dated February 28, 2020 and found it to be acceptable.

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 not completed at this time. It is important to note that the Phase 1 ESA does not recommend a Phase 2 ESA as there was no indication that environmental contaminants have been used in the vicinity of the properties. As these lands are not being converted, but are remaining as residential in nature, engineering staff are satisfied that this is an acceptable approach.

The applicant will be required to complete the Phase 1 ESA and the RSC be updated prior to site plan approval, and accordance with all applicable requirements. The engineering Comments and Conditions Memo provides the assurance that this will be completed.

Tree Evaluation Report Wetland Water Balance Risk Assessment Woodland Management 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 Credit Valley Conservation staff are satisfied with the outcome.

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 or within the Peddle Woodlot will be provided in other areas of the City. The falling of trees will also be timed as to be least disruptive to the fauna community.

The Wetland Water Balance Risk Assessment document was provided to ensure that the current status of the lands as a wetland community are retained post development.

Finally, a Woodland Management Plan was provided specifically for the Peddle Woodlot and the associated buffer. The plan provides a management plan for the woodlot so that it can continue to be an environmental asset to the City in the future. Currently the woodlot is populated with many trees that are dying or dead and a number of invasive species were also documented within the forest community. By implementing the management plan, unwanted plant material will be removed and in return healthy plant material will be introduced into the woodlot and the buffer area. This area will be monitored to ensure the health of the forest community.

The result of the plans provided is a comprehensive management plan for the protection of the existing flora and fauna and the enhancement of the vegetation as well as a monitoring program to ensure that the program is working as intended. The applicant is required to clean-up the woodlot and plant some vegetation in select locations, they are also required to plant vegetation within the buffer area.

Geotechnical Investigation

A Geotechnical Investigation prepared by Terraprobe dated July 31, 2017 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.

Stage 1 & 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was 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 Stage 1 and 2 Archaeological Assessment revealed that there are no archaeological resources within the extents of the property.

Heritage Planning has confirmed that the Stage 1 and 2 Archaeological Assessment documents are satisfactory and have been entered into the Ontario Public Register of Archaeological Reports.

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 minimum thresholds of sustainability defined by the City.

The Draft Plan Conditions include a condition that will recognize a score that meets or exceeds the Minimum 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.”

Thornbush Development - Preliminary Community Information Map



Appendix 8 – Public Correspondence

Received

City File: C03W15.008

From: Thulacy Krishnapillai
Sent: 2020/06/05 11:00 AM
To: Dykstra, Stephen
Subject: [EXTERNAL]C03W15.008

Please note that I'm opposing to the application request to have the road extended through Treegrove Cres, as part of this development.

Thulacy,

From: Goshalia, Pratish < >
Sent: 2020/06/19 12:54 PM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Cc: Shah, Sapna ()
Subject: [EXTERNAL]City File #C03W15.008 - Ward #6" Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots

Mr. Dykstra, Mr. Whillans & Mr. Palleschi,

As citizens of the City of Brampton and residents of Ward 6, living on _____ t, we wish to go on record as opposed to the current **"Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6"**.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

While the Official and Secondary Plans allow that: "consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment", this is conditional upon the provision of "a satisfactory planning justification". We do not believe that sufficient justification can be offered to deviate from the Plan(s).

Also it is noted that the Provincial direction of the Growth Plan and PPS is for greater density and intensification within Built-up Areas, but this location presents some unique circumstances that would favour the original density envisioned for the site.

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of my children specifically my daughter who already **had minor incident with car** luckily without any injury. I had incident where I had freshly painted my drive way. **Even with tapes blocking drive way, some one reverse their car purposely in my drive way breaking tape and making tyre marks on driveway.**

The city plan for a Treegrove Crescent road access was drafted in anticipation of extending LOW DENSITY development of single detached properties onto the four properties in question. Opting for higher density development could place a higher risk of liability upon the city, should damage, injury or death occur that can be partly attributed to poor planning and approval of a

development not taking into full account the effects upon safety. At the least, carrying out a proper and professional Risk Analysis, with appropriate risk mitigation measures included, would be prudent.

- The planned 'S-Turn' and intersection stop could induce a sort of 'venturi effect', whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.
- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- The mandate of the applicant's submitted transportation study was to predict future traffic congestion and delays – "**levels of service**". Noting within its terms of reference related to assessing for predicted road safety issues. Also the traffic study may have been inaccurate, given that it was a one day survey conducted on **June 28, 2017 – during peak holiday season, when schools were closed for summer break, and right before the Canada Day long weekend – all contributing to reduction in traffic activity.** The study's low traffic count result could be commensurate with drivers remaining home, or being away from home at this time of year. *If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large. With 53 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.*
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city's desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.

Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, should the current proposed road access plan remain unchanged we ask that consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

2) PROTECTED LANDS- Peddle Woodlot

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

As presented in the plan, there does not appear to be sufficient allowance made for the required buffer to the protected Peddle Woodlot. The City had advised the applicant that it does not support encroachment into the natural heritage system, which includes buffers. And that the development proposal and EIS must be revised to reflect the 30 meter buffer of the Provincial Significant Wetland PSW and no encroachment within it. We didn't see that this requirement has been addressed to the satisfaction of the city, nor are we certain that the required 10 meter buffer to the dripline has been adjusted to the satisfaction of the city

3) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

5) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy.

6) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current **application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6**. Please keep this petition

on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

Pratish Goshalia & Sapna Shah

From: harpal jhooty < >
Sent: 2020/06/11 5:22 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]development of land between chinguacousy road and creditview road

This to advice you we against what the plan is at the moment. We do not want a road coming from the new site into treegrove crescent.. For one thing it will not be a crescent anymore. for the second we have kids playing on the crescent and the traffic could lead to injuries.Kids are to not used to the extra traffic.One kid getting injured is one to many. Is the road worth that when it could be taken into wanless road.Also we need a privacy fence for the 5 houses that are effected by the development.they can build all they want as long they do not put a road into treegrove crescent. Its not much to ask for. we do not want stop the development.

Harpal

jhooty
brampton

From: Mahendra Patel < >
Sent: 2020/06/05 1:12 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]File# C03W15.008

Hi Stephen,
We live at since the new subdivision, We bought this property as close
crescent and quite neighbourhood without any traffic at night. By giving access Treegrove Cres
to development with 56 units will increase traffic and noise at nights. Access to wanless to this
development is an ideal solution.Access to Treegrove will effect the property value on our street.
Please review this matter will effect out living standard.
Thank you

--

Mac Patel

From: sanjeev Oberoi < >
Sent: 2020/06/05 1:29 PM
To: City Clerks Office
Cc: Dykstra, Stephen
Subject: [EXTERNAL]pre-register for city file # C03W15.008 ward #6

Hello,

I live at and I have concerns with the application to amend the zoning by-law and proposed draft plan of subdivision (file # C03W15.008 ward #6).

Please register me to speak at the virtual meeting.

Thanks,
Sanjeev

From: Arthur a < >
Sent: 2020/06/17 10:00 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor
Subject: [EXTERNAL]Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

Good Morning, I hope this email finds you well. I have major concerns about this development and changes that will be proposed to the properties listed in the subject line. Thornbush is already being used as a bypass road, it's now become unsafe for children to play and cars to drive on. This is already an issue I have put forward to our counselor, the local park can't accommodate the people using it now and we expect to add all these residents. The only way this development can move forward is if they have their own access to Wanless DR, I don't think much thought has gone into considering the local community and the affect a project like this could have. The only people who benefit from this are the developers and the city. beautiful mature trees have been knocked down on the properties and the city has done nothing about it, I wonder what would happen if we did the same thing. Maybe the rules don't apply to big money developers.

This is not just my own opinion, this is something shared with most residents on Thornbush. This is something that needs to be addressed properly, also because of the pandemic and changes made to the process some residents can't voice their opinions because they don't have the capability to attend the virtual meetings.

I have planted deep roots here. This was my dream home, I don't want to uproot my family because of careless planning, it's a cost I can't cope with.

From: luckyvamshi reddy < >
Sent: 2020/06/17 8:49 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

Good day Mr. Dykstra

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 demi detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 living at in the City of Brampton, we OPPOSE the proposal "Application to Amend the Zoning By-Law

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Celestial Crt, Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A",

1. As a resident of celestial Crt, we paid premium prices for our lot considering these are ravine lots , with the new proposal we will loose our ravine lots and will be backing on to the huge no of townhouses, This will reduce our house price drastically and even the privacy and greenery we considered while buying this house.
- 2 . Like us, many families neighbouring the Celestial Crt consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
3. New Houses add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
4. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 48 houses
5. Water pressure on our street is low and the new 56 houses will require City to upgrade the infrastructure to keep up
6. We sincerely think the properties 1265, 1279,1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

- 1. Limit the no of houses proposed in the area or keep the existing zoning in place**
- 2. Save the greenspace and stop any new units directly backing on to our houses.**

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Vamshidhar Reddy Chintalacheruvu & Bhagyalakshmi Puccha

From: karenandscott karenandscott <
Sent: 2019/12/07 3:34 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]RE: City File #C03W15.008 - 1265, 1279, 1303, 1323
Wanless Drive
Attachments: City File C03W15.008.pdf; City File C03W15.008p2.pdf; City File
C03W15.008p3.pdf

Good day Mr. Dykstra

I have attached a copy of the petition in opposition to the Application to amend the zoning bylaw and plan of subdivision to permit 50 townhouse units and 6 single dwelling lots - city file #C03W15.008 & 21T-18001B Ward #6. It includes one page of signatures of the residents of Treegrove Crescent.

As previously discussed, the first letter signed by the residents was handed over to council at the July 11, 2018 public meeting has been lost, and you had invited me to supply a replacement to your office for the public records on file for this matter.

Many neighbours were not home on the two attempts thus far to get their signatures again. I will be canvassing them once again this weekend and will submit addition signatures at that time. I would like to mention that no one who has had the opportunity to sign this letter has declined.

The hard copy originals will be hand delivered when I have had the opportunity to see the remaining residents that have not yet had the opportunity to resign in opposition to this application.

Would you please arrange to have the this petition added to the public record.

Many thanks.

Scott Stewart

----- Original Message -----

From: "Dykstra, Stephen" <Stephen.Dykstra@brampton.ca>

Date: September 6, 2019 at 8:38 AM

Scott,

I received your voice message.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

As a citizens of the City of Brampton and residents of Ward 6, living on [redacted] we wish to go on record as opposed to the current **“Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”**.

We wish to have our position on record as follows:

1) ROAD ACCESS & SAFETY

As based upon the Appendix 1 “Draft Plan of Sub-division”, showing a new access road from Treegrove Crescent, our concern is the introduction of additional 56 to 112 vehicles or more regularly using Treegrove Crescent as the single access to and from the planned 56 dwellings. This added traffic would pose an elevated safety risk for residents, and in particular to the young children living on Treegrove Crescent.

Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent, and a moderate to heavy snowfall could entirely block access to and from the new development, if via a Treegrove Cres. access point.

We submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless would seem to me a more logical option.

Access from Wanless to the existing properties there already exists, and simplifying the new road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic across Wanless, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, we ask that should the current proposed road access plan of Annex 1 remain unchanged consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

2) PROTECTED LANDS

As based upon the plan, there does not appear to be any/sufficient allowance made for the required buffer to the protected woodlot.

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

3) INFRASTRUCTURE

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

High density housing will surely tax the existing infrastructure.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street is already quite low at times.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY


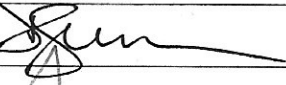

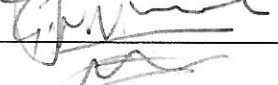

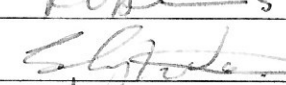
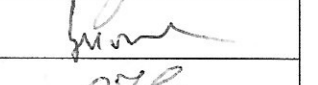
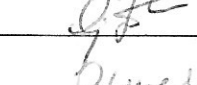
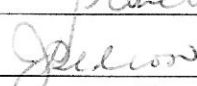


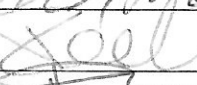
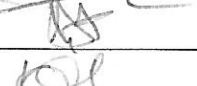
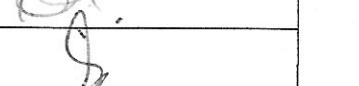
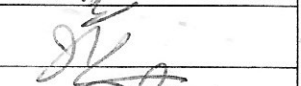

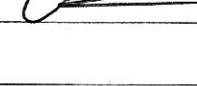




We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and asks that it reject the application to amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

With respect to the "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6"

Name	Address	Date	Signature
Scott Stewart & Karen Houlahan		2019-09-30	
Despina Spencer		10/24/19	
JAMES FERNANDES		08/12/19	
VINAY CHANDRA Gudipati		08/12/19	
MENECAOS TSENTZIDIS		08/12/19	
Reetu, Sanjeevohari		08/12/19	
SUKHDEEP NAHAL		08/12/19	
Sarwan Singh Sehgal		08/12/19	
JETHURAMAN GURUMURTHY		08/12/19	
Puneet Hayer		08/12/19	
Joelwyn De Leon		08/12/19	
NELSON CIBAN		08/12/19	
Amandeep		11/10/19	
Larry Kunkle		08/12/19	
KEHAN AHMAD		08-12-19	
STEPHEN NILAM		08/12/19	
Kristal Hall		8/12/19	
SIVA GURRABOON		7/12/19	
Roberto Fer		7/12/19	
CARINO FERRO		DEC 7, 19	
TASOM HOSHTM		Dec. 7, 19.	

From: Vinay Chandra < >
Sent: 2020/06/19 11:16 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Cc: Sandy
Subject: [EXTERNAL]Re: Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)
Attachments: Reference Images.pdf

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 semi detached dwelling lots. City File #: C03W15.008 Ward #6" by Weston Consulting Group Incorporated.

The error in communication from the city on the dates of the meeting have created confusion within the residents on the date by which they should respond/contest the proposed plan. With COVID pandemic restrictions, the residents may not have had the chance to review or know about the notifications sent to them. Seems the construction company is being opportunistic in sending this proposal during such dire pandemic situations across the world and the residents of Canada are facing. The city should provide more time to the residents to prepare and represent their case on this proposal.

As residents of Ward 6 living at in the City of Brampton, we **OPPOSE** the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 semi-detached dwelling lots. City File #: C03W15.008 Ward #6". in specific the construction of Street "A" connecting to Treegrove Cres.

Based on the "Appendix 1 & 2" of the Draft Plan of Subdivision, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

Much of the concerns raised in 2018 by the residents are not addressed and the issues still remain the same. To add there are more vehicles and traffic since the traffic study was completed. We have more kids in the community now compared to 2017, the traffic study **should be discarded as the study was done close to the long weekend on June 28th close to Canada Day and many families are on vacation and it is obvious the traffic will be less.** Kids from neighbouring streets also come to the Treegrove Cres during summer to play. During the school year, between 8 and 9 AM there is heavy traffic on Sugarhill drive as parents drop the kids close to school. This already has an impact on the traffic at Sugarhill drive, Treegrove Cres, Rambling Oak and Thornbush Blvd. Adding another set of 150-200 cars on the Treegrove Cres will lead to very poor traffic control.

There are high density residential areas that are built and already in progress which are in line with the plan to accommodate more residential units.

The pain point for most resident is the Street "A" that connects to Treegrove cres, as proposed in my earlier email back in 2018 there are many examples of subdivisions planned with entry and exit points from a main road, in this proposal the planner should consider updating the plan to accommodate entry

and exit roads to Wanless Drive. This will be the best solution that residents on Treegrove Cres will most likely agree to.

a) Proposal to access the new "Street A" from Treegrove Crescent.

1. Because of the proposed new access to "Street A", considering 2 vehicles per new house we foresee an additional traffic of 150-200 vehicles or more on Treegrove Crescent regularly to and from the proposed 48 houses
2. This additional traffic poses real safety concerns to the present residents, especially to the families with toddlers, young children living on Treegrove Crescent and neighbouring streets who made a conscious decision to live on this street/neighbourhood to be away from the traffic concerns.
3. Introduces problems to the city and emergency vehicles in the event of disasters and house fires. Accessibility to "Street A" will be limited in the case of emergencies and will affect all residents at Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive and Thornbush Boulevard
4. New residents at "Street A" may decide to finish the basements and rent them, thereby adding more vehicles for parking and additional traffic on the Treegrove Crescent
5. Vehicle parking on Treegrove Crescent and neighbouring streets will consequently pose a risk and traffic nightmare to the commuters on the streets and city and emergency vehicles.
6. We sincerely think the access from Treegrove Crescent is not the best approach to "Street A"

b) Proposal to build High density residential houses on "Street A"

1. Like us, many families neighbouring the Treegrove Crescent consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
2. Will add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
3. Water pressure on our street is low and the new 48 houses will require City to upgrade the infrastructure to keep up
4. Will require additional infrastructure at neighbouring schools, parks and city services
5. Will add to the noise and pollution levels to the existing residents in the area
6. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 48 houses
7. Snow removal during winter at best rated is "poor" on Treegrove Crescent. New proposed housing will only add to the winter woes to the residents and neighbourhood
8. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

1. Remove the planned access to "Street A" from Treegrove Crescent.
2. Plan for Low density housing similar to the surrounding neighbourhood that would place less strain on the infrastructure
3. Update the access to "Street A" directly from the Wanless Drive. Build a ramp access from Wanless Drive to enter "Street A" and exit at Celestial Ct (Open access to Wanless Dr). For Example, we ask the City council to review the below listed streets already existing in the Mount Pleasant neighbourhood. With around the same or less number of houses built at below

lanes, the residents have direct access from the main roads (Creditview Rd and Veterans Drive) (Google Map Images attached for reference)

- a. Signature Lane (access to the housing complex via Creditview Road)
 - b. Ashen Tree Lane (access to the housing complex via Creditview Road)
 - c. Bonsai Lane (access to the housing complex via Veterans Drive)
 - d. Lanternlight Lane (access to the housing complex via Creditview Road)
4. Open access from Wanless to Celestial Ct, and Plan for access to "Street A" from Celestial Ct. adjacent to the Wanless Drive. There is open space at NW corner for the access to "Street A"
 5. Plan for access to "Street A" from Berries Drive and Williamson Drive. And compensate for the green space in Block 10(4,5,6) or Block 11
 6. Plan for access to "Street A" from Rambling Oak. And compensate for the green space in Block 10 (4,5,6) or Block 11

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Vinay Chandra Gudipadu Narendranath & Lakshmi Sandhyasree Petluri

On Mon, Jun 8, 2020 at 8:00 AM Dykstra, Stephen <Stephen.Dykstra@brampton.ca> wrote:

Good Morning,

The Public Meeting Notice that was sent out included an incorrect deadline date for responses from the public. The date on the Notice indicated June 5, 2020, the correct date is June 18, 2020. The date of the meeting is still June 22, 2020. I apologise for this error and any inconveniences or concerns that this caused.

Attached is the revised Notice with the updated date. This will also be corrected on the website. A revised physical copy of the Notice will not be sent out due to the printing time and mail-out times to reach the residents in ample time. This email is being sent to those that have provided a response in the past. Please feel free to pass this message onto others in the community while maintaining COVID-19 caution measures.

Lastly, I do apologise again for any inconvenience or concerns that the date caused.

From: Nelson Chan < >
Sent: 2020/06/04 10:58 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Re: South of Wanless Drive-C03W15.008

Nelson Chan

Dear Mr. Dykstra,

I am writing you, because I object to the zoning proposal of 43 townhouse units and 5 semi-detached dwelling lots. We already live in an overly crowded, dense neighbourhood. Adding more families will increase traffic and noise pollution, and of course more crowding.

Once again I object to this project and would like you to disallow this development proposal. We need more green space, for our children to grow and respect nature. If you have any questions, I can be reached at . Thank you for your time.

Regards,
Nelson Chan

Sent from my iPhone

From: Mahfuz Khalili < >
Sent: 2020/06/04 9:46 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Zoning Bylaw Amendment South of Wanless Road:
C03W15.008

Dear Stephen Dykstra,

I live in the , Brampton. I have concern of safety and security of our children in the Treegrove Crescent due to excessive traffic to/from that high density area through our area.

Therefore, I object to this bylaw amendment.

Kind regards,

Mahfuzur Rahman Khalili

From: Tehseen Ahmad < >
Sent: 2020/06/05 5:36 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]zoning by-law ammendment

Hello, My name is Rehana Ahmad. Hope you are doing well during this time. As a resident of Treegrove crescent for the past 9 years, one of the main highlights of this neighbourhood is its quietness. Over the years we have seen the neighbourhood grow around us and have never had a complaint, it's great to see the city grow and create housing for more people joining us. The closed community is great for young children who often resort to playing in the street. Although they stay off the road and try to stay as safe as possible with more cars moving in and out of the area it would naturally become a more dangerous neighbourhood and not preferable for one to live in.

From: Sethu Guru < >
Sent: 2018/07/11 5:16 PM
To: Dykstra, Stephen
Subject: 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED

Dear Stephen Dykstra,

I am Sethuraman Gurumurthy, house owner of

This is regarding the application 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED.

I would like to oppose the proposed plan.

Reason: Accessing the proposed site (50 Town house and 6 Single units) thru Treegrove Crescent would result more traffic.

To my knowledge the Treegrove cres is 15Ft wide road. The new site is going to have 50 town homes may have 50 to 60 CARs and 6 Single units may have 10 to 12 cars which result in 70 to 75 Cars accessing thru Treegrove crescent which will be more congested. Also the proposed site has not thru street. In case of any emergency all the residents have to use only Treegrove Cres which is going to be very critical and congested.

If the proposed site has direct access from Wanless Dr would be great helpful for all the current and future residents.

Because of the above reason I would register my opposition for the proposal of 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED.

Thanks & Regards,
Sethuraman Gurumurthy

Stephen Cecutti & Despina Spencer

June 19, 2020

Dear Mr. Dykstra,

Re: City File #C03W15.008 – Ward 6

We continue to be very concerned regarding the proposed development and are highly opposed to the current application.

When we first purchased our home on Treegrove Crescent, we were aware that the lot just north east of us would eventually be developed with a few single family homes (low density). Now, the proposal is for 53 or so dwellings. Here are my concerns:

1. Safety – 53 dwellings means at least 53 vehicles, and more likely 106 or more vehicles travelling on the quiet crescent, where children often play on the road, as kids should do on a quite crescent. For this reason, if the 53 go ahead instead, I would highly suggest access via Wanless Rd. If this isn't an option, the plan should revert to low density, with access from Treegrove Cres. NOTE – our preference, and the expected outcome, would be to revert to low density housing, and we would ONLY be open to medium/high density IF access was from Wanless Rd.
2. Protected Forest – the forest/woodlot just east of Treegrove Crescent and its ecosystem will be detrimentally impacted by the development of 53 units. The city MUST ensure that all efforts are made and all requirements are met in order that the natural heritage system is preserved.
3. Infrastructure – our water pressure is currently poor, at best. Adding another 53 units to the area will put even further strain on the already poor infrastructure.
4. Noise/Privacy – we are concerned that a high density subdivision will affect the quality of life that we paid good money for, when we paid a premium to live on a a crescent that backs onto a woodlot.

We hope the city hears our concerns and acts accordingly.

Thank you for your time and attention to this matter.

Regards,



Stephen Cecutti & Despina Spencer

From: on behalf of Steve Cecutti
Sent: 2018/07/10 10:11 PM
To: Dykstra, Stephen
Cc: Despina Spencer
Subject: City File #C03W15.008 & 21T-18001B Ward 6

Mr Dykstra, On behalf of my wife and I, I am writing to you ahead of July 11 meeting regarding the above proposal. My wife and kids live on and have done so since the houses were first erected almost 11 yrs ago. At the time we purchased our home, we were aware of possible future plans to develop the land which is currently occupied by 4 houses fronting Wanless Dr. The understanding at the time was that another 6-10 homes may be put up at some point in the future.

Recently, we received notice that the above proposal involves 50 townhomes and 6 detached houses and I cannot say strongly enough how surprised we were. I would like you to know that we are opposed to the proposal as it currently is drafted. We do plan on attending tomorrow's meeting and would hope to see you there as well to impress upon you our desire to see amendments made to the proposal; we cannot possibly hope that the development will never happen (although that would be the best outcome in our view).

We're not opposed to development per se, but such high-density seems uncalled-for in an well-to-do area of Brampton, especially with sole access to the 56 properties from a quiet crescent such as Treegrove. 56 properties would likely mean somewhere between 50 and 112 more cars zipping up and down Treegrove, a street that provides relatively carefree area to the children on our street. Increased population density brings increased infrastructure load, increased traffic risk, increased noise and diminished property values for existing homes. These are all negative impacts on our community, while high-density would only seem to serve the developer as well as Brampton's property tax coffers.

I do not know if you are aware, but in winter, our quiet crescent is currently under-serviced as far as snow removal goes. Increased traffic via Treegrove would also be more hazardous and may even block the crescent on heavy snow days.

In our view it would make more sense for access to this new enclave be from Wanless Drive itself. This might have the added benefit of moderating traffic speed on Wanless. The land currently set aside for access could then accommodate 2 more detached homes. Additionally, we think it prudent to safeguard the woodlot against potential damage by future high-density occupants by erecting a tasteful but deterring 9' wall.

Failing this, a lower density of 10-15 homes higher-end homes could be supported off of Treegrove.

We hope you take our concerns, as well as those you've no doubt received from our neighbors seriously and will strive to come to a mutually satisfying arrangement.

Thank you,

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

To the City of Brampton

Attn: Mr. Stephen Dykstra – Development Planner

Mr. Dykstra

As citizens of the City of Brampton and residents of Ward 6, living on _____, we wish to go on record as opposed to the current “**Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6**”.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

While the Official and Secondary Plans allow that: “consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment”, this is conditional upon the provision of “a satisfactory planning justification”. We do not believe that sufficient justification can be offered to deviate from the Plan(s).

Also it is noted that the Provincial direction of the Growth Plan and PPS is for greater density and intensification within Built-up Areas, but this location presents some unique circumstances that would favour the original density envisioned for the site.

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of the younger children living on Treegrove Crescent as well an increased risk to the property of existing residents.

The city plan for a Treegrove Crescent road access was drafted in anticipation of extending LOW DENSITY development of single detached properties onto the four properties in question. Opting for higher density development could place a higher risk of liability upon the city, should damage, injury or death occur that can be partly attributed to poor planning and approval of a development not taking into full account the effects upon safety. At the least, carrying out a

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

proper and professional Risk Analysis, with appropriate risk mitigation measures included, would be prudent.

- The planned ‘S-Turn’ and intersection stop could induce a sort of ‘venturi effect’, whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.
- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- The mandate of the applicant’s submitted transportation study was to predict future traffic congestion and delays – “**levels of service**”. Noting within its terms of reference related to assessing for predicted road safety issues. Also the traffic study may have been inaccurate, given that it was a one day survey conducted on **June 28, 2017 – during peak holiday season, when schools were closed for summer break, and right before the Canada Day long weekend – all contributing to reduction in traffic activity.** The study’s low traffic count result could be commensurate with drivers remaining home, or being away from home at this time of year. *If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large. With 53 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.*
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city’s desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, should the current proposed road access plan remain unchanged we ask that consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

2) PROTECTED LANDS- Peddle Woodlot

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

As presented in the plan, there does not appear to be sufficient allowance made for the required buffer to the protected Peddle Woodlot. The City had advised the applicant that it does not support encroachment into the natural heritage system, which includes buffers. And that the development proposal and EIS must be revised to reflect the 30 meter buffer of the Provincial Significant Wetland PSW and no encroachment within it. We didn't see that this requirement has been addressed to the satisfaction of the city, nor are we certain that the required 10 meter buffer to the dripline has been adjusted to the satisfaction of the city

3) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

5) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy.

6) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

Karen Houlahan & Scott Stewart

From,

Ajindrapal Singh, Gurdeep Kaur Narula, Rasna Kaur,

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 residing at _____ in the City of Brampton, we Strongly OPPOSE the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6"

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Celestial Crt, Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A",

1. As a resident of celestial Crt, we paid premium prices for our lots, considering these are ravine lots, with the new proposal we will lose our ravine lots and will be backing on to the huge detached and townhouses, This will reduce our house price drastically and even the privacy and greenery we considered while buying this home.
2. Like us, many families neighbouring the Celestial Crt consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
3. New Houses add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
4. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 56 houses. This removal will effect the environment of our neighbourhood
5. Water pressure on our street is already low and the new 56 houses will require City to upgrade the infrastructure to keep up
6. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

1. Limit the no. of houses proposed in the area or keep the existing zoning in place

2. Save the greenspace and stop any new units directly backing on to our houses.

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Anticipating a favourable reply,

We thank you for your consideration,

Yours sincerely,

Ajindrapal Singh,

Gurdeep kaur,

Rasna kaur

Please review the City of Brampton e-mail disclaimer statement at:
www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

From: Danielle Abelha < >
Sent: 2018/07/11 6:01 PM
To: Dykstra, Stephen
Subject: File no. C03W15.008 & 21T - 18001 B Ward no. 6 Fwd: Not happy about the proposal to build

See below

I will also forward this to our counsellor for the area

----- Forwarded message -----

From: **Danielle Abelha** < >
Date: Wed, Jul 11, 2018, 5:58 PM
Subject: Not happy about the proposal to build
To: <stephen.dykstra@brampton.ca>

Proposal to build new homes in our neighborhood. We live on .. We don't have enough parks now for the kids we have and the streets are so busy. These new homes will not be exiting onto Wanless according to the proposal we received. Why should all that traffic come through our streets? Besides, knocking down all those mature trees when all the new trees along Wanless are dead and not replaced by the city of Brampton. This is all the benefit the builder and whoever else make a money from it. Nothing good for us who already live in this neolighborhood. Just adding to the frustration we already have.

June 18, 2020

Re: Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

We are very disappointed at the current plan that has been proposed in our community as referenced in the city file above. In our opinion, there are numerous issues with the proposed plans. We have serious concerns with **both** the number of additional homes proposed, and the zoning to have access only from Treegrove Cres.

As residents of _____ since the community was built, we have grown into a safe community of neighbors who take pride in our homes and care for each other. We realize that on the original plans for the community, there was zoning for “future residential”, however to more than double the number of residents which would only gain access from Treegrove Crescent is illogical and unsafe!

Safety for the residents on the street is one serious concern. As only one side of the street has a sidewalk, residents are crossing the street very often for walking to the mailbox, to school, and to public transit. With the increased amount of traffic on our crescent, our worst worry is that a child could be struck when crossing or playing on the street, as children do very often here. Drivers exiting the newly built street turning the corner would become a serious potential danger to all the residents on Treegrove.

Another concern is the amount of illegal basement rentals which are typical to Brampton. Aside from the obvious new toll on water pressure and sewer systems that the new development would bring, illegal basement rentals would only make that worse. Overcrowding in Brampton is already a concern.

Furthermore, another issue that doesn't seem to be paid attention to by the city (and will most certainly occur with the new development) is the parking of vehicles on front lawns, people paving their front lawns, and parking more vehicles than intended for the lot size. This is a major eyesore and we feel that for the property taxes we pay in Brampton that this brings down the “curb appeal” of the city as a whole.

Understanding that a development of homes in the proposed location is inevitable, one suggestion (if an entrance must be from Treegrove, which we still oppose), is to have a one way out relief onto Wanless at the end of Treegrove, similarly to Cloverdale Drive onto Clark Drive, in the area of Central Park Drive.

Lastly, for the sake of our community, we would plead that fewer homes be built rather than the proposed large number townhomes and semi-detached homes. The understanding at the time we purchased our home was that there would be a small number of houses built. That was a **reasonable** plan.

We can only plead that you take our concerns seriously, and consider recommendations, as we feel our community is in jeopardy.

One final question for the City of Brampton / Weston Consulting / Coscorp Wanless Inc – would you want to live in a home on Treegrove Crescent according to these proposed plans?? If you were in our position, would you accept it??

Thank you for your time.
Menelaos & Sandy Tsontzidis,

From: [REDACTED]
Sent: 2020/06/18 5:37 PM
To: Danton, Shauna; Dykstra, Stephen
Subject: Re: [EXTERNAL]Pre-register for virtual Public meeting (City File #: C03W15.008)
Attachments: Treegrove-typical day.jpg

Thank you Shauna.

I have already sent my email to Mr. Stephen Dykstra separately as follows. Resending to you in case you need it as well.

Also please include the attached picture to represent Treegrove Crescent's Demographics and activity to some extent.

[REDACTED]
Thanks again,
[REDACTED]

=====
From: [REDACTED]
Date: Fri, Jun 5, 2020 at 11:13 AM
Subject: Concerns: City File #:C03W15.008; Ward #6
To: <Stephen.Dykstra@brampton.ca>
Cc: [REDACTED]

Greetings Mr. Dykstra,

As a citizen of the City of Brampton and a resident of Ward 6, living on Treegrove Crescent, I hereby go on record as **opposed** to the current "**Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots. City File # C03W15.008**"

While we do plan to attend the City Hall meeting scheduled for 7 pm June 22, 2020, we also wish to have our position on record as follows:

- Undue traffic and curbside parking in the neighborhood due to vehicle traffic of the proposed high density dwellings not just for the most impacted Treegrove Crescent but also Thornbush, Rambling Oak.
 - It seems not all residents of aforementioned streets have been notified of the possible traffic and safety impact that will be incurred due to the subject proposal.
- Safety of residents, especially young children residing in Treegrove Crescent is of great concern due to an increase in tremendous vehicular as well as pedestrian traffic

(estimated 100+ cars for the future residents and visitors of 43 townhomes and 5 semi-detached dwellings).

- The existing home owners have purchased 45' detached properties in the "crescent" because it provides for a quiet and kid friendly neighborhood. Making the crescent a thoroughfare for a high density neighborhood not only negates the definition of a crescent but also implies the home owners find a new dwelling if the city approves and proceeds with the proposal. When we purchased the property, there was no indication or disclosure of a high density development for the subject location and even a remote idea that a crescent could be infringed. I firmly believe that the current Treegrove crescent development at the time was approved based on infrastructure design and provisioning for the current number of dwelling units. It is hard to imagine that this crescent will be a thorough fare for additional 48 residential units.
- The builder of proposed high density homes will benefit at the expense of devaluation of properties of not just 50 existing home owners in the crescent but also other connecting streets.
- Duress on already stressed out infrastructure:
 - Water Pressure is already low in our street - Treegrove Crescent
 - Bridsdale Public school is already over capacity
 - § Furthermore, access to and parking at and near the school is already insufficient for existing residents.

Suggestion is to have the plan amended to either or both below:

1. Low to medium density housing in the proposed development area.
2. Provide access to the proposed new development from Wanless drive via a window access.

We sincerely hope the City heeds the safety and security concerns of existing residents.

Please place this message on record and kindly keep us informed by email/ letter-mail any decisions taken by the City.

Thank you and the Council for your consideration.

[REDACTED]
[REDACTED] Treegrove Crescent [REDACTED]

=====

On Mon, Jun 8, 2020 at 11:54 AM Danton, Shauna <Shauna.Danton@brampton.ca> wrote:

| Hello Sam,



Thank you for your email and interest in participating in the June 22 Planning and Development Committee Meeting.

Please note that due to the current public health crisis, Committee meetings are virtual and in-person attendance is restricted.

There are a few options for participation in a virtual committee meeting. Please see the attached document and respond to me with your preferred method of participation. Please include any required forms/written correspondence with your response.

Please contact me if you have any enquires.

Thank you,

Shauna

Shauna Danton

Legislative Coordinator, City Clerk's Office
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
T 905.874.2116 | F 905.874.2119 | E shauna.danton@brampton.ca



From: Dykstra, Stephen
Sent: 2020/06/19 10:49 AM
To: John Moffat;
Subject: RE: [EXTERNAL]RE: C03W15.008 Meeting - Will be attending - presenting

John,

Thank you for the email.

I apologize for the lack of updated materials on the website – I will ensure that this information is updated as soon as possible. During the COVID disruption not everything has been going as well as you can imagine.

It is true that the lands are currently zoned 'Agricultural'. The purpose of this application is to change the zoning permissions to permit the townhouse and semi-detached development.

With respect to your Questions, these will be answered as part of a future Report. The purpose of the Public Meeting is to gather all of the concerns and questions from the Public and Council members.

Regards,

Stephen Dykstra *MCIP, RPP*
Development Planner III
Tel: (905) 874-3841

From: John Moffat <j >
Sent: 2020/06/19 12:47 AM
To: City Clerks Office <City.ClerksOffice@brampton.ca>; Dykstra, Stephen <Stephen.Dykstra@brampton.ca>;
Subject: [EXTERNAL]RE: C03W15.008 Meeting - Will be attending - presenting

Most of the documents provided on the site (<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=C03W15.008>) are out of date (they show models of the site that are not the one proposed for this meeting) and are therefore non-compliant with this Application - as a result, shouldn't the Applicant have to re-submit up to date articles prior to making this Application?

According to the City of Brampton Website, the properties are still zoned Agricultural, and per our discussion and from the original meeting, only single family homes can be placed on the units directly adjoining existing residential. The new proposal changes this from

"New proposal to permit 56 lots with 50 Townhouses and 6 single detached units"

to

"Application is proposing the development of 43 townhouse units and 5 semi-detached dwelling lots"

Interesting as the map on the Tree Evaluation Report (Nov 2019) shows semi-detached not single detached units:

https://www.brampton.ca/EN/Business/planning-development/devapps/ApplicationFiles/C03W15.008/Revision%201/R1_Tree%20Evaluation%20Report.pdf

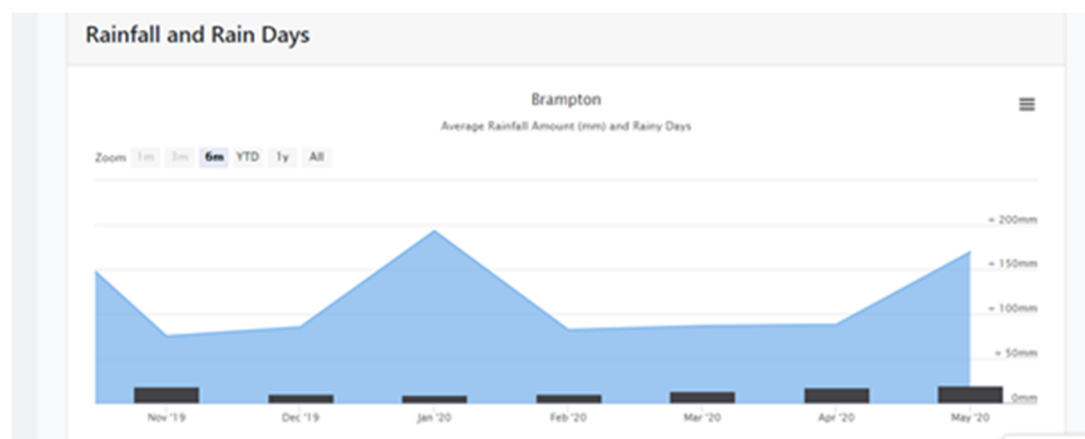
Questions:

1. The R1_sustainability report states that there is a recreation within 800 metres - the closest is Cassie Campbell - it is 1.9km (1900m) away. Therefore the report is inaccurate - should this not be changed?

https://www.google.com/search?q=Cassie+Campbell+Community+Centre+to+1265+wanless+road+brampton&rlz=1C1GGRV_enCA751CA751&oq=Cassie+Campbell+Community+Centre+to+1265+wanless+road+brampton&aqs=chrome..69i57.14304j0j4&sourceid=chrome&ie=UTF-8

1(b) I am also concerned about the ability to handle rainfall (under 5mm) and TSS (under 10mm) when the latest data for Brampton shows us.

<https://www.worldweatheronline.com/brampton-weather-averages/ontario/ca.aspx>



With this many units, how can this be sustainable without flooding? Will Residents be able to have flooding and sewer backup flooding insurance as a result?

2. In the Tree Evaluation Report, the trees that are to be retained - are according to an overlay of the new application - will not be retained as they would be directly in the path of new housing. How is this possible?
3. If there are any cars parked in the road, snowplows will not be able to get by -
 - (a) How will the City be able to properly maintain safe roads
 - (b) If there is no plow, 25+ Residents will not be able to safely traverse the road.
4. As the entrance way will be off TreeGrove Crescent, how will traffic be impacted at busy times of the day? Where is the traffic survey that speaks to this?
 - (a) What about safety of children / elderly / disabled person within the area?
5. We were informed by the Councillors that new buildings had to be 30 feet from a woodlot - this is definitely not maintained throughout the proposal - how is possible?

From: karenandscott karenandscott < >
Sent: 2018/08/09 12:01 PM
To: Lozinski, Julie; Dykstra, Stephen
Cc: Whillans, Doug - Councillor; Palleschi, Michael - Councillor; Dhindsa, Rupinder
Subject: Re: City File #C03W15.008 - 1265, 1279, 1303, 1323 Wanless Drive

Good day ,

This letter /message is an addendum to our earlier message (attached) to Mr. Steven Dykstra dated July 11, 2018, with respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots.**City File #C03W15.008 & 21T-18001B Ward #6.**

(Please forgive any email protocol violations - I've added some **boldface font** to some text merely to highlight some points. No shouting is intended at all! :)

1. The Proposed Development:

The builder presented the following as Justification for the significant increase in housing density: *"The subject lands are designated as “Low Density Residential” based on Schedule SP 44 (a) of the Secondary Plan (Figure 9). Secondary Plan Area 44, Fletchers Meadow, which contains the subject lands, is considered a newer secondary plan area and therefore subject to the “New Housing Mix and Density Categories”. The “Low Density Residential” housing category is described as having a maximum density of **30 units/net hectare (12 units/net acre)** and permits single detached homes. Section 3.1.17 of the Secondary Plan states that areas designated as Low Density Residential shall have a density rate that does not exceed 12.4 units per hectare (5 units per acre) of net residential area and will include single detached homes. The **Official Plan** states that for lands designated as Low Density Residential shall have a maximum density of 30 units/net hectare (12 units/net acre), which allows for greater density than what is identified in the Secondary Plan."*

My argument:

As I read it, the builder's Justification seems to convolute and obscure the policies from both the Official and Secondary plans to the advantage of their proposal. Also, it would be assumed that either the Secondary Plan prevails or the Official plan does. Which is it?

The Official plan **stipulates a required net density of 12.4 units per hectare** for these properties - not 30 units. The builder's proposed development plan drives the density to 33.5 units per net hectare, thereby almost tripling the effective density on these lands according to the Official Plan; as well as effectively tripling the traffic loading onto Treegrove Crescent.

Neither does the proposal comply with the Secondary Plan Area 44, Fletchers Meadow, for “the Low Density Residential housing category”.

The proposal claims a total density of 33.5 units per hectare(average?)which exceeds the maximum density per net hectare of both the Official Plan and the Secondary Plan. (The developer's proposal/justification seems to drop the "per *net* hectare" stipulation).

There are only **6 units of detached homes** proposed for the development. *(It would seem to appear that the 6 single detached homes included in the plan could be for the purpose of reducing the apparent net density per hectare of the high density development area)*

The builder's Justification quoted from **4.2 Growth Plan for the Greater Golden Horseshoe (2017)**as follows:

*"... The overarching mandate of the Growth Plan is to promote intensification and the efficient use of land, **infrastructure** and resources through a compact, transit supportive and contextually appropriate built form. Section 1.2.1 provides the following guiding principles that apply to the development of the subject lands: ...*

*e) prioritize planning and investment in **infrastructure** and public service facilities that will support intensification ...".*

My argument:

The community is very concerned that tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas. Acknowledged that Treegrove is serviced by a 150 mm water-main, but Peel Region "strives to supply water at 40 psi.", and residents of Treegrove Crescent have experienced many low water pressure issues over the past ten years. *(At peak usage periods, in the summer of 2010 and 2011 but also as recently as two years ago, experienced measured water pressure as low as 10 psi.)*

2. Traffic

From their Transportation Study the builder offered the following Justification to their proposal: *"3.3.8 Transportation Study. The Transportation Study was undertaken by NexTrans Consulting Engineers to evaluate the traffic and transportation network conditions in regards to the proposed development. The study concluded that based on the development proposed, the amount of traffic anticipated are not expected to cause intersection **capacity** issues. The study of the intersections and proposed access are expected to operate with excellent **levels of service**, and therefore no mitigation measures are required".*

My argument:

The transportation study mandate is to predict future traffic congestion and delays – "levels of service". Noting within its terms of reference relate to assessing for any predicted **road safety issues**. I, and the residents that I have spoken to, are concerned about the potential for an exponential **increase in risk of traffic related injuries and accidents**, in particular affecting

children living on Treegrove Crescent. Hazards resulting from traffic flow, street side parking congestion, and from inevitable occasions of speeding on the crescent will certainly increase many fold.

Further, I and the residents are concerned that the traffic study may be woefully inaccurate, given that the one day survey was conducted on **June 28, 2017—during peak holiday season** and when schools are closed for summer break. Both Rambling Oak Drive and Sugarhill Drive already experience very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, due to their legitimate fears for the safety and security of their children. I would argue that mitigation measures must be considered.

The study's low traffic count result could be commensurate with drivers remaining home, or away from home at this time of year.

If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large.

With 56 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.

We are certain that the City would be most concerned about any liability it may assume from injuries or death suffered by resident children resulting from any traffic accidents, due in part to Council's approval of access to a relatively quiet crescent street from to an infusion of 50 high density residences into the proposed development, without having performed both a formal Risk Assessment on such changes deviating from the Official Plan, and ensuring that any supplied Traffic Study has been performed at a representative and comprehensive time frame.

Also,

While it is acknowledged that it is the city's desire to limit access to collector roads, **the current residents unanimously expressed their desire for the city to examine the merits of allowing an entrance to the new cul-de-sac directly from Wanless Drive at lot #1323, in lieu of the proposed entrance off of Treegrove Crescent,** given this proposal to increase the number of units planned for the subject lands to 56 homes. The original plan to access Treegrove Crescent took into account only single detached homes within the subject lands. The proposed high density development presents a relatively unique situation, given its location adjacent to an existing crescent road and abutting onto a protected woodland. Permitting the 56 households to access to Wanless Drive directly rather than gaining the same access to Wanless Drive via Thornbush Drive would relieve the concerns of the current residents. The only possible issue could be a minor widening of Wanless Drive (*if even necessary*) at the location in order to accommodate a westbound left turn lane at such entrance. I believe that this would be relatively easy to achieve. Though not actually measured, I believe that there is only a 3 meter difference in road width between the Thornbush Wanless through intersection and the location of the current driveway at lot # 1323. Also, it is my opinion that the costs for accommodating an addition of a

west bound left turn lane could possibly be offset by selling to the builder the reserved property currently allocated for the access road off of Treegrove Crescent. Such an access point would eliminate any increased safety hazards, and would avoid any increased congestion along Treegrove, Rambling Oak, and the Sugarhill/Brisdale intersection. The builder too has informally expressed to several of the local residences his own desire for a Wanless Drive access point, for reasons of his own.

3. Protected Woodland:

From the Environmental report the builder offered the following justification to their proposal: *"As per policy 4.6.13.7(iii), a minimum 10 metre buffer to define the limit of development will be required from all natural features, such as from the dripline of woodlands, urban forest features or other significant vegetation. Based on the staked dripline undertaken with CVCA Staff on June 22, 2017, the feature limit is not consistent along the full extent of the woodland boundary (Figure 8). The dripline straddles the property line and in some instances is setback several metres from the property line.*

Through this report and accompanying environmental justifications, the woodland buffer will be applied as a 'setback' of varying depths from the staked dripline. This will allow for an ununiformed buffer area where portions of the buffer are less than 10 metres and other areas are greater than 10 metres. This will ensure that an appropriate buffer is applied along the entirety of the subject lands, which will be sufficient in preserving the integrity of the feature."

My argument:

As the builder's plan and justification admit to, the staked dripline straddles the property lines – in some places significantly. **The proposal to assume some sort of a median line; and to declare the property back yards as buffer, does not comply with the policy requirement.** I would expect that, preexisting homes currently backing onto the woodland notwithstanding, the most recent provincial/regional/municipal environmental requirements (policy 4.6.13.7(iii)) must be upheld for any new development.

The above expands upon our own concerns, but I have talked to many Treegrove residents who agree. I am sure that they too will present to you their personal concerns.

Would you please ensure to add this letter to the official records, for consideration by Council as to the proposal to amend the zoning and designation bylaw of the lands in question.

Thank you very much for your consideration.

Scott Stewart and Karen Houlahan

p.s. Several residents have expressed their desire to meet with Councillor Whillans. Please advise how we can arrange for such a meeting.

----- Original Message -----

From: karenandscott karenandscott <
To: "stephen.dykstra" <stephen.dykstra@brampton.ca>
Date: July 11, 2018 at 4:24 PM
Subject: Fwd: City File #C03W15.008 & 21T-18001B Ward #6”

Good day Mr. Dykstra.

This message resent today as I believe it failed delivery earlier.

Best Regards

Scott Stewart

----- Original Message -----

From: karenandscott karenandscott
<
>
To: "Stephen.Dykstra@brampton.ca"
<stephen.dykstra@brampton.ca>
Date: July 9, 2018 at 7:17 PM
Subject: City File #C03W15.008 & 21T-18001B Ward #6”

Good day Mr. Dykstra

**With respect to the recently received notification of
“Application to Amend the Zoning By-Law and Plan of
Subdivision to permit 50 townhouse units and 6 single
detached dwelling lots. City File #C03W15.008 & 21T-18001B
Ward #6”:**

As a citizen of the City of Brampton and a resident of Ward 6,
living on _____, I wish to go on record as opposed to
the current **“Application to Amend the Zoning By-Law and
Plan of Subdivision to permit 50 townhouse units and 6 single**

detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”.

While we do plan to attend the City Hall meeting scheduled for 6:00 pm July 11, we also wish to have our position on record as follows:

1) The first concern, based upon the Appendix 1 “Draft Plan of Sub-division” showing a new access road from Treegrove Crescent, is the introduction of up to an additional 50 to 100 vehicles regularly using Treegrove Crescent as the single access to and from the planned 56 dwellings. This added traffic would pose an elevated safety risk for residents, and in particular to the young children living on Treegrove Crescent. Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside.

Removing the planned access from Treegrove Crescent, by making access directly off Wanless would seem to me a more logical option. Access from Wanless to the existing properties there already exists, and simplifying the new road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan.

There would be no through traffic across Wanless, and with double lanes already in place, it would be our uninformed opinion that there would not be any immediate need for traffic lights there.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable we would ask that, should the current proposed road access plan of Annex 1 remain unchanged, consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive to at least curb the almost certain increase in speeding traffic.

2) Secondly, when we purchased our properties in 2007 there was no indication that high density housing was proposed for the location. It was already zoned as residential.

High density housing will surely tax existing infrastructure.

Water pressure on our street is quite low as is.

Snow removal is already poorly supported on our crescent at best, and would entirely block access to the new development on the heavier snow days.

We submit that low to medium density housing would place less of a strain on that infrastructure.

3) Third we are concerned about potential diminished security with the influx of so many people into the block and the ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to the woodlot from the high density residences.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security.

Please place this message on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

Thank you and Council for your consideration

Scott Stewart & Karen Houlahan

----- Original Message -----

From: "Lozinski, Julie" <Julie.Loizinski@brampton.ca>

Date: July 16, 2018 at 11:30 AM

Good morning Scott – As per your telephone conversation with Councillor Whillans, please visit <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Welcome.aspx> to view all submitted documents for the proposal.

We have also attached the staff report for your convenience.

Kind regards,

Julie Lozinski on behalf of Councillor Whillans

Constituency Assistant

Regional Councillor Michael Palleschi &

City Councillor Doug Whillans

(905) 874-2602

julie.lozinski@brampton.ca

As of January 1st, 2016, the City of Brampton has adopted a Lobbyist and Gift Registry. If this applies to you, please click on the following link to register:

<http://www.brampton.ca/EN/City-Hall/Lobbyist-Gift-Registries/Pages/Welcome.aspx>

Please review the City of Brampton e-mail disclaimer statement at:
www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

From: Sandy Tsontzidis < >
Sent: 2018/07/11 11:44 AM
To: Dykstra, Stephen
Subject: Re: Residential building development concern (C03W15.008)

Thank you very much!

From: Stephen.Dykstra@brampton.ca
Sen

Cc: Krista.Walkey@brampton.ca
Subject: RE: Residential building development concern (C03W15.008)

Sandy,

You are going forward in the correct manner.

You have provided a written letter/email to me, which I have forwarded to the City Clerk and is now part of the City records. The topics you raised will also be presented to the Committee this evening for their consideration.

You may also present before the Committee this evening (the proper term is a 'delegation') and in addition provide additional correspondence after the meeting. A delegation can speak to Council for 5 minutes and share their comments for Council's consideration. Please note – a decision will NOT be made tonight; but rather is intended to raise support for, or objection to a proposal so that staff may address items in a future report to Council.

When providing comments for an application, it is best to address measurable criteria or refer to City policies; Official Plan, Zoning By-law, environmental regulations for example.

Once the Public meeting has been completed, Planning staff compile all of the information from all of the internal and external agencies and comments from the public and will provide a Recommendation Report to Council at a future date. The report will recommend either approval or refusal and will respond to all of the information provided by the public and agencies included in the report.

I hope that this is helpful.

Stephen Dykstra *RPP, MCIP*
Development Planner
Tel: (905) 874-3841

From: Sandy Tsontzidis < >
Sent: 2018/07/11 10:51 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Re: Residential building development concern (C03W15.008)

Thank you for your quick reply!

I'm not familiar with the process of opposing the development - would you be able to explain the process of the review and submitting an opposition - understanding that there is a meeting this evening that we will attend.

Thank you,
Sandy

From: Stephen.Dykstra@brampton.ca
Sen

RE: Residential building development concern (C03W15.008)

Sandy,

Thank you for sharing your thoughts on this application. This correspondence will be part of the records for this file.

Staff will be reviewing all aspects of this application, including the transportation and safety aspects that you have included in your email below. This email will be responded to as part of the formal Recommendation Report to Council, and you will be contacted prior to the Recommendation Report going before Council. You will have the ability to delegate before Council at that time.

Please note that there is a Public Meeting for this file this evening. Attached is a copy of the Public Meeting Notice as well. You are welcome to attend and provide your input in person. If you have any additional questions or concerns, please do not hesitate to contact me.

Regards,

Stephen Dykstra *RPP, MCP*
Development Planner
Tel: (905) 874-3841

From: Sandy Tsontzidis < >
Sent: 2018/07/11 10:06 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Residential building development concern

Hello Mr. Dykstra,

My family is at _____, and have been made aware of proposed zoning amendments that are extremely concerning, as per 2128743 Ontario Inc, city file C03W15.008 and 21T-18001B, Ward #6. Building 50 townhouses and 6 single detached homes on Wanless Drive, with the only entrance to these homes would be from our crescent is most certainly being opposed to.

This is a quiet crescent. We have lived here for over 10 years, have excellent neighbors and there is a wonderfully warm sense of community here.

We have numerous concerns. One is the amount of traffic this would create of cars entering and exiting the development from our street. There are many children who play outside and their safety would become a definite issue. Our pets' safety would also be worrisome. Just crossing the street walking to our mailbox would be a nightmare! We also are concerned about the construction of these homes and the impact on our everyday life. Additionally the value of our homes would be impacted. There are many other concerns that can be detailed further.

My family is attending the public meeting this evening regarding this. Any response from you would be appreciated.

Regards,

Sandy Tsontzidis

From: Vinay Chandra < >
Sent: 2018/07/11 10:16 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Subject: Reg: City File #C03W15.008 & 21T-18001B Ward #6 Application for Amendment
Attachments: Reference Images.docx

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 living at in the City of Brampton, we OPPOSE the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6"

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A"

1. Like us, many families neighbouring the Treegrove Crescent consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
2. Will add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
3. Snow removal during winter at best rated is "poor" on Treegrove Crescent. New proposed housing will only add to the winter woes to the residents and neighbourhood
4. Will require additional infrastructure at neighbouring schools, parks and city services
5. Will add to the noise and pollution levels to the existing residents in the area
6. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 56 houses
7. Water pressure on our street is low and the new 56 houses will require City to upgrade the infrastructure to keep up
8. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

b) Proposal to the access the new "Street A" from Treegrove Crescent.

1. Because of the proposed new access to "Street A", considering 2 vehicles per new house we foresee an additional traffic of 50-100 vehicles or more on Treegrove Crescent regularly to and from the proposed 56 houses

2. This additional traffic poses safety concerns to the present residents, specially to the families with toddlers, young children living on Treegrove Crescent and neighbouring streets who made a conscious decision to live on this street/neighbourhood to be away the traffic concerns.
3. Introduces problems to the city and emergency vehicles in the event of disasters and house fires. Accessibility to "Street A" will be limited in the case of emergencies and will affect all residents at Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive and Thornbush Boulevard
4. New residents at "Street A" may decide to finish the basements and rent them, thereby adding more vehicles for parking and additional traffic on the Treegrove Crescent
5. Vehicle parking on Treegrove Crescent and neighbouring streets will consequently pose a risk and traffic nightmare to the commuters on the streets and city and emergency vehicles.
6. We sincerely think the access from Treegrove Crescent is not the best approach to "Street A"

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

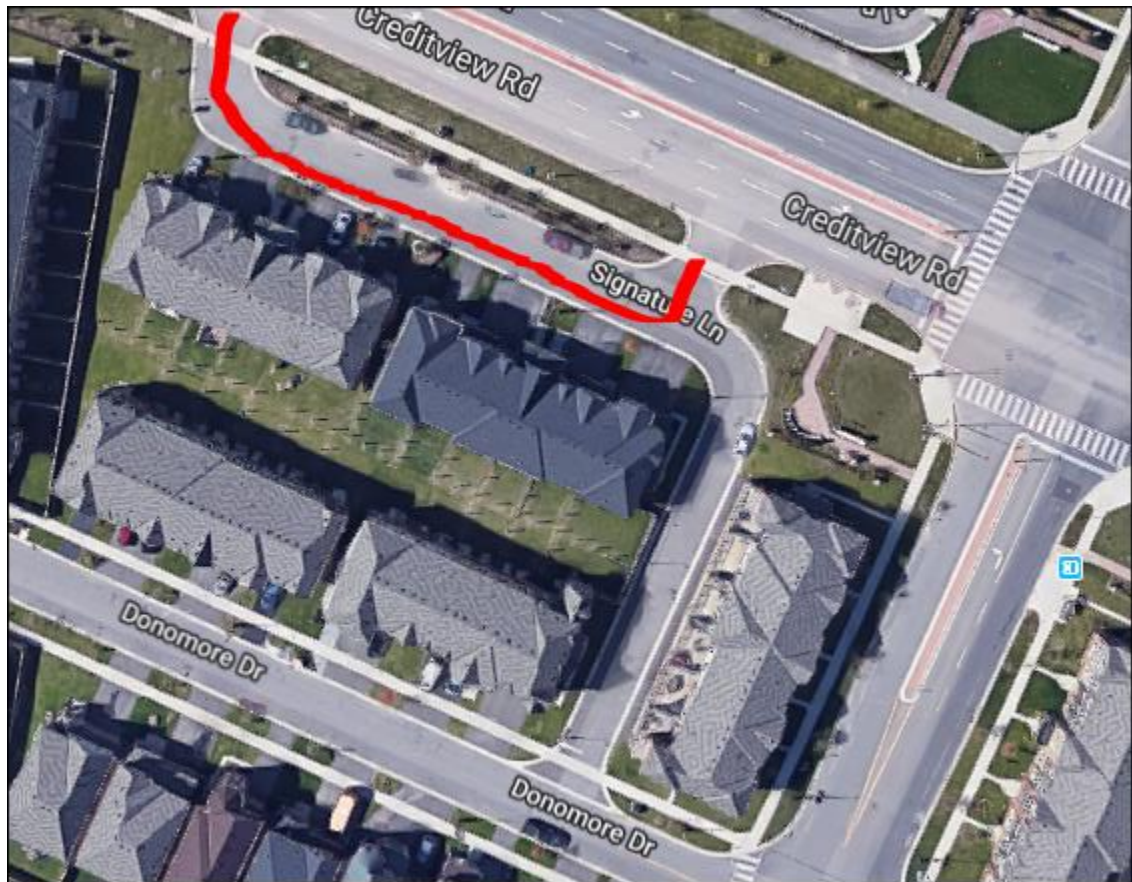
1. Remove the planned access to "Street A" from Treegrove Crescent.
2. Plan for Low density housing similar to the surrounding neighbourhood that would place less strain on the infrastructure
3. Update the access to "Street A" directly from the Wanless Drive. Build a ramp access from Wanless Drive to enter "Street A" and exit at Celestial Ct (Open access to Wanless Dr).
For Example, we ask the City council to review the below listed streets already existing in the Mount Pleasant neighbourhood. With around the same or less number of houses built at below lanes, the residents have direct access from the main roads (Creditview Rd and Veterans Drive) (Google Map Images attached for reference)
 - a. Signature Lane (access to the housing complex via Creditview Road)
 - b. Ashen Tree Lane (access to the housing complex via Creditview Road)
 - c. Bonsai Lane (access to the housing complex via Veterans Drive)
 - d. Lanternlight Lane (access to the housing complex via Creditview Road)
4. Open access from Wanless to Celestial Ct, and Plan for access to "Street A" from Celestial Ct. adjacent to the Wanless Drive. There is open space at NW corner for the access to "Street A"
5. Plan for access to "Street A" from Berries Drive and Williamson Drive. And compensate for the green space in Block 10(4,5,6) or Block 11
6. Plan for access to "Street A" from Rambling Oak. And compensate for the green space in Block 10 (4,5,6) or Block 11

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

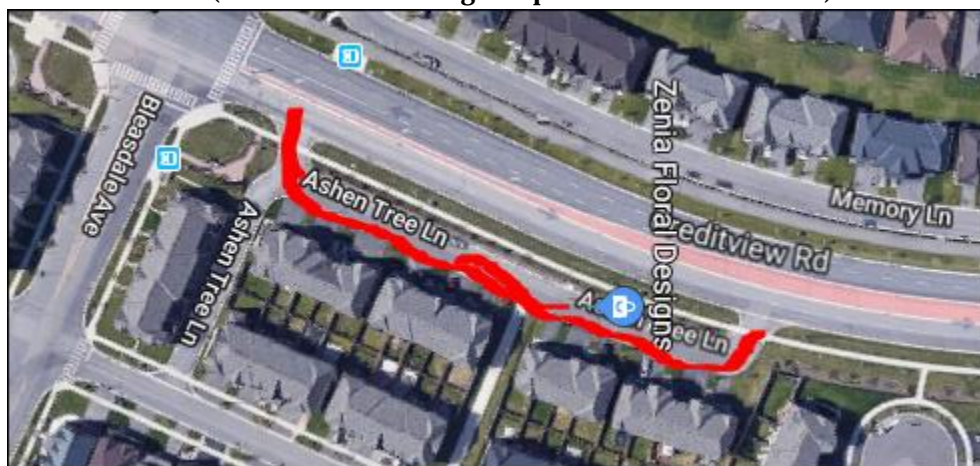
Thank you for your consideration.

Vinay Chandra Gudipadu Narendranath & Lakshmi Sandhyasree Petluri

- a. Signature Lane (access to the housing complex via Creditview Road)



- b. Ashen Tree Lane (access to the housing complex via Creditview Road)



- c. Bonsai Lane (access to the housing complex via Veterans Drive)



- d. Lanternlight Lane (access to the housing complex via Creditview Road)



Archived: 2020/10/02 1:12:18 PM

From: [Chitrassen Bhikajee](#)

Sent: 2020/06/22 12:12:22 PM

To: [Dykstra, Stephen](#)

Subject: [EXTERNAL]C03W15.008: Application for zoning by-law amendment, south of Wanless, between Chinguacousy and Credit View

Importance: Normal

Wouldn't it be a better idea to extend the woodlot and wetland to the edge of the road and preserve the little green and natural space left in Brampton.

Moreover construction activities risk damaging in a permanent way, the habitat to many animal and bird species in this woodlot. Some rare species like a couple of herons and some "blue head" ducks and white Canada geese have been spotted in the area.

Efforts should be increased to save natural woodlands and wetlands.

Thank you and kind regards,

[Chitrassen Bhikajee](#)

Archived: 2020/10/02 1:13:54 PM

From: [Sandra](#)

Sent: 2020/06/19 5:48:03 PM

To: [Dykstra, Stephen](#)

Cc:

Subject: [EXTERNAL]Zoning Bylaw Amendment C03W15.008

Importance: Normal

Attachments:

[Zoning Bylaw Amendment C03W15.008.docx](#) 

Hi Stephen, here is our written submission with regard to the above zoning bylaw amendment.

Regards,

Sandra Fernandes

From: Hashmi, Tasneem < >
Sent: 2018/07/05 9:47 AM
To: Dykstra, Stephen
Cc:
Subject: Safety Concern for Neighborhood-City File #C03W15.008 & 21T-18001B Ward #6

Hello Stephen,

I and my neighbors recently received documentation related to the following.

“Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

I and my family have been living at, since 2007, with the purchase being based on the fact it was a crescent, quiet with low traffic volume and a high degree of safety for our children.

The concern we all have is that the increased flow of traffic through Treegrove crescent will significantly increase the risk of a child or adult being struck by a vehicle, in addition to the increase in noise and pollution levels and potentially impact the resale value of the property resulting from said increase in traffic flow and reduction in safety for all in the area.

Based on Appendix 1 “Draft Plan of Sub-division” it indicates access will be via Treegrove crescent which raises the concern about access to the new properties by the fire department if access is blocked for any reason on Treegrove Crescent.

While I am sure the Mayor and councilors of the City always have the safety concerns of its residents in mind before that of property builders revenue stream, we also understand that there is a need for more residential properties in Brampton as it does contribute to the growth of the community.

I sincerely hope our concerns are taken seriously particular related to safety, as we do not want to point our fingers at the city in the event of a tragedy which could have been prevented.

I would like this email put into the record and be kept informed both by email and hard copy mail on any decisions taken by the city.

Sincerely

Tasneem Hashmi

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

To the City of Brampton

Attn: Mr. Stephen Dykstra – Development Planner

Mr. Dykstra:

As citizens of the City of Brampton and residents of Ward 6, living on _____ we wish to go on record as opposed to the current “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6”.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location. All of the existing homes in the area are single detached family dwellings so it would make sense to add the same type of homes rather than adding high density townhomes and semi-detached homes. This is where we look to our city to support us in addresses our issues below and reconsidering amending the zoning bylaw.

Some of our concerns include:

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of the younger children living on Treegrove Crescent as well an increased risk to the property of existing residents.

- The planned ‘S-Turn’ and intersection stop could induce a sort of ‘venturi effect’, whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.**

- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city's desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.
- *Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.*
- *Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.*

2) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

Many of our properties already have a drainage problem as well as cracks in the roadways. I have contacted the City with regard to standing water in my backyard but to no avail other than being directed to add more soil to my lawn. This does not solve the standing water issue and with our climate change and water drainage issues in the neighbourhood it will only get worse with increased development.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

3) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We have seen an increase in car thefts in the neighbourhood and opening up the crescent to additional development will only increase the likelihood of theft and vandalism.

4) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy. The noise pollution is already very high due to overhead airplanes, noise from the Go Train and CN rail tracks, traffic noise from Wanless and Creditview Roads. This additional busy subdivision would increase the noise levels and decrease the value of our homes.

5) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current **application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6**. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

James and Lourdes Sandra Fernandes

Response to Public Comments

City File Number: C01E17.029
Subdivision File: 21T-17014B

The following section will provide clarification for the comments that were received as part of this application. The question and answer format provided below summarizes the comments that were provided from a number of residents.

Concern - Increase of traffic on local street

It is understood that there will be an increase of traffic on the local road. Transportation staff have reviewed the data provided and have determined that the projected increase is still within the acceptable levels. Staff rely on data provided through researched documents to determine acceptable levels of traffic. With these documents staff are able to provide objective recommendations.

It is understood that this community has not seen an increase in traffic over the years. It is also understood that the residents had not considered that there would be a road extension in the future. However, the City has always concerned itself with the future extension of Treegrove Crescent into the proposed development lands. A parcel had been set aside as part of the subdivision providing access to the proposed lands.

Again, staff are aware that there will be an increase in the traffic on the local streets. The increased traffic counts are deemed to be within acceptable levels.

Concern - Access should be from Wanless Drive

Residents have suggested that access to the proposed development should be from Wanless Drive and not from Treegrove Crescent. The rationale for not providing the access from the proposed development directly onto Wanless is for safety reasons.

If access were to be provided directly onto Wanless, this would be the only access for residents of the proposed development. This means that full turns movements (right-in, right-out, left-in and left-out) would all need to be provided. While the right-in and right-out turns may be safe, accommodations for the left-in and left-out turns would not be considered safe.

A left turn lane in the middle of a two lane road is not considered to be appropriate for this location. The left turn lanes would require turning left across two lanes, which again, is not a good practice.

When the surrounding community was developed, an access was provided to the proposed development. This parcel of land has remained vacant for many years and has been preserved for this use.

Commenter suggested that a window street be provided – this is an acceptable way for right-in, right-out traffic. It is also noted that each of the examples provided by the resident also included an additional access that would allow for the left-in, left-out scenarios. If a right-in / right-out access were provide an additional access through Treegrove Crescent would also have to be provided. This was not submitted as an option and would not have been considered by staff.

Natural Heritage

Residents have raised concerns that the woodlot area has been compromised. Staff are of the opinion that the overall viability of the woodlot has not been compromised.

It is noted that the city owned portion of the protected lands has increased. Lands that were once under the ownership of private landowners will be transferred to the city. The buffer area around the woodlot has increased the amount of city owner protected area.

The buffer lands will be planted with native species that will contribute to the wellbeing of the woodlot. The applicant is required to cleanup and revitalise the existing woodlot. The applicant

has created a woodlot management plan that will remove deadfall and replace with live material that will be monitored.

It was noted by one of the residents that there were owls living in the woodlot. As a result, the Woodlot Management Plan addresses this by timing of the removal and planting of trees. It is anticipated that the removal of debris and planting of trees will increase the viability of the owl.

The following information has been provided by City Environmental Planning staff regarding a few of the specific concerns that were raised as part of the Public Meeting.

Increase the NHS buffer

As a response to a resident with concerns over the buffer that is provided, the following information was provided by City Environmental Planning staff.

Staff noted that the subject lands are already developed, and are proposed for redevelopment; these are not lands that are being converted from non-developable to developable. Staff note that the lands surrounding the Peddle Woodland were developed between 2004 and 2008, prior to the aforementioned current buffer policies.

It is also noted that Section 4.5.13.7 of the City of Brampton's Official Plan identifies 10m as the minimum buffer requirement from natural heritage features such as woodlands and wetlands. It is the CVC Watershed Planning and Regulation Policies outline the requirement of a 30m buffer from a Provincially Significant Wetland (PSW), such as the Upper Fletcher's Creek PSW south of the subject property. In consultation with CVC, it was determined that a 30m buffer was not warranted in this situation, due to the existing state of the wetland and wetland habitat opportunities within the balance of the woodland.

In order to enhance the current conditions, the following enhancements are proposed for the redevelopment of the subject lands:

- a 10m dripline buffer, achieving the Official Plan requirement
- removal of existing structures, litter/debris, and concrete currently on the subject lands
- removal of invasive species currently present within the rear lots of the subject land and the woodland edge
- native planting of the 10m buffer in accordance with the recommendations of the proposed Woodland Management Plan
- restoration planting in the woodland in accordance with the recommendations of the proposed Woodland Management Plan

Mitigation measures are proposed to reduce impacts during construction of the proposed development, including but not limited to:

- tree and vegetation removal will occur outside the peak breeding bird period (April 1 to August 31), and outside the Great Horned Owl nesting window (January to April), where possible. If vegetation removal is to occur within the aforementioned nesting windows, a nest search will be conducted by a trained biologist
- erosion and sediment control measures will be installed at the 10m dripline buffer prior to – and maintained during – construction
- temporary fencing will be erected to ensure construction vehicle movement and material storage does not disrupt vegetation being conserved

- permanent fencing will be installed at the 10m dripline buffer to at the end of construction to protect the woodland and wetland from encroachment
- residential lighting fixtures will be directional, facing downward and away from the Peddle Woodland

These measures, coupled with the establishment of a condominium board and regulations on backyard maintenance is expected to help improve current woodlot and wetland conditions suitably such that a 30m buffer is not being applied.

Increasing the Woodland/Concern About Birds

Residents indicated that there was a concern with the bird population and protection. Staff reviewed this concern and have provided the following information that was included as part of the assessment of the lands and protective measures.

The report provides detailed biological surveys of vascular flora, breeding birds, bat exit surveys, herpetofauna, and other wildlife for the subject properties were undertaken by ecologists as part of the preparation of the EIS. No Endangered or Threatened species were observed within the subject properties or adjacent areas. The woodland and associated buffer were identified as containing Terrestrial Crayfish Significant Wildlife Habitat and candidate Bat Maternity Colony Significant Wildlife Habitat; however, no other Significant Wildlife Habitat types on the subject properties or adjacent lands are present. Herons, mallards ("blue head" ducks), and Canada Geese, Swans, and Snow Geese ("white Canada geese") are common and would not typically make the Peddle Woodland their home. In order to reduce the impact of the development on the existing fauna, tree and vegetation removal will occur outside the peak breeding bird period (April 1 and August 31), and outside the Great Horned Owl nesting window (January to April), where possible. If vegetation removal is to occur within the aforementioned nesting windows, a nest search will be conducted by a trained biologist

The report notes that the woodland is completely isolated due to existing developments on all sides with no natural linkages. The proposed development will avoid direct impact to the woodland and wetland vegetation. Landscape/tableland trees (i.e. trees not associated with the woodland) on the subject properties are proposed for removal and will be compensated. It is expected that the proposed development will result in an overall benefit to animal and bird species through the removal of existing structures, litter/debris, and concrete of the subject lands; removal of invasive species currently present within the existing rear yards of the subject lands and woodland edge; native planting of the 10m buffer according to the recommendations made in the proposed Woodland Management Plan, and the eventual restoration planting will also take place within the woodland.

Concern – residents payed extra for lots backing onto woodlot.

The City is not able to control house prices or what is or was included in the house price. The City is also not able to control what the seller states or what they identify as woodlot or greenspace.

Staff are able to confirm that the area identified as the Peddle Woodlot has not decreased. The area of Peddle Woodlot that will be under the control of the City will increase as a result of this application. Staff are also working with the applicant to ensure that additional planting will be provided.

Concern - Surface water drainage

A concern from residents was that the Functional Servicing Report (FSR) did not properly take into account the surface drainage that would be produced as a result of this development. City staff have re reviewed the FSR and have confirmed that the data used is correct.

Concern - Water pressure

There were a number of residents who commented on the low water pressure that they are receiving. Water service is provided by the Region of Peel. The city has been advised that the water pressure for accommodating this development is sufficient. They request that any member of the public who has concerns with water pressure contact the Region directly. They can be reached using the following contact information

<https://www.peelregion.ca/water/contact.asp> or phone 905-791-7800 "Water and Wastewater"

Concern - Not sufficient justification for the increase in density

As part of the application the applicant must provide a Planning Justification Report. Within this report it was required that the applicant address the issue of increasing the density of the development from what is identified within the Secondary Plan. With sufficient justification, the applicant is capable of proposing a development with additional density.

The applicant noted several reasons why the development is capable of surpassing the maximum density identified within the Secondary Plan.

The applicant notes that the proposed development provides an additional dwelling form in the immediate area. The applicant also notes that while townhouses are being added to the built form typology there is a transition to the townhouses with the placement of semi-detached dwellings. The applicant also notes that the Province as well as the City and Region are promoting intensification of uses. This utilizes the existing resources and will help to slow the outward growth of the city.

Policy staff who reviewed the information take the applicants justification as well as good planning into account to determine whether the rationale is justified. Policy planners review many of these reports and are able to decipher as to what are the limits of both not enough and too much density for an area. Finally, the Development Planner compiles this information to determine whether the development as a whole is a good fit for the area and the city as a whole. City staff are satisfied that the increase in density is supportable in this case.

Concern – Additional Noise

A noise study was completed for this application. The noise study measures the current as well as the anticipated noise level for the area. This objective study identifies areas within the community that would require measures to lower the noise levels to within acceptable levels. The mitigating measures identified within the study will be provided. It is not anticipated that noise levels from the development would impact the surrounding area.

Appendix 10 – Results of the Application Circulation

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2018/02/13 3:53 PM
To: Dykstra, Stephen
Subject: FW: C03W15.008 Application and Request for Comments (February 12, 2018)
Attachments: Notice of Application and Request for Comments (February 12 2018).compressed.pdf

Hi Stephen

Please see below comments.

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

Prior to registration of the plan of subdivision, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Thank you

Debbie Purves
System Planner

Outside Plant Engineering
3573 Wolfedale Rd
Mississauga, ON L5C 3T6

Debbie.purves@rci.rogers.com
416-305-0466



From: Montague, Tarieka [<mailto:Tarieka.Montague@brampton.ca>]
Sent: Tuesday, February 13, 2018 10:57 AM
To: circulations@mmm.ca; Dennis De Rango <landuseplanning@hydroone.com>; municipalPlanning@enbridge.com; GTAW New Area <gtaw.newarea@rci.rogers.com>
Cc: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: C03W15.008 Application and Request for Comments (February 12, 2018)

February 21, 2018

Stephen Dykstra, MCIP, RPP
Development Planner
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Stephen,

Re: Draft Plan of Subdivision
2128743 Ontario Inc.
1265, 1279, 1303 & 1323 Wanless Drive
City of Brampton
File No.: C03W15-008

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall 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.

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.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will 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.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads "Alice Coleman". The signature is fluid and cursive, with the first name "Alice" and last name "Coleman" clearly distinguishable.

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

—

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh

February 20, 2018

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

**Re: Application to Amend the Zoning By-Law and Proposed Draft Plan of Subdivision
Weston Consulting Group Inc. – 2128743 Ontario Inc.
Files: C03W15.008 & 21T-18001B
1265, 1279, 1303, 1323 Wanless Drive
City of Brampton – Ward 6**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 6 single-detached and 50 townhouse units, which are anticipated to yield:

- 7 Junior Kindergarten to Grade 8 Students; and
- 5 Grade 9 to Grade 12 Students

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

Catchment Area	School (hosted)	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Aidan	488	435	5
Secondary School	St. Edmund Campion	1818	1542	16

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

2. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.

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

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Keith Hamilton
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24224
Keith.hamilton@dpcdsb.org

c: A.Singh, Peel District School Board (via email)

March 5th, 2018

Mr. Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

**RE: Application to Amend the Zoning By-law and Proposed Draft Plan of
Subdivision – 21T-18001B / C03W15.008
Weston Consulting Group Incorporated – 2128743 Ontario Inc.
1265, 1279, 1303 & 1323 Wanless Drive
South side of Wanless Drive, west of Brisdale Drive
City of Brampton (Ward 6)**

The Peel District School Board has reviewed the above-noted application (6 detached and 50 townhouse units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

15	K-5
7	6-8
7	9-12

The students are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Brisdale P.S.	883	1,005	0
McCrimmon Middle	834	891	0
Fletcher's Meadow S.S.	1,731	1,488	9

The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement:

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Peter Joshua

**Associate Director,
Instructional and Equity Support Services**
Robyn Grewal

Associate Director, School Support Services
Wendy Dowling

**Associate Director,
Operational Support Services**
Jaspal Gill

1. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."
2. The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy."

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh

Planner

Planning and Accommodation Dept.

- c. B. Bielski, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

Archived: 2020/10/05 2:07:49 PM

From: [planification](#)

Sent: 2020/09/03 4:51:47 PM

To: [Dykstra, Stephen](#)

Cc: [Trdoslavic, Shawntelle](#)

Subject: French School Board

Importance: Normal

Good Afternoon,

The Conseil scolaire Viamonde has no comments regarding application (C03W15.008 and 21T-18001B) for properties located at 1265, 1279, 1303, 1323 Wanless Drive.

Best regards,

Kenny Lamizana

Agent de Planification, Secteur de l'immobilisation, de l'entretien et de la planification
Planning Officer, Building, Maintenance and Planning Department
Conseil Scolaire Viamonde | 116 Cornelius Parkway, Toronto, ON M6L 2K5



De : Dykstra, Stephen <Stephen.Dykstra@brampton.ca>

Envoyé : 2 septembre 2020 16:39

À : Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>; circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@electrautilities.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; suzanne.blakeman@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csviamonde.ca; Dennis De Rango <landuseplanning@hydroone.com>

Objet : [EXTERNE] - RE: C03W15.008 and 21T-18001B Notice of Application and Request for Comments DUE SEPT 10/2020

Good Afternoon,

In addition to the documents that Shawntelle provided (thank you), attached is a Concept Plan as well as an updated Draft Plan which will provide additional context.

Regards,

Stephen Dykstra MCIP, RPP
Development Planner III
Tel.: (905) 874-3841

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: 2020/09/02 1:59 PM

To: circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@electrautilities.com>; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; suzanne.blakeman@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csviamonde.ca; Dennis De Rango <landuseplanning@hydroone.com>

Cc: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>

Subject: C03W15.008 and 21T-18001B Notice of Application and Request for Comments DUE SEPT 10/2020

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

If you have any concerns please **contact the assigned Planner**, Stephen Dykstra at Stephen.Dykstra@brampton.ca

Please note comments are due to Stephen by **September 10, 2020**

Thank you and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

From: circulations@wsp.com
Sent: 2018/02/22 12:00 PM
To: Dykstra, Stephen
Subject: ZBLA and Draft Plan of Subdivision (C03W15.008) - 1265, 1279, 1303, 1323 Wanless Dr.

2018-02-22

Stephen Dykstra

Brampton

, ,

Attention: Stephen Dykstra

Re: ZBLA and Draft Plan of Subdivision (C03W15.008) - 1265, 1279, 1303, 1323 Wanless Dr.;
Your File No. C03W15.008

Our File No. 81991

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement

(PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

MMM (a WSP company) operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM.** MMM is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
Manager, Municipal Relations
Access Network Provisioning, Ontario
Phone: 905-540-7254
Mobile: 289-527-3953
Email: Meaghan.Palynchuk@bell.ca

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From: Paul.Shllaku@HydroOne.com
Sent: 2018/06/27 10:12 AM
To: Dykstra, Stephen
Subject: City of Brampton - 1265,1279,1303,1323 Wanless Drive - 21T-18001B

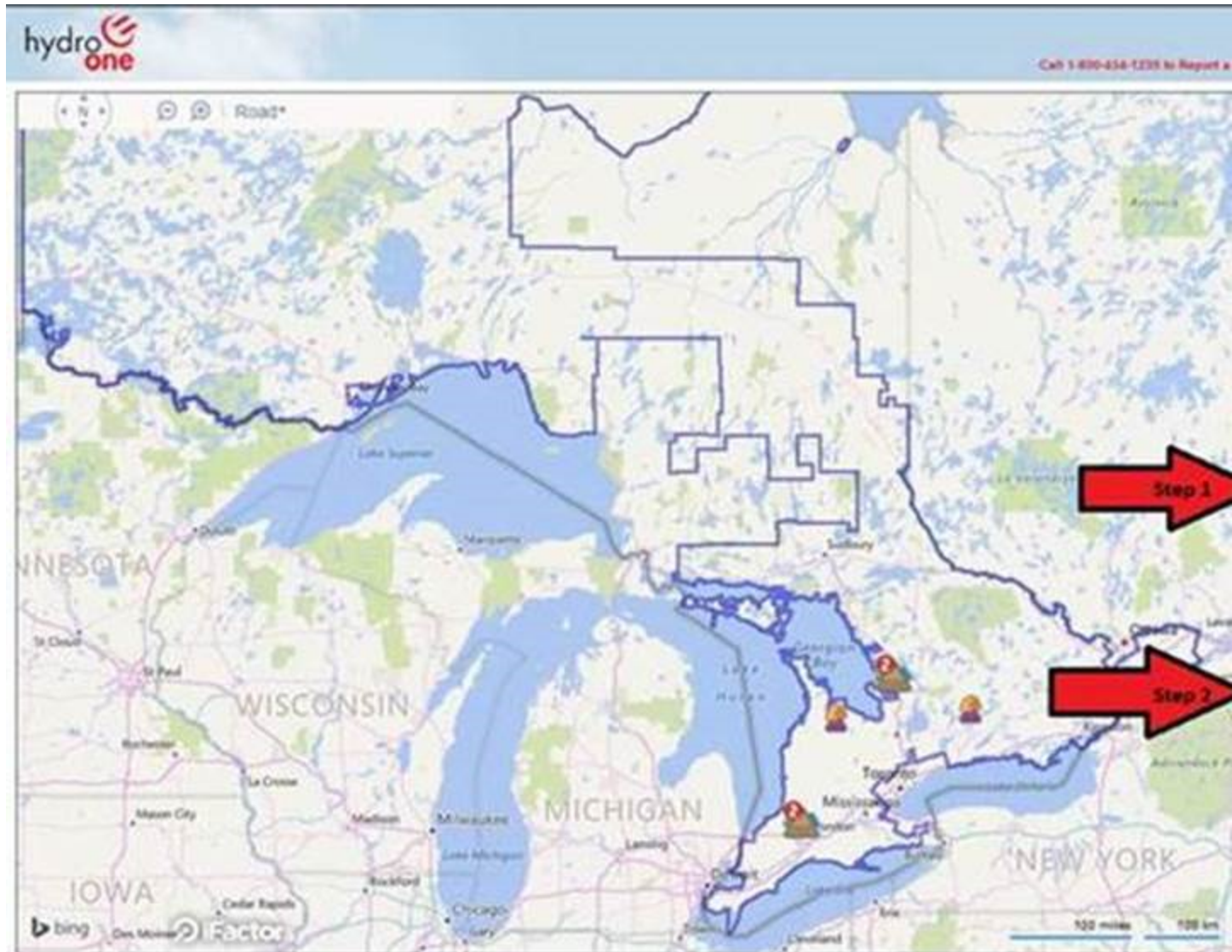
Hello,

We are in receipt of your Plan of Subdivision application, 21T-18001B dated June 27,2018. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select " Service Territory Overlay" and locate address in question by entering the address or by zooming in and out of the map



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Dennis De Rango

Specialized Services Team Lead, Real Estate Department

Hydro One Networks Inc.

Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

To: Stephen Dykstra, Development Planner

From: Michelle Gervais, Policy Planner

Date: May 23, 2018

Files: C03W15.008 and 21T-18008B

Type: Application to Amend the Zoning By-law and a Proposed Draft Plan of Subdivision

Subject: Policy Planning Comments
To permit 50 townhouse units and 6 single detached lots
Weston Consulting Group Inc. – 2128743 Ontario Inc.
1265, 1279, 1303 and 1323 Wanless Drive
South of Wanless Drive between Creditview Road and Chinguacousy Road

Policy Planning has reviewed the application submitted for the four properties located south of Wanless Drive between Creditview Road and Chinguacousy Road and provide the following comments:

Heritage Planning (comments from Cassandra Jasinski, Heritage Planner)

- The subject properties exhibit high archaeological potential because they are within 300 meters of known archaeological sites and present/past water sources.
- The Owner must provide an Archaeological Assessment(s) for all lands within the subject application, and shall mitigate adverse impacts to any significant archaeological resources found, to the satisfaction of the City and the Ministry of Tourism, Culture and Sport (MTCS) prior to the enactment of the Zoning By-law. No grading, filling, or any form of soil disturbances shall take place on the subject property prior to the acceptance of the Archaeological Assessment(s) by the City and the MTCS indicating that all archaeological resource concerns have met licensing and resource conservation requirements.
- Should a cemetery be discovered during any phase of the Archaeological Assessment(s), topsoil stripping, grading or construction, the Owner shall, at their expense, undertake mitigation measures to the satisfaction of applicable provincial agencies and the Commissioner, Planning and Development Services.
- If the properties were subject to a previous Archaeological Assessment that was accepted by the Ministry of Tourism, Culture and Sport (MTCS) and City Heritage staff, the applicant must provide a copy of the report(s) and associated correspondence from the MTCS and Heritage staff confirming that all archaeological resource concerns have met licensing and resource conservation requirements.

Policy Planning (comments from Michelle Gervais, Policy Planner)

Official Plan

Land Use Designation	Schedule	Section	Comments	Official Plan Amendment Required?
Communities	Schedule 1	3.2.8		No
Built Boundary	Schedule 1	3.2.2		No
Residential	Schedule A	4.2	The subject properties are located adjacent to lands that are designated "Open Space" on Schedule A and "Woodland" on Schedule D.	No
Secondary Transit Corridor	Schedule C	4.5.4.2		No
City Wide Pathway Network	Schedule C1	4.5.6		No

Communities

New development with existing communities shall be planned to be complete communities. Priority will be given to compact development that creates a pedestrian friendly environment. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics are to be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

Residential

The subject properties are designated as "*Residential*" on Schedule A - General Land Use Designations. The *Residential* designation permits predominantly residential land uses, including a full range of dwelling types.

The Official Plan speaks to the accommodation of a range of housing types through an appropriate mix of housing and density policy. The subject properties are located within a newer Secondary Plan area and are subject to the "*New Housing Mix and Density Categories*". The "*Low Density Residential*" housing category is described as having a maximum density of 30 units/net hectare (12 units/net acre) and permits single detached homes. The proposed development has a density of 33.55 units/net hectare and proposes both single detached dwellings and street townhouses.

The City's various Secondary Plans specify the overall residential density and housing mix targets for each Secondary Plan area and specify that "*minor variation to the housing density and mix targets in the applicable Secondary Plan, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment*". Based on this policy, the housing type and density policies contained within the Fletcher's Creek Secondary Plan will provide further direction on the applicable density permitted on the subject properties. Please refer to the Secondary Plan comments below.

Natural Heritage Features

The subject properties are located adjacent to an identified "*Woodland*" feature, which is designated as "*Open Space*" on Schedule A and "*Woodland*" on Schedule D. It is the intent of the Natural Heritage policies to ensure that the natural heritage system and its associated features are identified and protected. An Environmental Impact Study, prepared by Natural Resources Solutions Inc. has been submitted in support of the proposed development to assess the potential impacts of the development proposal within/or adjacent to the natural heritage system.

Since the subject properties are located adjacent to an identified *Woodland*, a buffer is required to preserve and protect the natural feature. A minimum 10 metre environmental buffer is required to define the limit of development from all natural features. In this instance, it would be from the dripline of the woodland. Weston Consulting has indicated in their Planning Justification Report that the staked dripline, undertaken with the Credit Valley Conservation, is not consistent along the full extent of the woodland boundary. The dripline straddles the property line and in some instances is setback several metres from the property line. Policy 4.6.13.8 permits the refinement of the minimum environmental buffer allowance:

"A buffer of up to and/or in excess of 10 metres may be refined from the buffer required in policy 4.6.13.7 as warranted, based on the results of environmental studies that are prepared which take into account the policies of all levels of government and the Credit Valley and Toronto and Region Conservation Authority, including the Greenbelt Plan."

The applicant has prepared an Environmental Impact Statement that provides justification as to why the woodland buffer is proposed to be applied as a 'setback' of varying depths from the staked dripline and why it is sufficient in preserving the integrity of the feature. Environmental Planning is to confirm that they are satisfied with the proposed environmental buffer adjacent to the woodland.

Secondary Transit Corridor and City Wide Pathway Network

The subject properties have frontage along Wanless Drive, which is designated as a "*Secondary Transit Corridor*" and a "*City Wide Pathway Network*". The Official Plan (Policy 4.5.4.19) encourages transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians, including persons with

disabilities. In addition, multi-use pathway connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety.

In order to encourage walkability and access to the City's active transportation system, the proposed development includes a pedestrian sidewalk that will connect the development to the existing transit bus stop at Wanless Drive and Brisdale Drive and to the multi-use pathway on Wanless Drive.

Urban Design

The proposed townhouses along the Wanless Drive frontage are proposed to be reverse frontages with a 5 metre landscaped buffer between the townhouses and the multi-use path along Wanless Drive. The applicant has indicated that all dwellings will front and gain access from the new proposed street. The City's Transit-Oriented Development policies state that reverse frontages and lotting along arterial roads are prohibited.

The Urban Design Brief that has been submitted in support of the proposed development includes built form guidelines that ensure rear yard facade massing and form articulation along Wanless Drive that will be treated more as a front condition and the utilization of enhanced landscaping for noise mitigation and public/private realm separation. The Urban Design Division shall ensure that the built form meets the intent of the City's Urban Design policies.

An amendment to the Official Plan is not required for the proposed residential uses.

Secondary Plan – Fletcher's Meadow Area 44

The properties are designated "*Low Density Residential*" on Schedule SP44(a) of the Fletcher's Meadow Secondary Plan. The properties are also located adjacent to a designated "*Woodlot*". In areas designated *Low Density Residential*, residential uses within the Low Density Residential category (New Housing Mix and Density Categories) of the Official Plan are permitted. The permitted housing types within the Low Density Residential category are single detached dwellings.

The Secondary Plan states that lands that are designated as *Low Density Residential* shall have a maximum density of 12.4 units per hectare (5 units per acre) of net residential area and will include single detached homes. However, the Official Plan identifies *Low Density Residential* as permitting a maximum density of 30 units/net hectare (12 units/net acre). The Official Plan allows for greater density than what is identified in the Secondary Plan. The proposed development has a density of 33.55 units per net hectare. The Secondary Plan states, "Notwithstanding the housing policies for the various residential designations on Schedule 'SP44(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines."

If the lands were to be developed at the maximum permitted net density of 12.4 units per hectare, this would result in a unit yield of approximately 12 units. The applicant has indicated in their Planning Justification Report that given the location of the properties along a transit route and the fact that the built form is compatible with the surrounding low-density neighbourhood, it is appropriate that the subject properties be developed at a higher density than prescribed in the Secondary Plan. The proposed development also efficiently uses land, infrastructure and resources.

The Secondary Plan requires that the lands designated *Low Density Residential* that abut existing residential development shall be developed in a manner that is compatible with the scale and character of the existing development. In addition, residential lots shall be oriented towards and have primary access to the minor collector and local road system.

The proposed development is compatible with the surrounding low-density built form. The three single detached units at both ends of the development will provide a transition between the single detached homes located on Treegrove Crescent and Celestial Court to the townhouse blocks contained within the middle of the proposed development. The proposed development includes the extension of Treegrove Crescent which will provide vehicular access to the subject properties.

Lands designated *Woodlot* on Schedule SP44(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to all relevant policies of the Official Plan. The preservation or treatment of any woodlots shall be in accordance with the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and the City's Woodlot Development Guidelines. In addition, development adjacent to natural features shall be shaped, oriented and developed in a manner that is compatible and complementary to the designated natural feature to the extent practicable. The applicant will be required to demonstrate how they conform to the *Woodlot* Secondary Plan policies.

An amendment to the Fletcher's Creek Secondary Plan is not required.

Thank you.



Michelle Gervais, MCIP, RPP
Policy Planner

Date: August 10, 2020

To: Stephen Dykstra, Development Planner

From: Donna Kozar, Engineering Technologist

Subject: Functional Servicing Report
WESTON CONSULTING – Coscorp Wanless Inc. (1403269 Ontario Inc.)
1265, 1279, 1303 and 1323 Wanless Drive

File: C03W15.008 / 21T-18001B

Submission:

- Functional Servicing Report for Coscorp Wanless Inc. prepared by Crozier Consulting Engineers dated July 2020, and received July 23, 2020

Comments:

We have reviewed the Functional Servicing Report as noted above, in support of the Application to Amend the Official Plan, Zoning By-Law and Plan of Subdivision and confirm that we have no further comments.

Please have the applicant submit a hard copy of the final Functional Servicing Report for our records.

cc. Maggie Liu
Olti Mertiri

From: Lui, Michelle
Sent: 2020/04/08 3:48 PM
To: Dykstra, Stephen
Cc: Stowe, David; Lafleur, Chris; Charles, Andrew
Subject: C03W15.0008 - 1265, 1279, 1303, 1323 Wanless Drive - Information Report - Transit Comments

Hi Stephen,

Brampton Transit has reviewed the draft plan of subdivision for the subject line application and have the following comments:

- The applicant shall provide a concrete bus landing/shelter pad, to the west of the sidewalk that connects Lane 'A' to the multi-use path on Wanless Drive. Please reference Brampton Standard Drawings 260. Further details regarding the bus stop location and design will be provided once more detailed Aboveground Plans or Site Plan are provided.
- The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective transit service coverage.

Kindest Regards,

Michelle Lui

Planning Coordinator, Transit | City of Brampton

905 874 2750 x 62397

michelle.lui@brampton.ca

www.bramptontransit.com

Our Focus Is People 

DATE: July 23, 2020

TO: Stephen Dykstra, Planner III;
Planning, Building & Economic Development Services

FROM: Harsh Padhya, Assistant Heritage Planner;
Planning, Building & Economic Development Services

SUBJECT: Archeological Clearance for Stage 1 and 2 Archaeological Resource Assessment of the lands at 1323, 1303, 1279 and 1265 Wanless Drive (Part of Lot 15, Concession 3 West of Hurontario Street, Township of Chinguacousy, County of Peel), City of Brampton, Ontario.

Archaeological Assessment

Heritage staff have reviewed Stage 1 and 2 Archaeological Assessment report of the lands at 1323, 1303, 1279 and 1265 Wanless Drive prepared by Archaeological Consultants & Contractors on May 28, 2018 with PIF# P120-0213-2017 (Stage 1) and P120-0214-2017 (Stage 2). The reports contained a copy of the MTCS Acceptance letter for Stage 1 and 2 Archaeological Resource Assessment of the lands at 1323, 1303, 1279 and 1265 Wanless Drive (Part of Lot 15, Concession 3 West of Hurontario Street, Township of Chinguacousy, County of Peel), City of Brampton, Ontario.

The report identifies that a Stage 1 & 2 study for the subject lands were conducted and was recommended that the lands are free of any further archaeological concerns.

Heritage staff confirms that the Archaeological Assessment requirement for the assessed lands has been satisfied.

Note: Should previously undocumented archeological resources be discovered, they may be a new archeological site and therefore subject to Section 48 of the Ontario Heritage Act. The proponent/person discovering the archaeological resources must immediately cease alteration of the site, engage a licensed consultant archaeologist to carry out the archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act, and also contact City Heritage staff.

The Funeral, Burial and Cremation Services Act requires any persons discovering human remains to notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

In no way will the City of Brampton be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this clearance. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Thank you,

Harsh Padhya
Assistant Heritage Planner
Planning, Building & Economic Development Services
905-874-3825
Harsh.Padhya@brampton.ca

Tang, Daniel

Michael Vani; Dykstra, Stephen

Hi Stephen,

I have reviewed the updated Noise Impact Study dated Sept 30, 2020 prepared by Sonair and found it capable of supporting Zoning and Draft Plan approval.

Regards,

Daniel Tang
Environmental Technologist – Noise
City of Brampton
Engineering Division / Public Works & Engineering Department

From: Michael Vani <mvani@westonconsulting.com>
Sent: Wednesday, September 30, 2020 11:30 AM
To: Tang, Daniel <Daniel.Tang@brampton.ca>; Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Cc: Tom Baskerville <tbaskerville@coscorp.ca>; Liam O'Toole <lotoole@westonconsulting.com>
Subject: [EXTERNAL] RE: C03W15.008 / 21T-18001B

Hi Daniel,

Per your comments below, attached is the revised Noise Impact Study and a memo from Sonair responding to your comments.

Please review and sign off/issue your DPS conditions on the attached at your earliest convenience. We are looking to meet the November Council deadline for approval of the zoning and draft approval, and this is one of the last outstanding items.

Kindly confirm receipt and let us know your review timeline.

Regards,

Michael Vani, BURPL MCIP, RPP
Senior Planner



Vaughan office: 905.738.8080 ext. 252 | 201 Millway Ave, Suite 19, Vaughan, ON. L4K 5K8
Toronto office: 416.640.9917 ext. 252 | 268 Berkeley Street, Toronto, ON. M5A 2X5
mvani@westonconsulting.com | www.westonconsulting.com

From: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Sent: September 22, 2020 1:25 PM
To: Tom Baskerville <tbaskerville@coscorp.ca>
Subject: FW: C03W15.008 / 21T-18001B

Tom,

Can you please ask the consultant to update the Noise report as per the comments below.

Regards,

Stephen Dykstra MCIP, RPP
Development Planner III
Tel: (905) 874-3841

From: Tang, Daniel <Daniel.Tang@brampton.ca>
Sent: 2020/09/22 11:46 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Re: C03W15.008 / 21T-18001B

Hi Stephen,

Yes I did, and I have just finished reviewing it, and have the following comments:

1. Traffic data set used in the noise report are from existing count; the applicant must use Ultimate AADT, data can be obtained from City's Transportation Planning department.
2. Methodology used in section 2.4 is not relevant. Sound measurement will only show sound level from existing traffic, while OIA must be protected with ultimate traffic count, and shall be calculated with STAMSON.
3. Barrier locations from the 2nd drawing in the noise report must be revised; barrier for lot 53 must be immediate to the lot, which will be registered on title that the owner is responsible of maintenance. Noise fence length for Lot 28 & 53 must be shorten as they are only protecting the OIA, such length proposed will create CPTED issues.

Regards,

Daniel Tang
Environmental Technologist – Noise
City of Brampton
Engineering Division / Public Works & Engineering Department

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number XXXX - 2020

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

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

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

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

From	To
Agricultural (A)	Residential Townhouse A – Section 3005 (R3C – Section 3005); Residential Semi-Detached A – Section 3006 (R2A – Section 3006)

By adding the following sections:

“3005 - The lands designated R3C – Section 3005 on Schedule A to this By-law:

- 3005.1 Shall only be used for purposes permitted by the R3C zone:
- 3005.2 Shall be subject to the following requirements and restrictions:
- 1) Maximum number of townhouse dwellings on lands zoned R3C – Section 3005: 43
 - 2) Minimum setback to Wanless Drive: 7.3 metres
 - 3) Minimum front or rear yard setback to a common element road: 6.0 metres, except for lots having a side yard abutting a common element road in which

case the minimum front or rear yard setback shall be 4.8 metres

- 4) Minimum setback to a lot line abutting an Open Space zone: 6.3 metres,
 - 5) Minimum Side Yard Setback: 1.5 metres
 - 6) Notwithstanding Sections 3005.2 3), 4) and 5), the following shall apply to a lot abutting an Amenity Space:
 - a) Minimum front yard setback: 5.9m
 - b) Minimum side yard setback: 5.3m
 - c) Minimum rear yard setback: 2.0m
 - 7) Minimum Dwelling Unit Width 6.0 metres
 - 8) A balcony, deck or porch, with or without a foundation, and/or cellar, may project into the minimum required front or side yard by a maximum of 1.5 metres. Attached eaves and/or cornices are permitted to project an additional 0.6 metres into the minimum required front yard.
 - 9) Minimum Common Amenity Area: 355 sq. m
 - 10) Minimum Landscape Open Space: Those portions of all yards not occupied by permitted structures, accessory structures, permitted encroachments and permitted driveway shall consist of landscaped Open Space;
- 3005.3 For the purpose of this zone an amenity area is defined as follows:
- Common Amenity Area:** shall mean land that is intended for active recreation, including but not limited to lands developed with features such as shade structures and/or play structures, and shall consist of both hard and soft landscaping.
- 3005.4 All lands zoned R2A-3006 and R3C-3005 shall be treated as one lot for the purposes of required visitor parking.
- 1) Minimum visitor parking spaces: 13 spaces
- 3005.5 For the purpose of this zone a private road shall be treated as a public street for zoning purposes.”

| “3006 - The lands designated R2A – Section 3006 on Schedule A to this By-law:

- 3006.1 Shall only be used for purposes permitted by the R2A zone.
- 3006.2 Shall be subject to the following requirements and restrictions:
 - 1) Minimum Lot Width: 6.6 metres
 - 2) Minimum Lot Area: 163 square metres
 - 3) Minimum Lot Depth: 26.0 metres
 - 4) Minimum front yard setback to a common element road: 6.0 metres

- 5) Minimum side yard setback to Wanless Drive: 6.25 metres
- 6) Minimum side yard setback to a common element road: 1.0 metres
- 7) Minimum interior side yard setback: 1.2 metres
- 8) Minimum Landscape Open Space:

Those portions of all yards not occupied by permitted structures, accessory structures, permitted encroachments and permitted driveway shall consist of landscaped Open Space;

- 3006.3 All lands zoned R2A-3006 and R3C-3005 shall be treated as one lot for the purposes of required visitor parking.
- 1) Minimum visitor parking spaces: 13 spaces
- 3006.4 For the purpose of this zone a private road shall be treated as a public street for zoning purposes.”

ENACTED THIS _____ day of _____, 2020.

Approved as to form.

____/____/____

[Approver’s Name]

Patrick Brown, Mayor

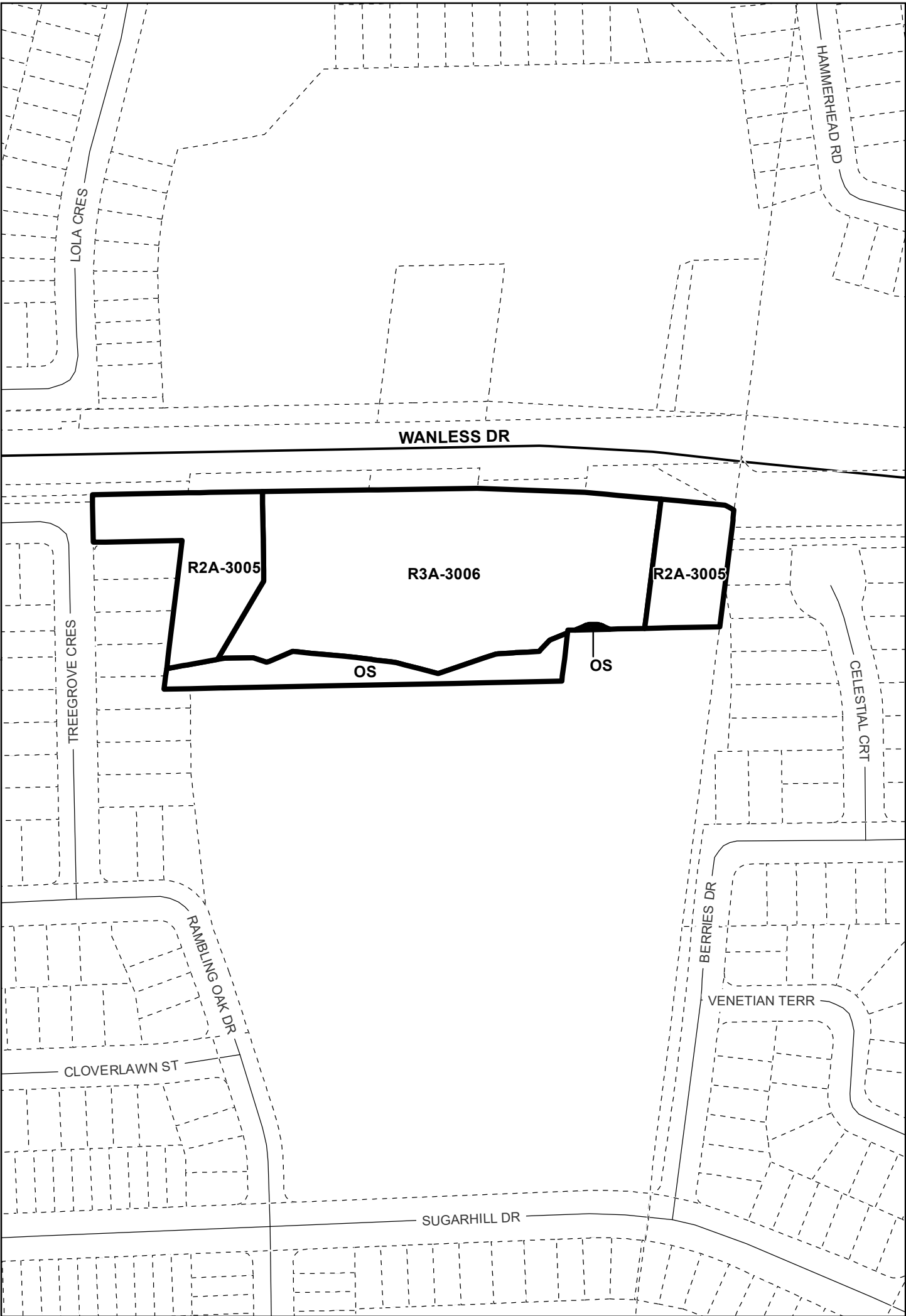
Approved as to content.



____/____/____

[Approver’s Name]

Peter Fay, City Clerk

(C03W15.008)



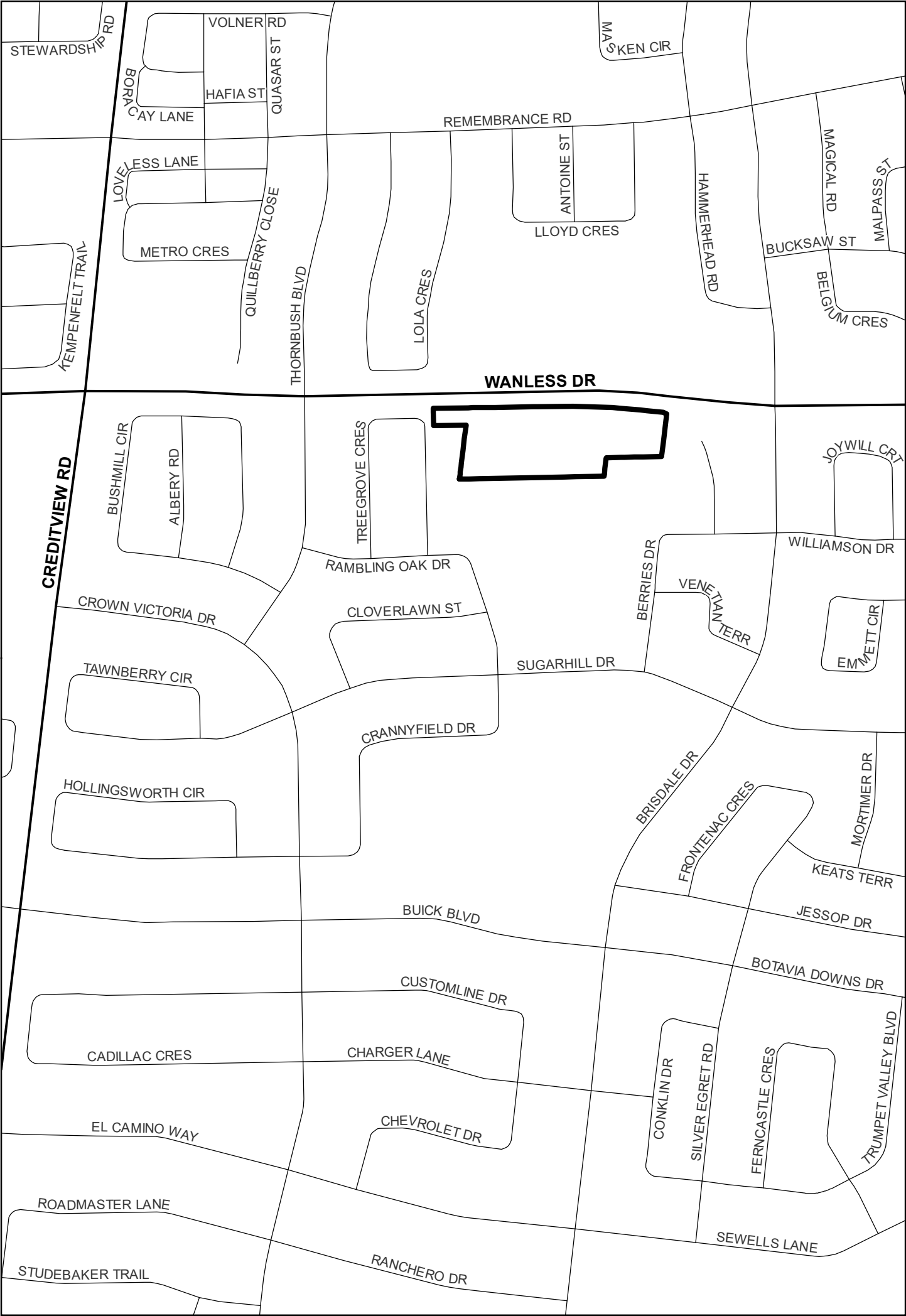
 Zone Boundary  Existing Parcel Fabric



BRAMPTON
Flower City



PART LOT 15, CONCESSION 3 W.H.S.



 SUBJECT PROPERTY



BRAMPTON
Flower City



KEY MAP

**Appendix 12 – Conditions
Comments and Conditions Memos
City File: C03W15.008
(21T-18001B)**

SCHEDULE A

CONDITIONS OF DRAFT APPROVAL

**DRAFT APPROVAL
DATE:**

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

SUBJECT:

**Draft Plan of Subdivision
2128743 Ontario Inc. (Coscorp) – Candevcon Ltd.
South of Wanless Drive
21T-18001B
City of Brampton
City File: C03W15.008
Planner: Stephen Dykstra**

In accordance with By-law 216-2017 the Commissioner of Planning and Development Services 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 as referenced below and contained within the attached comments and conditions memos.

Approved Plan and Redlines

1. The final plan shall generally conform to the draft plan prepared by Candevcon Limited, dated March 11, 2020.

Subdivision Agreement

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

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

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails,

site development plan, utilities, architectural control, homebuyers information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.

- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit;
- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.

External Easements and Land Dedications

6. 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.
7. 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

8. Prior to registration, parkland dedication requirements for the subject application shall be finalized. In this regard, arrangements shall be made to the satisfaction of the Commissioner, Planning and Development Services Department and in accordance with the terms of the City's Parkland Dedication By-law, applicable at the time of plan registration.

Studies

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.

Staging

10. 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.

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

11. 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

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

School Boards

13. Prior to registration, 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

14. That the owner / developer shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.

14.1 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.

14.2 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

15. The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in this plan, within a period of five years from the date of registration of the Subdivision Agreement.

- 15.1** Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.
- 15.2** 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 Board.
- 16.** The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchases that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.

Canada Post

- 17.** Prior to registration, the owner will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- 18.** Prior to registration, the owner will 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.
- 19.** The owner/developer will 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.
- 20.** The owner will 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.
- 21.** The owner will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

22. The owner agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
23. Prior to registration, the owner agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated 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.
24. The owner will 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

25. The following conditions will be included in the Subdivision Agreement to the satisfaction of Enbridge Gas Distribution Inc.:
 - 25.1 The developer is responsible for preparing a composite utility plan that allows for the safe installation of all utilities, including required separation between utilities.
 - 25.2 Streets are to be constructed in accordance with composite utility plans previously submitted and approved by all utilities.
 - 25.3 The developer shall grade all streets to final elevation prior to the installation of the gas lines and provide Enbridge Gas Distribution Inc. with the necessary field survey information for the installation of the gas lines.
 - 25.4 It is understood that the natural gas distribution system will be installed within the proposed road allowance. In the event that this is not possible, easements will be provided at no cost to Enbridge Gas Distribution Inc.

The owner/developer shall contact the Enbridge Regional Sales Development Department at their earliest convenience to discuss installation and clearance requirements for main, service and metering facilities.

Rogers Telecommunications

26. Prior to registration, the developer/owner will, 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 developer/owner will cause these documents to be registered on title.

27. Prior to registration, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

28. Prior to registration, the owner will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication / telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the owner shall be responsible for the relocation of such facilities or easements.
29. Prior to registration, the owner must confirm that sufficient wire-line communication / telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication / telecommunication infrastructure

Brampton Hydro (Alectra)

30. Prior to registration, the owner shall satisfy all of the arrangements for any easements over the lands.

Credit Valley Conservation Authority

On this basis, CVC staff have no objection to the approval of the draft plan of subdivision provided that the following draft conditions are fulfilled:

31. The City of Brampton's Restricted Area Zoning Bylaw shall contain provisions which will place all lands within Blocks 2 and 3 (Open Space) in an appropriate designation such that the natural heritage system is protected in perpetuity.
32. Prior to topsoil stripping and/or any earthworks/grading activity, the following information will be prepared to the satisfaction of Credit Valley Conservation and the City of Brampton:
 - 32.1 A response/addendum demonstrating how the remaining comments on the Environmental Impact Study have been addressed.
 - 32.2 A detailed erosion and sediment control plan showing any proposed earthworks/grading and identifying how disturbed areas will be stabilized/restored.

- 32.3** That a permit be received from Credit Valley Conservation in accordance with Ontario Regulation 160/06 for any earthworks/grading within the regulated area.
- 33.** Prior to the registration of any phase of the plan the following information will be prepared to the satisfaction of Credit Valley Conservation and the City of Brampton:
- 33.1** A Stormwater Management Implementation Report in accordance with the approved and final Functional Servicing Report and Hydrogeology Report.
- 33.2** A revised site water balance report demonstrating that the overall water balance will be met and there will be no significant impact to groundwater function based on the stormwater management plans.
- 33.3** Detailed engineering and grading plans prepared by a professional engineer for the overall draft plan of subdivision.
- 33.4** A restoration plan and details of the enhanced vegetation within the woodlot buffer (Open Space Blocks).
- 33.5** That permits be received from Credit Valley Conservation in accordance with Ontario Regulation 160/06 for any grading and restoration works within the regulated area.
- 33.6** Appropriate sediment and erosion control measures be implemented as approved by Credit Valley Conservation and the City of Brampton.
- 34.** That the Servicing Agreement between the Owner and the Municipality contain provisions, wherein the Owner agrees to:
- 34.1** carry out the works noted in Conditions #2 and 3.
- 34.2** That a Warning Clause be included in the Agreements of Purchase and Sale advising the future landowners of Lots abutting Blocks 1 and 2 (Open Space), that the adjacent public land (i.e. Existing Woodlot) will remain as a low maintenance environment.

Hydro/Telecommunications

- 35.** Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning and Development Services Department 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

- 36.** Prior to the signing of the final plan by the Commissioner, Planning and Development Services Department, or their 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:

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 3:

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

Draft Plan of Subdivision Conditions of Draft Approval Comments and Conditions Memo Tracking Sheet

Draft Plan of Subdivision

2128743 ONTARIO INC. (South of Wanless) – Weston Consulting Inc.

21T-18001B

C03W15.008

Planner: Stephen Dykstra

Date of Draft Approval: Month Day, Year

Department/Divisions/Sections	Memo Date		
	(Initial Draft Approval)	(Revisions)	
		Memo Date	Effective Draft Approval Date*
Public Works –Development Engineering	October 5, 2020		
Public Works – Environmental Planning	N/A		
Public Works – Environmental Engineering	January 24, 2020		
Public Works –Transportation Engineering	August 26, 2020		
Planning & Development Services – Development Services	September 22, 2020		
Planning & Development Services – Urban Design	September 2, 2020		
Planning & Development Services – Building	May 18, 2018		
Public Works & Eng. Development – Park Planning; and, Open Space	October 2, 2020		
Planning & Development Services – Policy Planning (Heritage)	N/A		

Department/Divisions/Sections	Memo Date		
	(Initial Draft Approval)	(Revisions)	
		Memo Date	Effective Draft Approval Date*
Brampton Transit	N/A		
Region of Peel (Comments and Conditions Memo)	September 25, 2020		
The following have been incorporated into Schedule A			
Credit Valley Conservation Authority	Included		
Brampton Hydro (Alectra)	Included		
Canada Post	included		
Rogers	Included		
Bell	Included		
Dufferin-Peel Catholic District School Board	Included		
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.

COMMENTS AND CONDITIONS MEMO

Date: September 22, 2020

File: C03W15.008 (21T-18001B)

From: Stephen Dykstra

Subject: Requirements for Plan of Subdivision 21T-18001B
(To permit the proposed development with approximately 43 townhouse dwellings
and 10 semi-detached residential dwellings)
2128743 ONTARIO INC. - WESTON CONSULTING GROUP INCORPORATED.
1265, 1279, 1303, 1323 Wanless Drive
Wanless Drive between Creditview Road and Chinguacousy Road
File: C03W15.008 & 21T-18001B
Ward: 6

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 Economic Development 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.

1. Prior to registration of the plan, the developer shall acquire Block 158 on Plan 43M-1725. That Block 158 be used primarily for the purpose of access to the Draft Plan of Subdivision (21T-18001B) and be developed in conjunction with the Plan of Subdivision.

Final Homebuyers Information Map

2. Prior to registration of the plan, the developer shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map as generally provided below, which are subject to change;
 - i. The proposed land uses within the subdivision based on the latest draft plan
 - ii. Where applicable, a statement indicating that place of worship and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
 - 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 approximate locations of noise attenuation walls and berms;
 - vi. The approximate locations and types of other fencing within the subdivision
 - vii. The location of the parks and open space, storm water management facilities and walkways.
 - viii. 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).
 - ix. Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
 - x. The following standard notes, using capital letters where noted:

1. **"NOTICE AND ADVICE TO PURCHASERS:**
THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE

INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT"

2. "There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
3. "Some lots and development blocks will be affected by noise from adjacent roads, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 8742050 or email planning.development@brampton.ca."
4. "There are a number of homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
5. "The final location of walkways may change without notice."
6. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
7. "Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
8. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
9. "There may be Brampton Transit bus routes on some streets within or adjacent to this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any

questions, please call (905) 874-2750 or email transit@brampton.ca."

10. "Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home."
11. "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."
12. "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."
13. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
14. "The design of features on public lands may change. Features shown in the Urban Design Brief 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."
15. "The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot."
16. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
17. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."
18. "FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

- b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes;
3. The developer shall ensure that each builder selling homes within the subdivision:
- a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

4. The applicant shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
- a) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
 - b) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
 - c) A statement indicating that 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.
 - d) 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.
 - e) 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.
 - f) 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.”
 - v. “There are a number of homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.”
 - 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:
- a) 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.

Telecommunications

7. 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.

8. 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.

□ 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 Economic Development Services
Tel: (905) 874-3841
Fax: (905) 874-2099
stephen.dykstra@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: September 25, 2020
Revised: October 5, 2020
File: (C03W15.008 File and 21T- 18001B)
To: Stephen Dykstra
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-18001B**
Owner Name 2128743 ONTARIO INC.
Location 0 Wanless Dr, Brampton, Ontario
Circulation Date: September 2020
Plan: Draft Plan of Subdivision
Plan Dated: August 2, 2017, Revised June 18, 2020

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

A. PRIOR TO DRAFT PLAN APPROVAL

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

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

- 2.1. The owner acknowledges and agrees that registration of this plan is dependent on the owner's acquisition of Block 158 on Plan 43M-1725 in order to facilitate road access and servicing to this plan.

- 2.2. Prior to the first engineering submission the owner shall make satisfactory arrangements to acquire Block 158 on Plan 43M-1725 at the owner's expense to access and service the plan. In the event that the owner is not able to acquire the Block 158 on Plan 43M-1725 the owner shall prepare and submit an FSR to the City for review and approval to support alternative arrangements for access and servicing the plan.

3. Road Reconstruction/Cash Contributions

- 3.1. N/A

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. N/A

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. Any walkways or retaining walls that may evolve on the plan,
 - 8.1.3. 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. Soil

- 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 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

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

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

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

3. Storm Drainage

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

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

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

4. Sanitary and Water Service

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

5. Soil Conditions

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

6. Streetlighting

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

7. Signs

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

8. Utilities

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

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

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

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

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

9. Removal of Existing Buildings

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

10. City Road Maintenance/Construction Access

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

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

11. Road Design

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

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

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

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

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

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

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

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

13. Acoustical

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

14. Community Postal Boxes

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

15. Preservicing

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

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

Regards,



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

Cc: Plantrak
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Date: May 18, 2018
File: **C03W15.008**
To: Stephen Dykstra
From: Anthony Magnone
Subject: Requirements for Plan of Subdivision
Weston Consulting
2128743 ONTARIO 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.

- **Prior to draft plan approval/adoption of OPA and prior to the initiation of any site works** submit to the Chief Building Official:
- A detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
- a Phase 1 Environmental Site Assessment **in compliance with the most current regulations;**
- a Phase 2 Environmental Site Assessment if required as a result of the Phase 1 Environmental Site Assessment **in compliance with the most current regulations;**
- a decommissioning report if contaminated material has been identified and is removed or, alternatively, a copy of the Certificate of Property Use approved by the Ministry of the Environment;
- A copy of the Environmental Site Assessments shall be provided to the Director, Engineering Services
- **Prior to registration of the Plan, or any phase thereof**, provide confirmation to the Chief Building Official of the filing of the Record of Site Condition in the Environmental Site Registry **in compliance with the most current regulations.**
- **Prior to the initiation of any site grading or servicing and prior to registration**, the applicant shall provide a report identifying all existing water wells and private sewage disposal systems on the lands. The applicant shall provide verification to the satisfaction of the City's Chief Building Official that all

wells and septic systems identified have been decommissioned in accordance with all applicable laws and regulations.

- Prior to registration, 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:
- http://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

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.

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

Date: January 24, 2020
To: Stephen Dykstra
From: Michael Heralall
File: C03W15.008
Subject: Phase One Environmental Site Assessment
1265, 1279, 1303 and 1323 Wanless Drive

Submission:

- Phase 1 ESA:1265, 1279, 1303 and 1323 Wanless Drive, prepared by Candec Engineering Consultants, dated March 17, 2017

Comments:

Staff have reviewed the above-noted report in support of a development proposal consisting of residential uses on the subject properties. The ESA concludes there are no areas of environmental concern that would require further investigation, and the site would be suitable for the proposed residential use.

Staff are prepared to agree with this in principle, but make the following comments:

- The report was prepared using the CSA protocol for environmental site assessment, and hence will not meet the requirements under Ontario Regulation 153/04. Our standard requirement is for the reports to be prepared according to O.Reg. 153/04 in order to support the filing of a Record of Site Condition, and the RSC must be acquired prior to registration of a Plan of Subdivision. Staff recognize that the conclusions of the investigation are likely to be the same, however the report must be prepared to meet the regulatory requirements such that an RSC can be obtained.

Hence we offer the following condition:

- The Phase 1 ESA must be prepared in accordance with the requirements of Ontario Regulation 153/04 to support the filing of a Record of Site Condition. The RSC shall be obtained prior to registration of a Plan of Subdivision.

The proposed condition would allow the development proposal to advance through the planning approval process.

COMMENTS & CONDITIONS MEMO

Date: October 2, 2020

File: C03W15.008 & 21T-18001B

To: S. Dykstra, Development Services

From: C. Heike, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Application to Amend the Official Plan, Zoning By-Law and
Proposed Draft Plan of Subdivision
(To permit single detached and townhouse dwellings.)
REVISED Comments from the Park Planning & Development Section

Consultant: **WESTON CONSULTING**

Owner: **FIRST URBAN DEVELOPMENTS INC. (2128743 ONTARIO INC.)**

Location: 1265, 1279, 1303 and 1323 Wanless Drive
Circulation Date: May 18, 2018
Ward: 6

In response to the circulation of revised material for the above noted Zoning By-Law Amendment and Proposed Draft Plan of Subdivision application, the following represents a summation of **REVISED** conditions from the **Park Planning & Development Section**. Please note that this memo replaces our previous memo dated January 15, 2020.

A. PRIOR TO DRAFT PLAN APPROVAL

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

Woodland Management Plan:

1. The Woodland Management Plan (WMP) for the area abutting the existing Peddle Woodlot shall be finalized and approved, to the satisfaction of the Director, Environment & Development Engineering and in accordance with the City's [Woodland Management Plan Guidelines](#).

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

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

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

2. The Owner shall erect and maintain in good condition, hoarding along the buffer of the Natural Heritage System (NHS) lands (Peddle Woodlot), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the Director, Environment & Development Engineering.

Notification Signage – Public Lands:

3. The Owner is required to install and maintain notification signage, to City standards, in front of the adjacent NHS lands (Peddle Woodlot) advising future residents of the continued use of the identified block (Peddle Woodlot) as Natural Heritage System. The sign will be installed in front of the subject block (Peddle Woodlot), along the public road frontage, and will state the name of the City of Brampton, the name of the NHS block (Peddle Woodlot), 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. Items are listed alphabetically.

Community Information Maps:

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

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 (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the Director, Environment & Development Engineering.

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.
7. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate

of \$5,000 / hectare of NHS lands conveyed (per the final plan) 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-in-lieu of parkland) as a condition of subdivision draft approval for this Plan as authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended.

The Owner is put on notice that City By-laws and policies as amended require the payment of cash-in-lieu of parkland for this application pursuant to Section 42(6) of the Planning Act, as a condition of development of the land, and payable prior to the issuance of building permits.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to the review and ratification by the City's Realty Services Section.

Plan Requirements for all Public Lands:

9. Prior to plan registration, the Owner shall provide detailed working drawings for all identified 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.

Signage for NHS:

10. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the Director, Environment & Development Engineering.

Streetscape Plans:

11. 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 (as amended and as applicable).

Summary Requirements:

12. 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 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:

13. 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.

Warning Clauses – Street Trees

14. 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:

15. 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 Director, Environment & Development Engineering.

c) Post Registration:

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

Conveyance of Public Lands:

16. All identified Natural Heritage System (NHS) lands (including associated buffers) shall be conveyed to the City in a form and condition satisfactory to the Director, Environment & Development Engineering.

Development of all Public Lands:

17. The Owner is responsible for the development of all dedicated open space (e.g. woodlands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the Director, Environment & Development Engineering.

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 (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Woodland Management Plan Implementation:

19. 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

As-Built Drawings:

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

d.) Prior to Assumption:*Hazard Removal:*

21. 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. 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).

22. NIL

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

Christopher Heike B.Sc., M.Pl., MCIP, RPP
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-2422 Fax: (905) 874-3819
christopher.heike@brampton.ca

cc. (via email only):

S. Bodrug, R. da Cunha, W. Kuemmling, S. Wu, S. Kassaris

(Note: A digital copy has also been uploaded to PlanTRAK.)

COMMENTS AND CONDITIONS MEMO

Date: September 02, 2020
File: C03W15.008
To: Stephen Dykstra
From: Andy Huang
Subject: Requirement for Draft Plan Approval

Consultant: Weston Consulting

Owner: Coscorp Wanless INC.

Location: 1265, 1279, 1303, 1323 Wanless Drive

Circulation Date: September 02, 2020

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

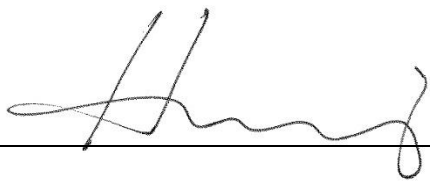
- The approval of Urban Design Brief (UDB) to the satisfaction of the City;

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.



Andy X. Y. Huang

PMP, M. Arch, B Arch, BCIN, MRAIC
Urban Designer | Strategic Planning Development
Planning and Development Services Department
City of Brampton | Tel: (905)-874-2310
E-Mail: Andy.Huang@brampton.ca

Public Works

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September 25, 2020

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

**RE: Draft Plan of Subdivision
1265, 1279, 1303, and 1323 Wanless Drive
2128743 Ontario Inc.
Brampton
City File: 21T-18001
Region File: 21T-18001B**

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-18001B, 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 250mm sewer on Treegrove Crescent and a 250mm sewer on Celestial Court.
 - External easements and construction may be required.

Water Facilities

- The subject lands are located in Water Pressure Zone 6.
- Existing infrastructure in the vicinity of the development are a 400mm watermain on Wanless Drive and a 150mm watermain on Treegrove Crescent.
 - External easements and construction will be required.

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Functional Servicing Report

- The Region is in receipt of the revised FSR (dated July 2020 and prepared by C.F. Crozier and Associates Inc.) and finds the report satisfactory.

Development Charges

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

Capital Budget

- There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain, or road improvements in the Five Year Capital Budget and Forecast.

Waste Management Requirements

- The Region of Peel will provide curbside waste collection 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: <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; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges.
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks).

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

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

Drawings – Servicing and “As Constructed”

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

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

General Conditions

6. A clause shall be included in the Subdivision Agreement stating that the Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region's easements and right-of-way.
7. Provision shall be made in the Subdivision Agreement that the Developer must ensure that the proposed Lots or Blocks fronting Laneways, if any within the Plan can be serviced by municipal water and wastewater services and are in accordance with Regional Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the City of Brampton standard drawings where Region's underground services are permitted.
8. A clause shall be included in the Subdivision Agreement that a restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service this plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

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9. 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.
10. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. A satisfactory Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
11. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
12. 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 watermain and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
13. 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.

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

14. 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.
15. 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.

16. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain 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.

17.
 - 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

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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
 - d. 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 included in the Subdivision Agreement in respect of same.

- 18. 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 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.

- 19. 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.
- 20. 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.
- 21. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:

- a. A copy of the final signed M-Plan
- b. A copy of the final draft R-Plan(s); and
- c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

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

If you have any questions or concerns, please contact me (Alex.Martino@peelregion.ca 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino
Planner, Development Services
Region of Peel

Public Works

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Date: 2020-10-16

File: **OZS-2019-0009**

Subject: **Recommendation Report**
Application to Amend the Zoning By-law
(To permit the redevelopment of the Shoppers World mall for a mixed-use development)
SvN Architects + Planners – RioCan Inc.
499 Main Street South
North of Steeles Avenue, West of Main Street South
Ward: 3

Contact: David VanderBerg, Manager, Planning & Development Services,
905-874-2325, david.vanderberg@brampton.ca

Dan Watchorn, Development Planner, Planning & Development Services, 905-874-2953, daniel.watchorn@brampton.ca

Report Number: Planning, Building and Economic Development-2020-235

Recommendations:

1. **THAT** the report titled: **Recommendation Report**, Application to Amend the Zoning By-law, SvN Architects + Planners – RioCan Management Inc., 499 Main Street South, Ward 3 (OZS-2019-0009), dated October 16, 2020 to the Planning and Development Committee meeting of November 16, 2020, be received;
2. **THAT** the Zoning By-law Amendment application submitted by SvN Architects + Planners – RioCan Management Inc. be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report; and,
3. **THAT** the amendment to the Zoning By-law generally in accordance with the attached Appendix 13 to this report be adopted.

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

Overview:

- This report recommends approval of the Zoning By-law Amendment application to redevelop the Shoppers World Mall for a mixed-use, urban community.
- The property is located at 499 Main Street South at the northwest corner of the intersection of Main Street South and Steeles Avenue West. The property is 21.5 hectares (53.0 acres) in size.
- The application proposes the comprehensive redevelopment of the Shoppers World mall for a transit-oriented community. The concept plan includes approximately 5000 dwelling units and 106,000 square metres (1,142,000 square feet) of retail, office and community uses.
- City, Peel District School Board and Brampton Library staff have worked extensively with the applicant on how to best provide community facilities to support this development and the larger Uptown Brampton area. The proposed solution is to build a community hub that would integrate community facilities in one building and be located within in an expansion of Kaneff Park.
- The property is designated “Regional Retail” and is within a “Gateway Mobility Hub” in the Official Plan. In the Hurontario-Main Corridor Secondary Plan (Area 55), it is designated as “Regional Commercial”.
- The planning vision described in the Secondary Plan for the site is to “redevelop Shoppers World Brampton into a more vibrant, Mixed-Use, transit-oriented destination. Retail uses will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new, higher density building forms will be encouraged to develop in order to support the above-noted vision.” The application conforms to the policies of the Official Plan and Secondary Plan.
- The subject lands are zoned ‘Commercial 3 – Section 3424,’ which permits commercial uses. An amendment to the Zoning By-law is required for the proposed development.
- The proposed Zoning By-law amendment represents good planning, is consistent with the Provincial Policy Statement and is in conformity with

the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Brampton Official Plan.

- Staff will report back to Planning and Development Committee at a future time to provide details regarding the Plan of Subdivision application that is also submitted.
- A statutory Public Meeting for this application was held on January 13, 2020. Three members of the public spoke at the Public Meeting, and four written submissions were received. Details of the results of the Public Meeting are included in Appendix 10 of this report and the correspondence received is included in Appendix 11.
- The proposed development is consistent with the “A City of Opportunities” theme. A redeveloped Shoppers World mall is an anchor of the vision for the new urban core of Uptown Brampton. The application proposes to redevelop it for a mixed-use, urban community that not only aligns with the goals for Uptown Brampton, but will be a critical catalyst in unlocking it. In addition, a Term of Council Priority is to support the community hub concept. The proposal incorporates a community hub designed to meet the objectives for them in the Term of Council Priorities.

Background:

This application proposes to amend the Zoning By-law and create a Draft Plan of Subdivision to permit the redevelopment of the Shoppers World Mall at 499 Main Street South for an urban, mixed-use community.

The applicant submitted the application on October 2, 2019. City planning staff reviewed the application for completeness and found it to be complete in accordance with the Planning Act. A formal Notice of Complete Application was provided to the applicant on December 17, 2019. The Statutory Public Meeting for the application was held at the January 13, 2020 Planning and Development Committee meeting.

This report addresses the Zoning By-law Amendment portion of the application only. A separate report will be forwarded on the subdivision application in the future.

Current Situation:

Proposal (Refer to Appendix 1):

In the *Master Plan, Urban Design Guidelines and Planning Rationale* document prepared by the applicant for the development proposal, the vision for the redevelopment of the site is described as follows:

Shoppers World Brampton is a catalytic redevelopment in Uptown Brampton that will transform the existing shopping centre site into a sustainable community and destination that is vibrant, mixed-use, connected and transit-oriented.

A concept plan has been included with the application to demonstrate an ultimate build out scenario for the property. It proposes the transformation of the site to a mixed-use, urban community with buildings ranging from 3 to 29 storeys. Appendix 1 and 1a includes the concept plan and illustrations of the key design interventions proposed by the applicant to achieve the identified vision for the site. Appendix 1b includes renderings prepared by the applicant. The applicant's submission notes that the transformation of the site is anticipated to span more than 20 years.

Their Master Plan identifies a series of principles related to land use, sustainability, economic development, urban design, transportation, public spaces, community services, integration with surrounding neighbourhoods and phasing to guide the redevelopment of the site over that time. Appendix 8 includes the full text of the proposed principles.

The details of the proposal are as follows:

- 281,846 square metres (3,033,793 square feet) of residential uses.
- Approximately 5,000 dwelling units, primarily consisting of apartment dwellings but also including townhouse dwellings.
- A mix of rental and condominium housing tenure.
- 106,134 square metres (1,142,417 square feet) of non-residential uses including:
 - o 40,275 square metres (480,582 square feet) of retail space.
 - o 35,074 square metres (377,537 square feet) of office uses.
 - o 30,785 square metres (331,367 square feet) of community uses.
- Maximum building heights of 29 storeys.
- A system of new public spaces and parks, including an extension of Kaneff Park and a number of privately-owned, publicly accessible spaces. The expansion of Kaneff Park is discussed in more detail in the following Community Hub section. Two other key public spaces are a linear park along the proposed extension of Bartley Bull Parkway and the transit plaza. The linear park will connect Kaneff Park to Etobicoke Creek and help link the development to the surrounding community and natural systems. The transit plaza will run from the centre of the site to the Gateway terminal, and will provide a strong connection to it.
- A system of new public and private streets, including a street connecting Mill Street to Lancashire Lane and an extension of Bartley Bull Parkway into the site.
- The owner is working with the City's Environmental Planning staff on a feasibility study to create a district energy system for the development.
- A net Floor Space Index of 2.4.

RioCan has identified that the first buildings to be constructed are planned to be located at the southwest corner of the property, at the site of the former transit terminal. It is proposed to include two towers.

There has been a number of changes to the concept plan since the public meeting:

- Introduction of a larger space reserved for a community hub that includes a public elementary school (discussed in more detail in the following section).
- Straightening of both the extension of Bartley Bull and the adjacent linear park.
- Deeper setbacks along the existing bus terminal to facilitate future expansion and public realm.
- Creating a stronger connection from the Gateway terminal to the interior of the site by straightening the transit plaza.

These changes have also resulted in some changes to the floor areas for the different uses.

In staff's opinion, these changes are considered to be minor and do not require additional public notice.

Urban Community Hub:

The vision for Uptown Brampton, of which Shoppers World is a critical anchor, is to create a vibrant urban community. Community infrastructure is a key part of that. Early in the development review process, the need was identified for a potential new community centre and library at the site to serve it and the larger Uptown area. Peel District School Board identified that an elementary school was required.

The City initiated a project led by Urban Design staff on creating urban community hubs that provide integrated social infrastructure within one building to serve as an anchor of a transit-oriented community. Examples of the social infrastructure to be included in the building are schools, community centres and libraries, all of which would be situated in a public park.

The City retained a consultant team to study how urban community hubs could be implemented, and to develop a prototype for Uptown Brampton to be located at the Shoppers World site. Council held a workshop on June 29, 2020 to discuss community hubs, where the prototype for Shoppers World was presented. The City is currently undertaking a business-case analysis to study further how to best deliver community hubs.

City, Peel District School Board and Brampton Library staff have worked extensively with RioCan on where to locate a community hub within the development. It was a collaborative process involving the applicant and a number of different City departments and external agencies. Agreement has been reached on the location and the size of lands needed for the hub. It would be located in an expansion to Kaneff Park on the western part of the site, as shown on the attached concept plan. The community hub

would be a precedent for the delivery of community infrastructure in urbanizing parts of the City.

Part of the rationale for locating it in this part of the site is that it would be in one of the earlier phases of the development. Delivering it early will contribute to the overall success of the community. The current work for the Business Case Analysis will examine implementation models that allow for early delivery. There will be separate future reports to Council on the delivery of the community hub. The details of the arrangements with the applicant for the delivery of the community hub will be addressed through the Draft Plan of Subdivision process.

There is one change that staff would want to see made to the concept plan related to the community hub. The concept plan shows a public road running through the proposed community hub site. Staff views this road as interrupting the cohesiveness of the hub site and the seamless flow between indoor and outdoor programming. While this change does not affect the Zoning By-law Amendment part of the application, staff would be seeking the revision during the subdivision process.

Application to Amend the Zoning By-law:

The property is currently zoned “Commercial 3 – Section 3424.” This site-specific zone permits the existing shopping mall.

The Zoning By-law amendment rezones the property to four new zones. Generally, the zones divide the site into thirds with boundaries between each running east-west. All the zones include regulations intended to facilitate the creation of a transit-oriented community. The regulations are based on the Hurontario Corridor Mixed-Use One zone, which was developed in conjunction with the Hurontario – Main Corridor Secondary Plan. All permit a wide range of commercial, residential and institutional uses.

The difference between the zones is primarily related to density. Consistent with the Hurontario-Main Corridor Secondary Plan, the greatest densities are permitted on the most southerly third of the site. The southerly zones includes an overall maximum gross floor area based on a 4.5 Floor Space Index (FSI, being the ratio of building area to site area) maximum density. The Secondary Plan sets a maximum FSI of 4.0 but includes provisions to allow this to be exceeded if community benefits are provided. The proposal includes a number of community benefits, such as new public spaces and providing space for expansion of the transit terminal. Staff considers the proposed density to be appropriate.

The middle zone generally has the same permitted uses and regulations as the southerly zone but with lower density permissions. In it, the maximum gross floor area limit is based on a 3.5 FSI maximum density set in the Secondary Plan. It includes the same 0.5 FSI increase from the Secondary Plan as the other zones.

The northerly zone adds stacked, back-to-back and live-work townhouses to the list of permitted uses. Other townhouse forms could be considered in the future. The zone also includes an angular plane based height regulation from Charolais Boulevard that provides a transition to the existing adjacent low-rise neighbourhood to the north.

Some of the key principles used in drafting the zoning by-law amendment are:

- Including provisions to ensure that key design principles are met but allowing for flexibility so that it does not hinder the development evolving in appropriate ways over time.
- Permitting a wide range of employment uses. The redevelopment of the Uptown area provides a great opportunity to diversify the city's employment base. The proposed concept plan includes approximately 35,000 square metres of office space. The Zoning By-law is written to allow a broad-range of employment uses to provide flexibility for that to increase in the future.

RioCan has indicated that the redevelopment will occur over more than 20 years. They will demolish the mall in phases, with leasing arrangements playing a key role in the sequencing of demolition. The need to operate the mall and redevelop at the same time adds a complicating factor to implementing the development – both from how to deliver the necessary public infrastructure and ensuring a cohesive, functional development that best meets the principles for a transit-oriented community through all stages of development. It should also be noted that there is a level of unavoidable uncertainty around the sequencing of the phasing because much of it is dictated by leasing arrangements, which can change.

The draft Zoning By-law includes a 'Holding' provision that applies to all of the site except for the portion where the first two towers are proposed. The Holding provision is intended to ensure the necessary infrastructure – roads and water and sanitary services - is in place to support a phase of development before that phase can be built. There is also a Hold related to the portion of the property adjacent to the transit terminal to allow for it to be properly integrated with the development. The area around the transit terminal is currently planned to be one of the later parts of the site to be developed. The Hold is intended to allow for consideration of changes to the terminal to integrate it well with the proposed development taking into account the transit needs at the time.

Property Description and Surrounding Land Use:

The subject property has the following characteristics:

- is located at 499 Main Street South.
- has a site area of 21.5 hectares (53.0 acres).
- has a frontage of approximately 204 metres (669 feet) along Steeles Avenue,
- approximately 306 metres (1004 feet) along Main Street South, approximately
- 383 metres (1257 feet) along Charolais Boulevard.
- is currently occupied by the Shoppers World Mall.

The surrounding land uses are described as follows:

North: Charolais Boulevard beyond which is a residential neighbourhood.

South: Steeles Avenue, beyond which are commercial uses.

East: Main Street South, beyond which are commercial uses and Kiwanis Memorial Park.

West: High density residential uses.

Summary of Recommendations:

This report recommends that Council approve the proposal for the redevelopment of the Shoppers World mall and adopt the Zoning By-law Amendment attached to this report as Appendix 13. The proposal and implementing Zoning By-law represent good planning, are consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

Planning Analysis Summary:

This proposal has regard for matters of provincial interest that are set out in the Planning Act. The application proposes a major infill development within an area that is identified as a location where intensification is desired, being a Gateway Mobility Hub, a Major Transit Station Area and a Primary Intensification Corridor.

The policy framework is aligned in that the Hurontario-Steeles area should redevelop as sustainable, transit-oriented community. The proposal will help achieve that vision. The proposed development incorporates the elements to achieve a sustainable, transit-oriented community. It is a high-density development. It includes a mix of employment and residential uses. It incorporates community infrastructure within a proposed community hub that will serve not just this development but the existing residents in the surrounding area and future residents within other developments in the area. There is a series of open spaces running through the development that contribute to integrating it with the surrounding community. It is designed with a focus on walking and biking rather than the travelling by automobile. The development scores in the Gold (the highest) category in the City's Sustainability Assessment Tool.

The proposed development is of a scale and located such that it will be critical catalyst for the redevelopment of the surrounding area in alignment with the vision for it set out in the municipal and provincial planning framework.

The proposed Zoning By-law Amendment represents good planning.

Planning Act:

The proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposed development is in an appropriate location (Section 2(h)) for a high-density, mixed-use development as it is located adjacent to the existing Gateway Transit Terminal and the planned Hurontario LRT Gateway Terminal. The development with its mix of uses, built form, network of pedestrian-friendly streets and series of

interconnected open spaces is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2(q)). It is well-designed, encourages a sense of plan, and provides for high quality public spaces (Section 2(r)). The mix of proposed uses provide for a wide range of housing opportunities as well as providing employment opportunities, particularly office and retail uses (Section 2(j) and 2(k)).

Provincial Policy Statement:

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 PPS includes a number of policies encouraging intensification within appropriate areas (e.g. Sections 1.1.3.2, 1.1.3.3, 1.1.3.4, and 1.1.3.5). The application proposes the transformation of an existing mall to new high density, mixed-use community. It will help achieve the intensification policies of the PPS.

Sections 1.3 and 1.4 of the PPS provide policies requiring planning authorities to provide an appropriate mix and range of employment uses and housing opportunities. The proposed development will include a range of apartment and townhouse uses of both rental and condominium tenure as well as office and retail uses. The application is consistent with the policy statements in these sections.

Section 1.5 of the PPS includes policies promoting healthy, active communities by planning streets and public spaces to be safe, to facilitate active transportation and to provide for a full range and equitable distribution of publicly accessible settings for natural recreation. The proposed development includes a series of interconnected open spaces, including an expansion of Kaneff Park. That expansion is proposed to include a new community hub, including a new school, that will provide community services to both the new development and existing neighbourhoods. The streets within the development will be built with a focus on being pedestrian and cyclist friendly.

The proposed Zoning By-law Amendment is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019):

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) supports the achievement of complete communities through providing a mix of housing, a mix of uses, and prioritizing intensification. The site is within a Major Transit Station Area and along a Priority Transit Corridor as defined by the Growth Plan. The application proposes to intensify a key, large site within this Major Transit Station Area.

The Growth Plan also includes a policy stating “Public service facilities and public services should be co-located in community hubs and integrated to promote cost-

effectiveness.” The proposed community hub incorporated into the concept plan will be a model for how to implement this policy.

This development proposal conforms to the applicable sections of the Growth Plan.

Region of Peel Official Plan:

The Region of Peel Official Plan provides a long-term policy framework that is used to manage Peel’s growth and development. The intent of the Regional Official Plan is to manage resources, direct growth and establish a basis for providing Regional services in an efficient and effective manner. The proposal conforms to relevant policies of the Regional Official Plan by providing large-scale intensification within a Major Transit Station Area, and through its focus on creating a complete community.

City of Brampton Official Plan:

The subject lands are designated as “Regional Retail” on Schedule A of the Official Plan. They are also located along a Primary Intensification Corridor and within a Gateway Mobility Hub.

Regional Retail sites are intended to be planned as large scale, multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.

Mobility Hubs and Intensification Corridors are intended to be a focus of intensification and higher density development. As described in Section 3.2.5.1 of the Official Plan, Gateway Mobility Hubs are planned to accommodate a concentration of higher density residential and / or commercial, institutional and employment development. They have regional significance due to their connections outside the region. Development within a Gateway Hub shall generally be designed to achieve a floor space index of 3.0 over the entire mobility hub within buildings 3 to 25 storeys in height. Policies for the Primary Intensification Corridor also encourage intensification at the site.

The application conforms to the Official Plan’s policies. The redevelopment of the Shoppers World mall will play a critical role in achieving the intent of the policies for the Gateway Mobility Hub.

Hurontario-Main Corridor Secondary Plan:

The subject lands are designated as Regional Commercial in the Hurontario-Main Corridor Secondary Plan (SPA 55). The planning vision (Section 5.4) for this designation is to “redevelop Shoppers World Brampton into a more vibrant, Mixed-Use, transit-oriented destination. Retail uses will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new, higher density building forms will be encouraged to develop in order to support the

above-noted vision.” The Section further states that a “pedestrian-scaled neighbourhood will be encouraged to develop around this Gateway Mobility Hub.”

The application conforms to the Hurontario-Main Corridor Secondary Plan.

Next Steps in the Development Review Process:

The application includes a request to amend the Zoning By-law and to approve a Draft Plan of Subdivision. This report addresses only the Zoning By-law portion of the application. The Draft Plan of Subdivision will be addressed in a later report.

Important aspects for implementing the development will be addressed through the Draft Plan of Subdivision and future site plan applications. This section identifies some of the more critical of those elements. In addition, this section also discusses aspects related to creating a successful community of this scale that cannot be well addressed through planning processes, but will require the City and the applicant to work collaboratively together. From the beginning, the approach for working with the applicant on their development proposal has been a strong focus on collaboration. It is intended that this continues to be the approach going forward.

Detailed Design and Programming:

For the proposed development to achieve the principles intended for it, getting the details of design and programming right is essential. For example, the focus of the design of the streets must be on making walking and cycling a comfortable means of travel and having them be good public spaces, rather than focused on moving cars. This may require changes to the City’s usual standards. The same focus on design and programming will need to apply to the other proposed public spaces, buildings and retail areas.

The *Master Plan, Urban Design Guidelines and Planning Rationale* document provides a series of principles and guidelines for the design of the development. They provide a strong basis for guiding the design of the proposed community. Staff will continue to work through the subdivision and site plan processes to ensure that the design intent is met and the mall is redeveloped into a great community. Staff will also continue to work to ensure that the public spaces are well programmed.

The applicant is also proposing privately-owned public spaces. The implementing mechanisms for these will be addressed through the Draft Plan of Subdivision process.

Employment:

An important component for the vision for Uptown Brampton in the Brampton 2040 Vision is creating new jobs and strengthening employment use in the area.

The *Master Plan, Urban Design Guidelines and Planning Rationale* provides the following principle related to economic development:

Planning for the Site will leverage significant economic investment in public transit by exploring opportunities for the creation of a pedestrian and transit-focused mixed-use node.

Planning for the Site will further employment opportunities including retail, office, institutional and others. Throughout the development of the Master Plan, RioCan has been working with the City and the Region to establish a framework for attracting economic development to the Site.

The concept plan includes both office and retail uses. The intent is to continue to work over time to maximize the employment uses in the development. Part of the envisioned strategy will be to create a great urban environment that is attractive to employment uses. Another part will be for the City to continue to work to develop partnerships - with Sheridan College being a strong potential option given its proximity to the site – that can help attract employment uses and assist in finding tenants for the office spaces.

Affordable Housing:

Given the size of the proposed development and its design as a transit-oriented complete community, the Shoppers World development presents a great opportunity for providing affordable housing.

Regional staff have identified the following targets based on the Peel Housing and Homelessness Plan (PHHP), which are supported by City staff and align with the City's work on affordable housing:

- 10% of units should be affordable to low-income residents (making a household income of less than \$61,600), which may occur through partnerships with non-profits or the Region
- 13% of units should be affordable to moderate-income residents (making a household income of less than \$110,500)
- Minimum 25% rental housing
- Minimum 50% medium and high-density forms (townhouse and apartment forms)
- The development should include a larger percentage of family-sized units

At this time, the City does not have an inclusionary zoning policy that could be used to ensure through zoning the quantity of affordable housing that will be provided. The mechanisms to address affordability will then be primarily through the subdivision process. The target that can be addressed through zoning is that 50% of the housing be medium and high-density forms. The lowest density form of housing permitted in the proposed Zoning By-law are townhouses. Therefore, 100% of the housing in the development will be of medium and high-density forms.

RioCan has provided a letter to address affordable housing matters. In it, they state:

RioCan is committed to providing affordable housing within the redeveloped Site as part of its community contributions; however, RioCan, together with the Region of Peel and the City of Brampton, will still need to determine and agree on specific metrics for affordable units and the feasibility at each phase of development. As noted, through our corporate initiative to develop and own purpose built rental housing in medium and high density forms, the redevelopment plan for Shoppers World Brampton will contain substantial and affordable opportunities for achievable housing options for families and individuals.

The letter also notes that it is anticipated that a “significant portion in excess of the suggested 25% will be rental housing, with the precise breakdown between residential rental units and private condominium ownership tenure to be determined as site development and market opportunities permit.” It further notes that “regarding family-sized units, the scale of the redevelopment will provide extensive opportunity for small to large size units, and each of our buildings will be designed to provide a mix of unit sizes including family oriented suites.”

City and Regional staff will continue to work with RioCan through the subdivision process to ensure that the development contributes meaningfully to affordable housing goals and achieving the targets noted above. This will potentially include conditions of draft approval, provisions in the subdivision agreement and separate agreements.

Sustainability:

The City of Brampton’s Sustainability Assessment tool is used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 64 points, which meets the City’s Gold threshold. Through the review of the subdivision and site plan phases, the score will be verified.

The scale of the development and a business model focused on rental tenure provide an excellent opportunity for establishing a district energy system. RioCan has expressed an interest to explore both that and geothermal energy. City Environmental Planning staff are working with the applicant on a feasibility study for creating a district energy system for the development.

Phasing:

The development will be built out in phases over a significant time frame. Phasing is complicated because of the size of the development and the existing mall on the site, which is proposed to be demolished in phases. It is necessary that when any phase is built that it is supported by the required infrastructure. It is also important that at any point in time, the development should be cohesive and meet the principles established for the development as closely as possible.

To achieve this, the applicant has submitted a conceptual phasing plan with their application and Holding provisions are included in the amending zoning by-law. However, much of the detailed work to ensure that phasing proceeds in a logical and well-planned manner will be done through the subdivision process, including the submission of a more detailed sequencing and staging plan.

Community Engagement:

The application was circulated to City Departments, community agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies are included as Appendix 11 – Correspondence Received, and Appendix 12 – Results of Application Circulation. Notice signs were placed on the subject lands to advise members of the public that the application to amend the Official Plan and Zoning By-law was filed with the City.

A Statutory Public Meeting for this application was held on January 13, 2020. There were three residents that spoke at the public meeting and four pieces of written correspondence were received. Details of the Statutory Public Meeting, including a summary of the issues raised and a response to those issues, are included in Appendix 10 of this report.

The applicant also held two non-statutory public engagement events. RioCan held a workshop format meeting with residents from the surrounding community on June 4, 2019. Approximately 100 residents attended the meeting. They used the input from the residents to inform the concept plan that was submitted with their application.

RioCan held a second non-statutory public engagement event on October 15, 2019. It was an open house format held in the Shoppers World mall and presented the concept plan as submitted for the initial submission. Approximately 200 people attended the meeting.

Corporate Implications:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application that have not been noted elsewhere.

Term of Council Priorities 2019-2022:

The proposed development is consistent with the “A City of Opportunities” theme. It supports the building of complete communities to accommodate growth for people and jobs.

A redeveloped Shoppers World mall is an anchor of the vision for the new urban core of Uptown Brampton. The application proposes to redevelop the mall for a mixed-use, urban community that not only aligns with the goals for Uptown Brampton, but will be a critical catalyst in unlocking it. In addition, a Term of Council Priority is to support the community hub concept. The proposal incorporates a community hub designed to meet the objectives for them in the Term of Council Priorities.

Living the Mosaic – 2040 Vision:

This report directly aligns with the vision that Brampton will be a mosaic of vibrant centres with quality jobs, a rich range of activities, and integrated living. Uptown Brampton is identified to be established as a new urban core for Brampton. The 2040 Vision states that Uptown Brampton’s strategic location will become “the beating heart of a growing and diversifying economy for the next 50 years and beyond – a major new custom-designed, transit-oriented work/live civic core for business, commerce, leisure, and tourism.” It further notes that the “RioCan-owned Shoppers World site, along with Sheridan College, will become the western anchor. This will be the regional shopping hotspot with a high-tech jobs specialty, hotel and more housing.”

Creating the new urban core of Uptown Brampton is one of the big moves in the 2040 Vision. The application proposes the comprehensive redevelopment of the Shoppers Worlds mall for a transit-oriented community. The redevelopment will be a catalyst to achieving the vision for Uptown Brampton.

Conclusion:

The proposal will be a catalyst for achieving the vision for Uptown Brampton set out in the Brampton 2040 Vision. It will make important contributions to achieving the Term of Council’s Priorities.

The proposed development is consistent with the Provincial Policy Statement (2014), and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan the City’s Official Plan.

The applications represent good planning and staff recommends approval of the Zoning Bylaw Amendment.

Co-authored by:

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Manager Development Planner
Planning, Building & Economic Development

Reviewed by:

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

Approved by:

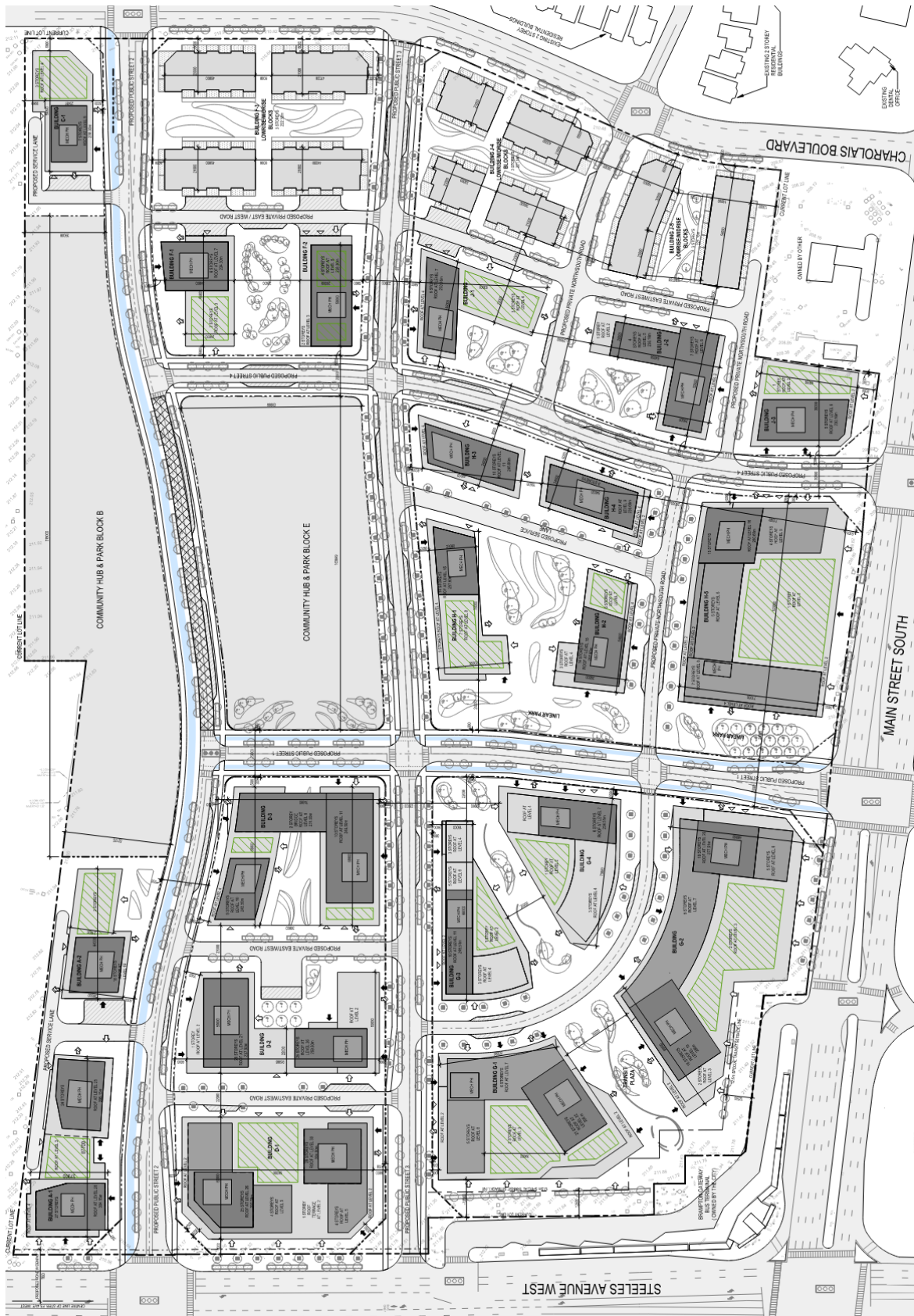
Richard Forward
Commissioner
Planning, Building & Economic Development

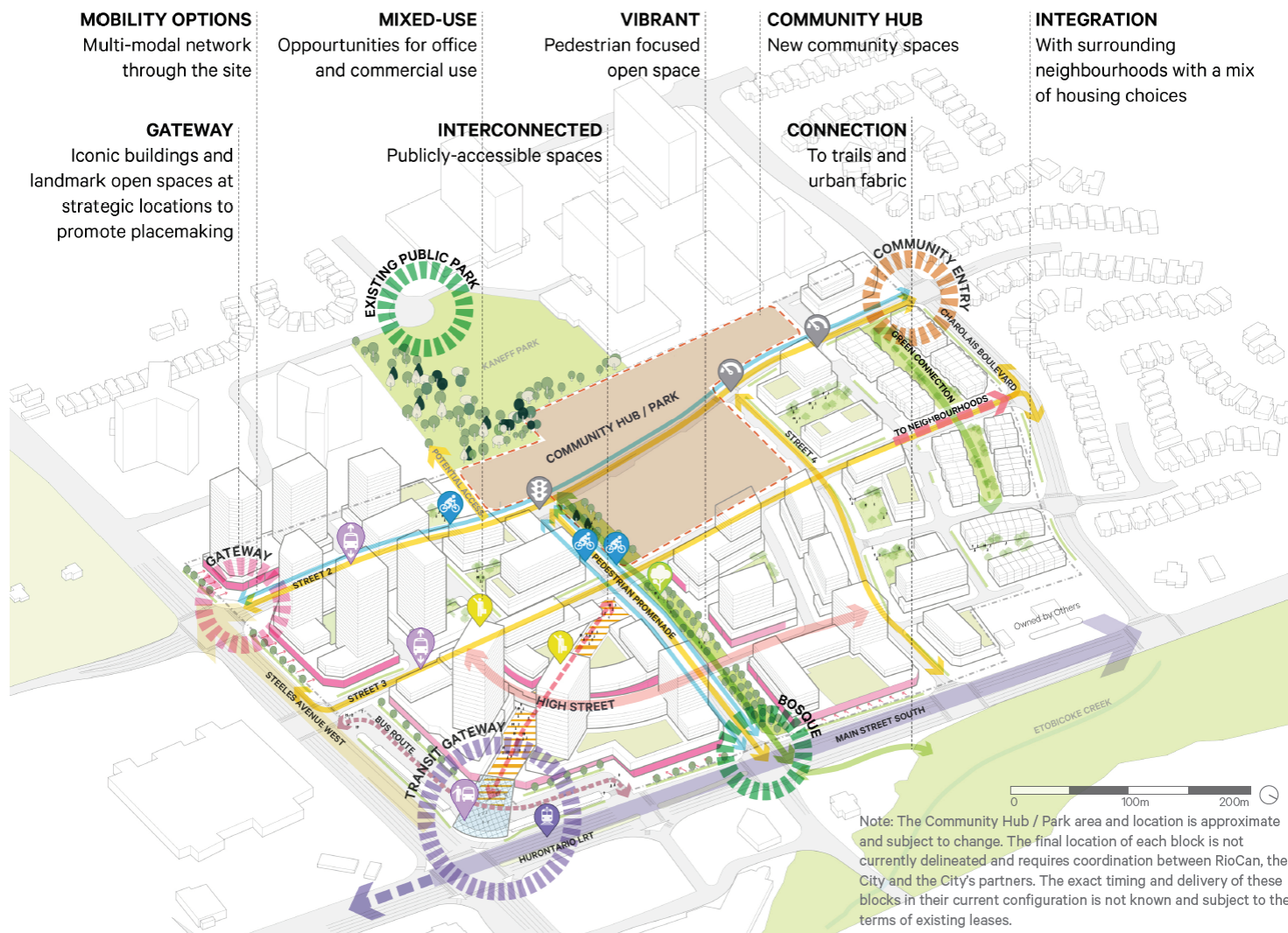
Submitted by:

David Barrick
Chief Administrative Officer

Attachments:

Appendix 1: Concept Site Plan
Appendix 1a: Key Design Interventions
Appendix 1b: Renderings
Appendix 2: Location Map
Appendix 3: Official Plan Designations
Appendix 4: Secondary Plan Designations
Appendix 5: Zoning
Appendix 6: Existing Land Uses
Appendix 7: Heritage Resources
Appendix 8: Proposed Principles for Development
Appendix 9: Detailed Planning Analysis
Appendix 10: Results of Public Meeting
Appendix 11: Correspondence Received
Appendix 12: Results of Application Circulation
Appendix 13: Proposed Zoning By-law Amendment



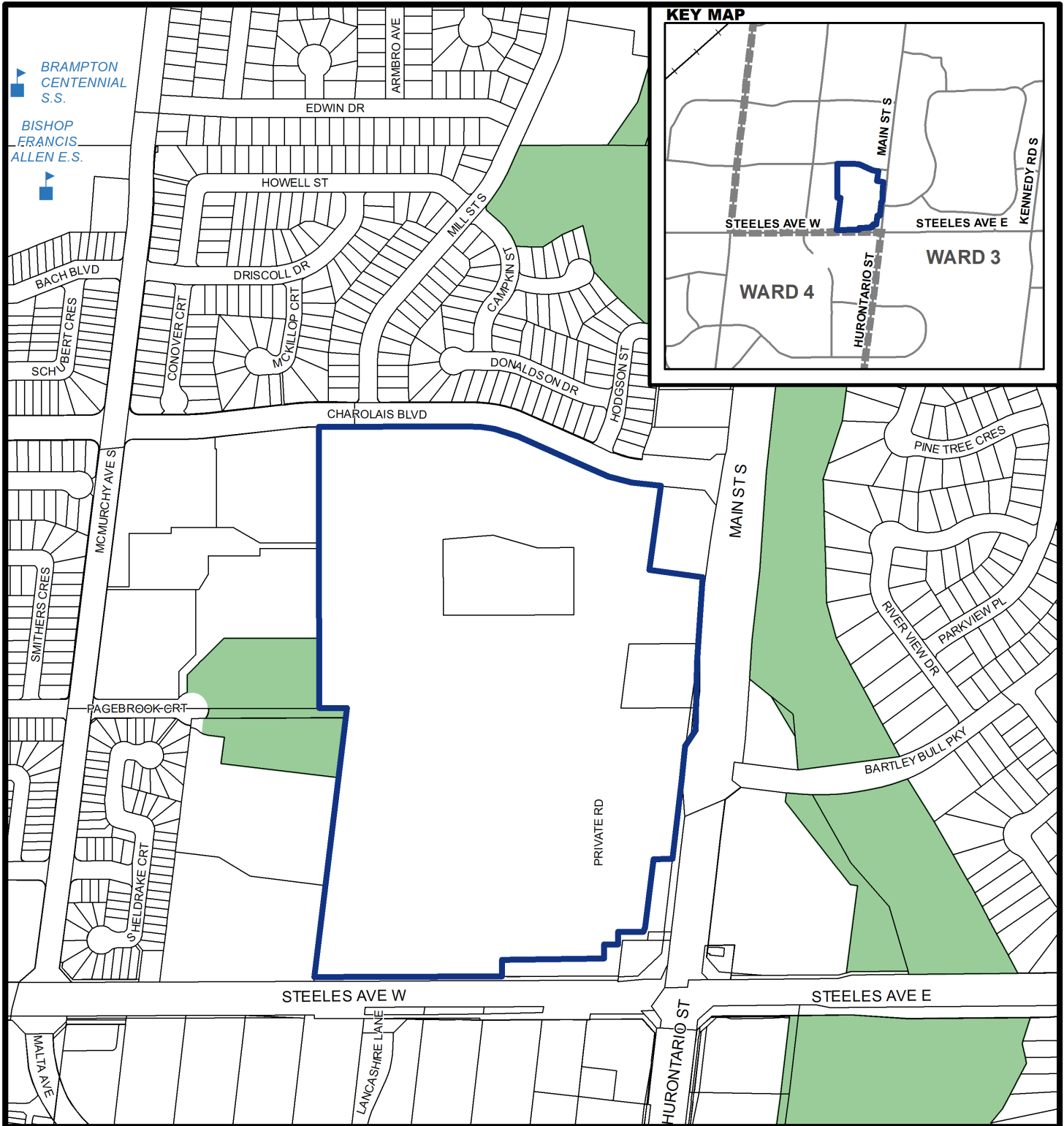










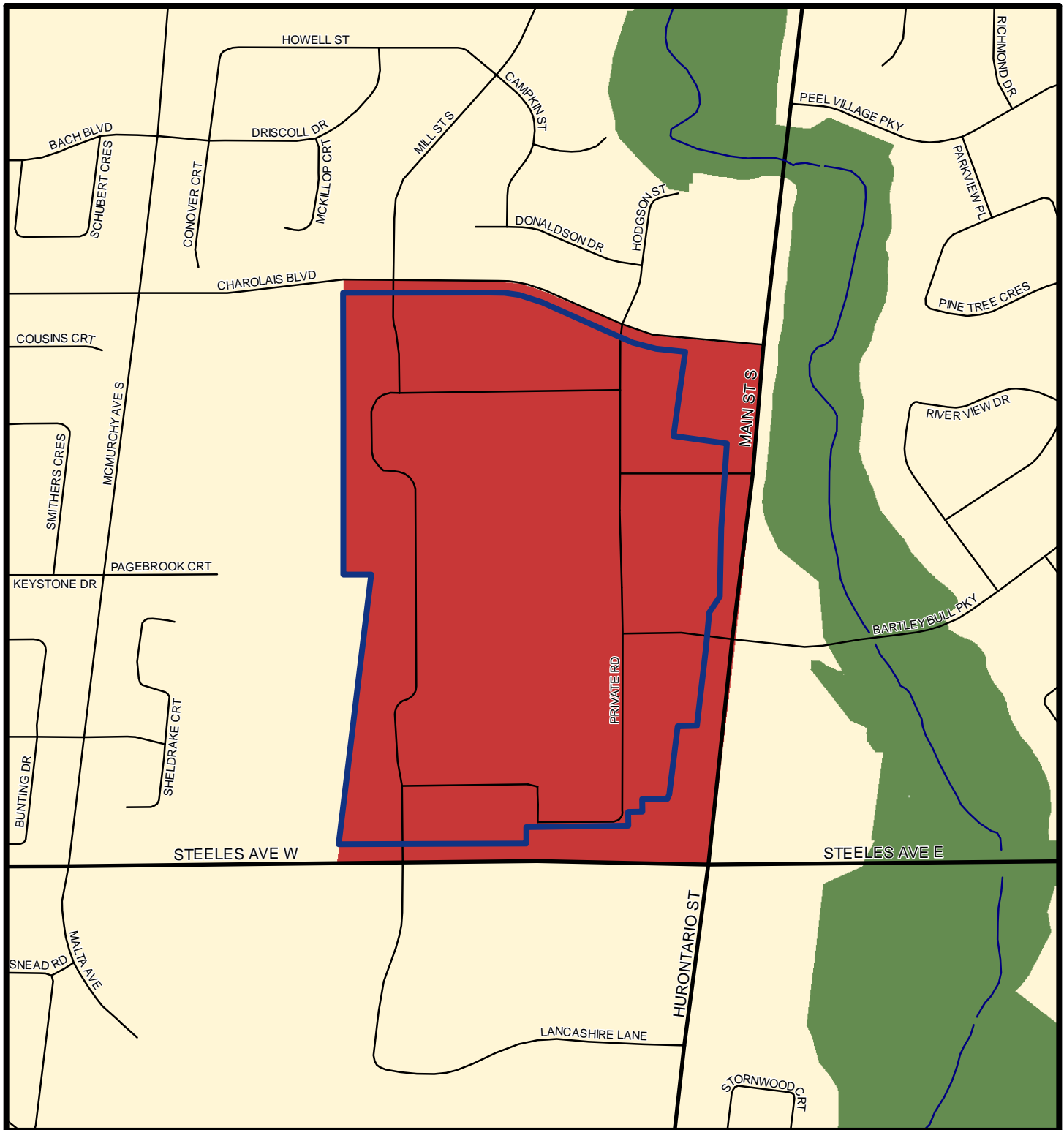


- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- SCHOOLS



APPENDIX 2 LOCATION MAP

RIOCAN MANAGEMENT INC.
1388688 ONTARIO LIMITED

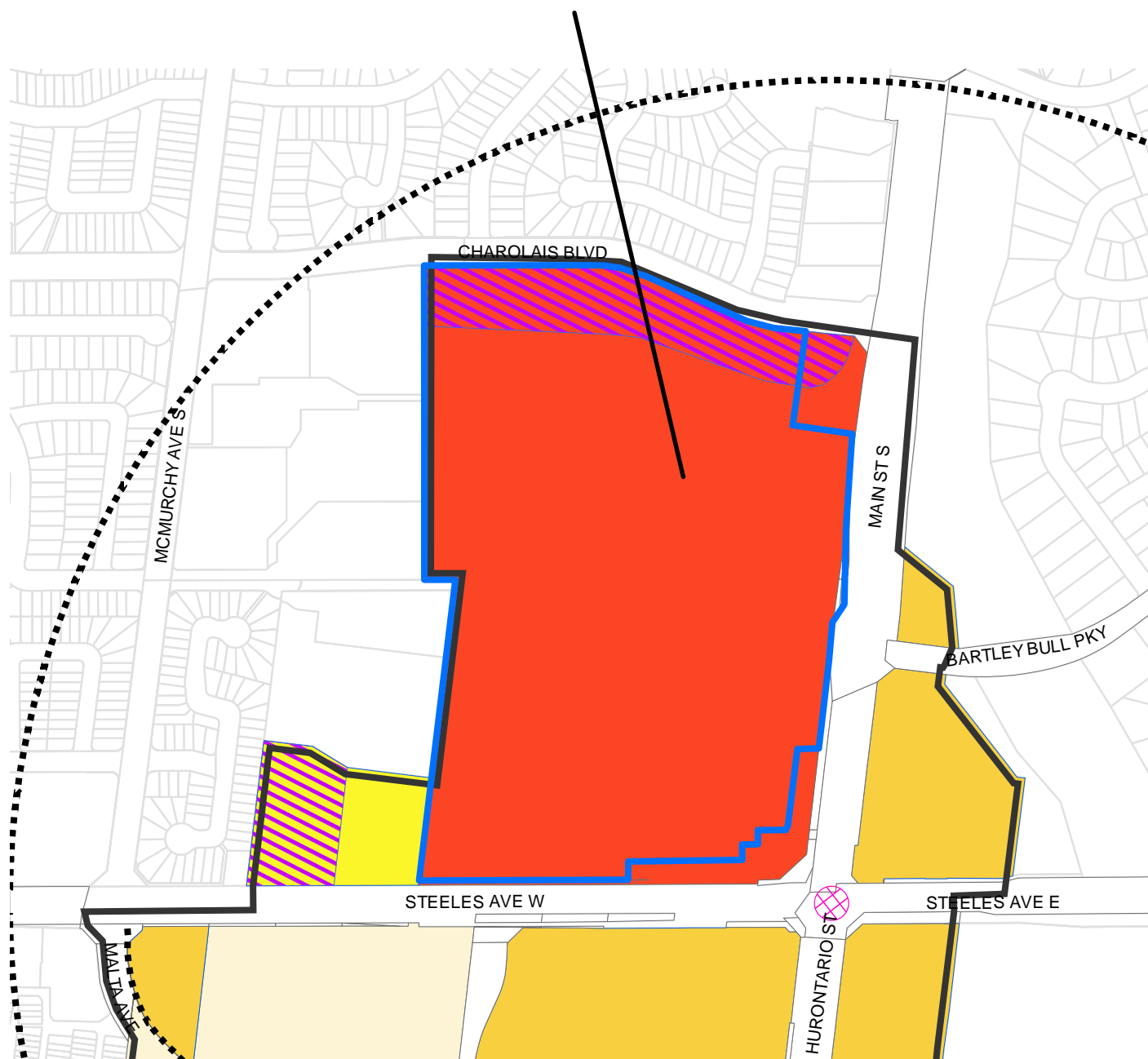


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- REGIONAL RETAIL
- OPENSACE
- RESIDENTIAL



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP55(A) OF THE DOCUMENT KNOWN AS THE HURONTARIO CORRIDOR SECONDARY PLAN

RESIDENTIAL

- MD MEDIUM DENSITY
- HD1 HIGH DENSITY ONE
- HD2 HIGH DENSITY TWO

COMMERCIAL

- REGIONAL COMMERCIAL

MIXED USE

- MU1 MIXED USE ONE
- MU2 MIXED USE TWO
- MU3 MIXED USE THREE

ROADS

- COLLECTOR ROAD

INSTITUTIONAL

- S SENIOR PUBLIC SCHOOL
- F FIRE STATION
- I INSTITUTIONAL

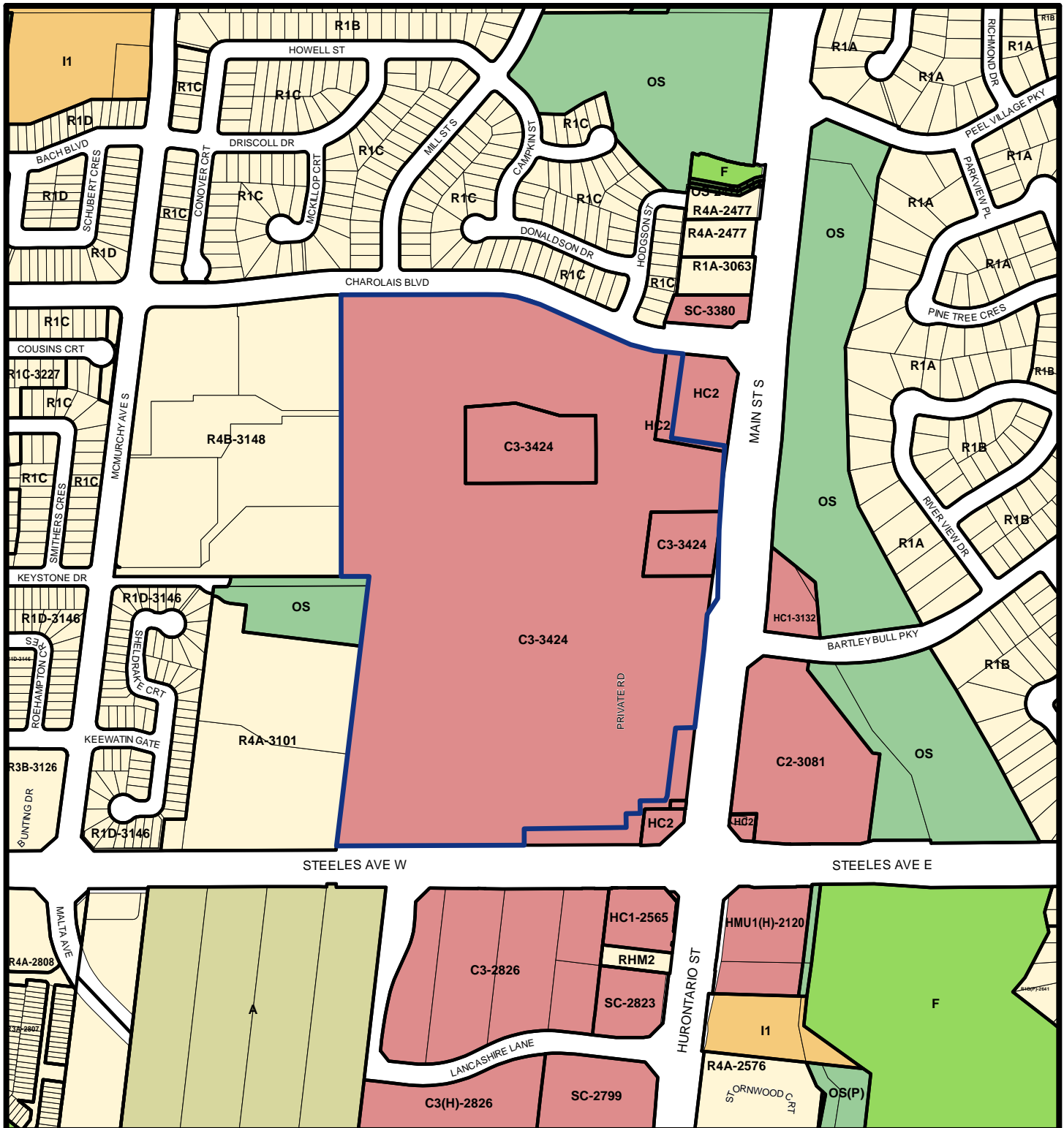
GATEWAYS








- PRIMARY GATEWAY
- SECONDARY GATEWAY

OPEN SPACE

- NP NEIGHBOURHOOD PARK
- C CEMETERY
- 1-2 SPECIAL POLICY AREAS
- LANDS SUBJECT TO THIS AMENDMENT
- HEIGHT TRANSITION AREA

APPENDIX 5



-  SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL
  FLOODPLAIN
 RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE

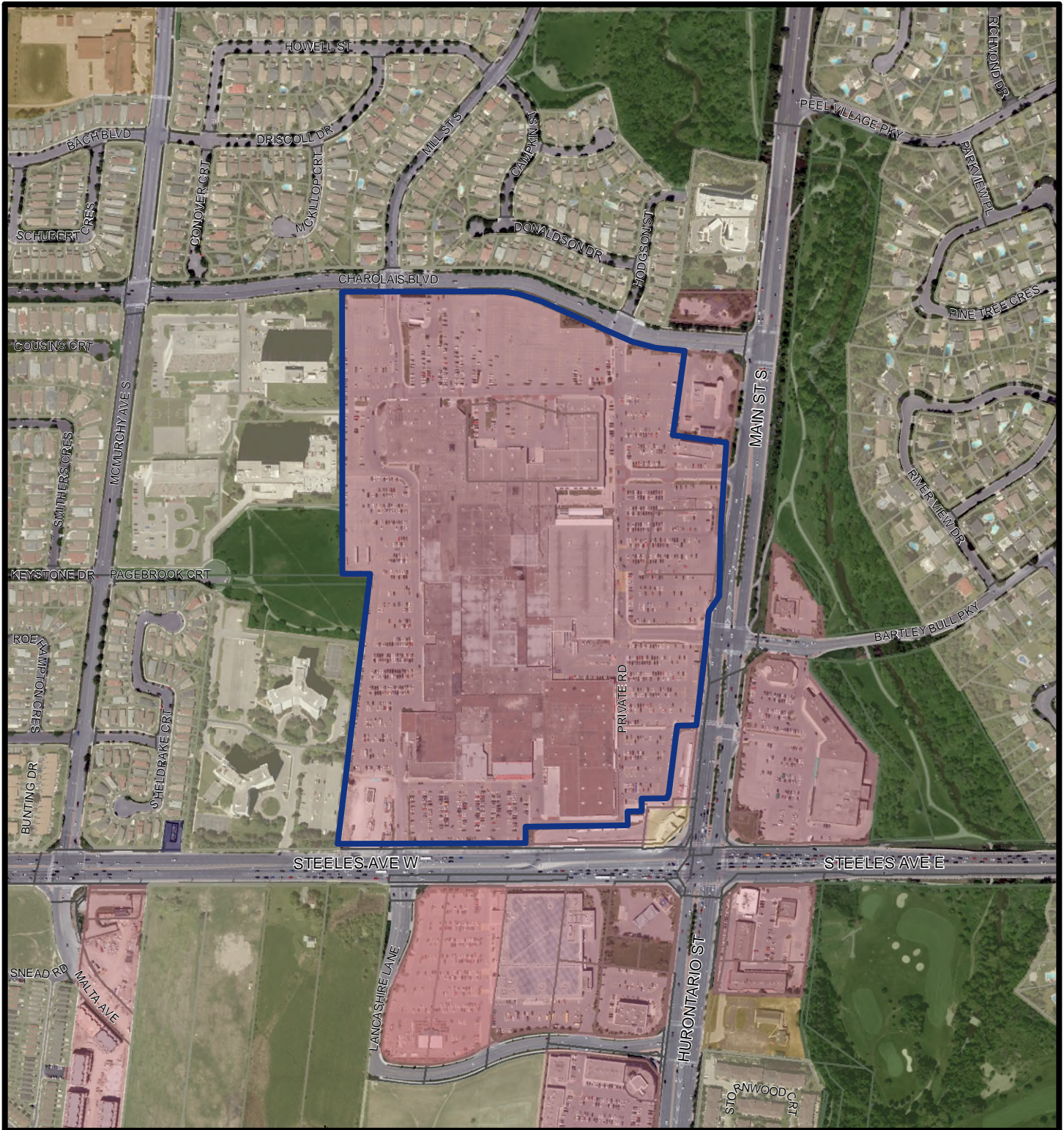


A horizontal scale bar with markings at 0, 50, and 100. The word 'Metres' is written below the bar. The bar is divided into two equal segments, each representing 50 metres.

Author: ckovac
Date: 2019/12/04






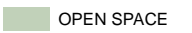


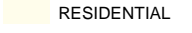
APPENDIX 5
ZONING DESIGNATIONS
RIOCAN MANAGEMENT INC.
1388688 ONTARIO LIMITED

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CITY FILE: OZS-2019-0009

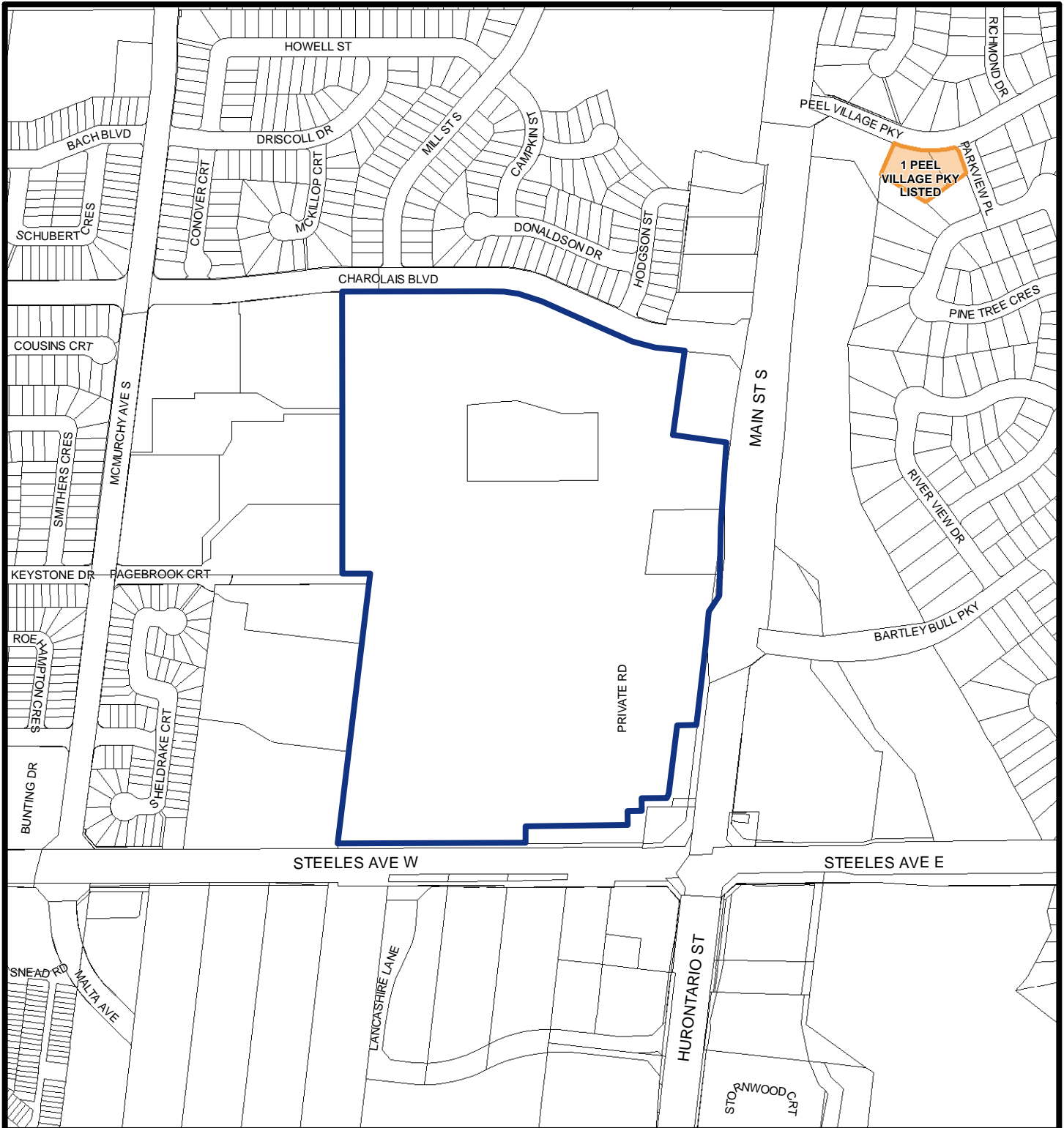


AERIAL PHOTO DATE: FALL 2018

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





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



Proposed Principles for Redevelopment

An increased demand for housing coupled with investments in transit infrastructure in the Greater Toronto Area have driven the focus of both the public and private sectors to underutilized urban environments in strategic growth locations, such as the Shoppers World Brampton Shopping Centre. The guiding principles for the site's redevelopment are derived from existing policy direction and design aspirations for the site, in collaboration with the City of Brampton:

Overall

The Shoppers World Brampton site will be planned to become a vibrant, transit-supportive, human-scaled, walkable destination where people can live, work, play and shop. It will help establish the major new urban core of Uptown Brampton as identified in the Brampton 2040 Vision.

Land Use

The Shoppers World Brampton site will be planned for mixed-use development generally as permitted in the Hurontario-Main Corridor Secondary Plan. Retail uses will be encouraged so that the site remains a shopping node for the community. An appropriate balance of residential dwelling unit types and tenures will be provided.

Sustainability

Shoppers World Brampton will be a walkable, vibrant, and sustainable community that is resilient and strives for excellence in energy, water, and innovation. It will be designed to achieve the targets identified in the City's Sustainable Community Development Guidelines.

Economic Development

Planning for the site will leverage investment in public transit and explore opportunities to integrate transit infrastructure in order to support economic development and the creation of a pedestrian and transit focused mixed-use node. Planning for the site will preserve and create potential employment opportunities including retail, office, institutional and other employment uses. RioCan will work with the City to establish a framework for attracting economic development for the site.

Urban Design

Excellence in civic design will be endeavoured for both the public and private realm that includes vibrant pedestrian-oriented streetscapes and public spaces, and a built form that is well-ordered, attractive and has a superior standard of design and architecture. The site design will demonstrate principles of place-making including signature streets and landmark buildings.

Transportation

The transportation system, including streets (public or private), public transit facilities, and pathways, will be focused on making travel to and within the site as attractive as possible for pedestrians, cyclists and public transit users. The development will be integrated with existing and proposed transit facilities, including the proposed LRT on Hurontario/Main Street South.

Streets will be designed as complete, tree-lined streets that provide for the needs of all users, where appropriate.

A parking management strategy addressing both the form and supply of parking will be developed to minimize the impact of parking on the public realm, promote transit use and active transportation, and maximize opportunities for sharing parking between uses. Underground parking, supplemented by limited surface parking to support retail, office and visitor functions is generally the preferred parking solution. Any above ground parking facilities should be designed to minimize impact on the public realm.

Public Spaces

There will be a series of interconnected public and publicly accessible spaces, including parks, which are designed to be gathering places for the community. The existing Kaneff Park will be expanded to create a major public space. The buildings and streets surrounding public spaces will be designed to support their intended function. Squares and plazas will be attractive in order to positively influence the image, appeal and economic development of the area. Public art opportunities should be identified in the design of public spaces and the overall development to add character and identity.

Community Services

New community buildings and spaces, including new open green spaces, will be considered to meet identified needs of the community. They will be designed to fit with the planned urban context with co-location of community facilities encouraged, where feasible.

Integration with Surrounding Neighbourhoods

The development will be well integrated, including new street and physical connections where possible, with the surrounding neighbourhoods. An effective transition from the higher density built form on the site to the lower densities of the adjacent neighbourhood to the north will be provided.

Phasing

The entirety of the development on the site at each phase will be designed to be a functional development that achieves the above principles to the greatest extent possible. It is recognized that the full redevelopment of the site will take a significant period of time and flexibility will be maintained to allow for market opportunities and economic trends, as well as for innovations in development patterns that may occur during this time which are in line with the principles for the site. Phasing, achieved through appropriate implementation tools, will address the availability and adequacy of water and waste water servicing capacity.

Detailed Planning Analysis

City File Number: OZS-2019-0009

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, and the Hurontario-Main Corridor Secondary Plan (Area 55) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

The Planning Act:

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

- 2(f) – the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- 2(h) – the orderly development of safe and healthy communities;*
- 2(i) – the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- 2(j) – the adequate provision of a full range of housing, including affordable housing;*
- 2(k) – the adequate provision of employment opportunities;*
- 2(p) – the appropriate location of growth and development;*
- 2(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- 2(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;*

These sections of the *Planning Act* are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (2020):

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

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

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

1.3.1 *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

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

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

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

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

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposed development is designated “Regional Commercial” in the Hurontario-Main Corridor Secondary Plan which contemplates the redevelopment of the Shopper's World mall into a vibrant, mixed-use high density urban neighbourhood that is served by higher-order public transit. The proposed development will occur according to the planned land use function as laid out in the Official Plan and Secondary Plan. The development will occur in phases in an orderly manner that will properly integrate into the surrounding neighbourhood.

Through the use of zoning controls, master planning, and urban design guidelines, the built form character of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. Furthermore, the site will have a compact, high-density form that will make for an efficient use of infrastructure, and is directly adjacent to planned higher-order transit. Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), c), e), g), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.3, 1.1.3.4, and 1.4.3 b), c), d), e), and f).

The proposed development includes a significant amount of employment by way of both office space and retail uses. 35,047 m² of office space and 40,275 m² of commercial/retail space are proposed. These uses will be located throughout the development, but are mainly concentrated directly adjacent to the existing Brampton Transit terminal and the proposed terminus of the Hurontario LRT. By establishing employment and services uses in a high-density, mixed use form, residents will be able to live, work, and play all within their local neighbourhood. Furthermore, the strategic location of these key uses near higher order transit facilities ensure they will be easily accessed from the broader community, which will support the further development and success of the neighbourhood. Accordingly, the proposed development satisfies Sections 1.3.1 a), b), c), d), and 1.6.7.4.

A significant consideration for the impact on the community has been taken through the development of the plan. Streets are being designed as ‘complete streets’ that will support pedestrian activity for all ages and levels of ability. The built form and transportation network is being coordinated to ensure a comfortable environment for all users. Furthermore, the provision of affordable housing has been explored through the preparation of the plan. A commitment to providing affordable housing throughout the development of the site has been made. Furthermore a wide variety of unit types and tenures have been proposed. Bachelor, 1

bedroom, 2 bedroom and 3 bedroom apartments are being proposed, along with townhouse style units, which are proposed to total at 4,726 units. The establishment of such a high number of units will positively impact housing affordability by introducing a significant amount of supply into the residential market. This is further improved by the fact that a significant number of the units are intended to be rental. As a result, the proposed development satisfies Sections 1.1.1 b), f) and 1.5.1 a) and b).

A Place to Grow: Growth Plan for the Greater Golden Horseshow (2019)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

- 2.2.1 (2) *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- 2.2.1 (4) *Applying the policies of this Plan will support the achievement of complete communities that:*
- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture;*
 - e) *provide for a more compact built form and a vibrant public realm including public open spaces;*

- 2.2.2 (3) *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) encourage intensification generally throughout the delineated built up area;*
 - d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*
- 2.2.4 (1) *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 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.*
- 2.2.5 (1) *Economic development and competitiveness in the GGH will be promoted by:*
- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
 - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
 - c) planning to better connect areas with high employment densities to transit; and*
 - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

- 2.2.5 (2) *Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*
- 2.2.5(3) *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 2.2.5(4) *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

The proposed development is located within the built-up boundary, and acts as intensification of already serviced lands that will introduce a number of new uses to the site at a significantly higher density. A wide range of commercial, office, residential and community/institutional uses are proposed along with a network of open spaces. Measures have been taken throughout the development approvals process to ensure that the planned development will integrate harmoniously into the neighbourhood. By introducing these uses and density at this location, policies 2.2.1(2)c), 2.2.1(4)a), b), c), d), and e), and 2.2.2(3)a), b), c), d), e), and f) are satisfied.

The lands that are proposed to be developed are directly adjacent to a planned LRT stop, and are identified as lands to be designated as a Major Transit Station Area in the Region of Peel Major Transit Station Area Study. To calculate the density of the proposed development, People Per Unit and Employment Density figures were taken from the Region of Peel Development Charges Background Study (2020). The figures from this study were used, as it is the most recent report completed for the City of Brampton that estimates per-unit density. As such, these assumptions represent the most accurate information for completing People and Jobs per Hectare based density calculations.

The density of the proposed development on a gross area calculation is 494.58 P&J/ha. When calculated on a net area calculation, it is 646.18 P&J/ha. The application will significantly contribute to achieving the minimum density target of 160 people and jobs per hectare in 2.2.4 (3). Furthermore, the office components of the plan are proposed to be located within close proximity to the planned LRT stop, and are intended to have a high-rise, urban characteristic. As a result, sections 2.2.4(1), 2.2.4(3)a), b), and c), 2.2.5(1)a), b), c), and d), 2.2.5(2), 2.2.5(3), 2.2.5(4) are satisfied.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth.

The site is located within the “Urban Boundary” is designated “Urban System”, is located along the “Conceptual Regional Intensification Corridor”, and is within a “Gateway Mobility Hub” in the Region of Peel Official Plan. The proposed Official Plan Amendment and Zoning by-law Amendment to implement this proposal conforms to the policies:

Chapter 5: Urban Systems

5.3.1 The Urban System General Objectives

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

5.3.2 Urban System Policies:

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

5.3.3 Urban Growth Centres and Regional Intensification Corridor Policies:

- 5.3.3.2.6 *Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:*
 - a) *Prime opportunities for intensification;*
 - b) *opportunities for residents to live and work within the Regional Intensification Corridor;*
 - c) *a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;*
 - d) *transit-supportive and pedestrian-oriented urban forms;*
 - e) *opportunities for higher order transit; and*

5.5.1 Growth Management Objectives:

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.4 *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*

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

5.5.2 Growth Management Policies:

- 5.5.2.2 *Direct a significant portion of new growth to the built-up area of the community through intensification*

5.5.3.1 Intensification Objectives:

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

5.5.3.2 Intensification Policies:

- 5.5.3.2.2 *Facilitate and promote intensification.*
- 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.*

5.8.1 Housing General Objectives:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

5.8.2 Housing General Policies:

- 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.*
- 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing.*
- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

5.9.2 The Transportation System General Policies

- 5.9.2.5 *Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

5.9.5 The Inter and Intra-Regional Transit Network

- 5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

The objective of the Regional Official Plan is to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multimodal transportation. In addition, policies direct new growth to the built-up areas of the community, and more specifically to high growth areas such as Regional Intensification Corridors.

The proposed development is a comprehensive, high density redevelopment of an existing low-density site along the Regional Intensification Corridor. The development is proposed to introduce approximately 8500 residents and 2000 jobs to the site (based on the density calculations from the previous section), along with parks, plazas, and a community hub. This will add a significant amount of density to the area and will act as a major anchor in the ongoing densification and development of the Main and Steeles node. Furthermore, the urban design of the proposed development has been treated in a way to both integrate seamlessly into the existing neighbourhood, and to make this an attractive destination for the Region. As a result, policies 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, 5.3.2.2, 5.3.3.2.6 a) to e), 5.5.1.1, 5.5.1.4, 5.5.1.5, 5.5.1.6, 5.5.2.2, 5.5.3.1.1 to 5.5.3.1.6, 5.5.3.1.8, 5.5.3.2.2, 5.5.3.2.3, 5.9.2.5, and 5.9.5.1.4 are satisfied.

Within the proposed development, there is a wide variety of housing options. Small, medium, and large apartments are proposed, as well as a variety of styles of townhomes. These various

residential units are proposed to vary in tenureship between rental and condominium, with a significant amount anticipated to be rental. This will assist to further diversify the housing stock within the area. Furthermore, the provision of affordable housing within these various forms is being explored. Through the concurrent Draft Plan of Subdivision process, a number of details relating to the specific provision of affordable housing are being worked through. Accordingly, policies 5.8.1.1 to 5.8.1.4, 5.8.2.3, 5.8.2.5 and 5.8.2.6 are satisfied.

City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The subject lands are designated as *Communities*, are along a *Primary Intensification Corridor* and as a *Gateway Mobility Hub* on Schedule 1: City Concept, as *Regional Retail* on Schedule A: Land Use Designations, and adjacent to a *Major Transit Node* on Schedule C: Transit Network

The following Official Plan policies are applicable to this application:

3.2 Sustainable City Structure

- 3.2.1.1** *Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*
- (i) Accommodate a significant portion of population and employment growth;*
 - (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;*
 - (iii) Provide high quality public open spaces;*
 - (iv) Support transit, walking and cycling for everyday activities;*
 - (v) Develop in a compact form that will efficiently use land and resources,*
 - (vi) Optimize the use of existing and new infrastructure and services;*
 - (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
 - (viii) Achieve an appropriate transition of built form to adjacent areas.*

3.2.5.1 Gateway Hubs

- 3.2.5.1.1** *Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*
- 3.2.5.1.2** *Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*

3.2.6 Intensification Corridors

- *Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation. The detailed permitted land uses are further defined within the land use designations in this plan. To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted. Uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage are discouraged. Superior urban design is also required to achieve the intended vision for the City's corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.*

3.2.6.2 *Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.*

3.2.6.3 *Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*

3.2.8 Communities

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

4.3.3 Regional Retail

- *Regional Retail sites are intended to be planned as large scale multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.*

4.3.3.4 *Regional Retail centres generally will be in excess of 46,500 square metres (500,000 square feet) of total gross leasable area in size. Permitted uses include all types of retail stores, major full line*

department stores, discount department stores, major and specialty food stores, supermarkets, pharmacies, restaurants, Major Offices, retail warehouses, entertainment facilities and service establishments. Regional Retail centres are typically anchored by major full line department stores, discount department stores, or retail warehouses such as warehouse membership clubs and home improvement stores. Notwithstanding the foregoing, entertainment uses shall be subject to Section 4.3.2.4 of this Plan.

- 4.3.3.5 Complementary uses such as automobile service stations may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses. Residential uses may also be integrated into Regional Retail areas if provided for in multiuse plans adopted as a component of a relevant Secondary Plan. Places of Worship shall be permitted subject to Section 4.9.8 of this Plan.*

4.5.4 Public Transit

- 4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- 4.5.4.21 The City shall require superior urban design for development within Mobility Hubs and Major Transit Station Areas to ensure access to walking, cycling and transit is safe, convenient, comfortable and attractive.*
- 4.5.4.22 The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.*

The strategic location of this site as a Gateway hub, adjacent to a Major Transit Station Area, and along a Primary Intensification Corridor lends itself to a high density, compact urban environment. The proposed development achieves these goals of the Official Plan.

Depending on calculation method, the density of the proposed development is between 494 P&J/ha and 646 P&J/ha. This density greatly exceeds the minimum targets that are laid out in the Official Plan. Furthermore, while the proposed FSI is only 2.3, this is because of the compact nature of the proposed built form. Building and site design treatments are being proposed to ensure that the development will integrate harmoniously into the existing context. This is taken further by providing significant amounts of public space on-site, and reserving space for a planned Community Hub. As a result, policies 3.2.1.1 (i) to (viii), 3.2.5.1.1, 3.2.5.1.2, 3.2.6, 3.2.6.2, 3.2.6.3, 3.2.8, 4.5.4.19, and 4.5.4.22 are maintained.

The designation of the lands in the Official Plan is Regional Retail, which contemplates high-order commercial and retail uses as a destination for the community. While the proposed development does consider to ultimately remove the existing mall from the site, this will be done in phases so as to ensure there isn't a large, immediate shock to the local retail landscape. Furthermore a significant amount of retail space is proposed to exist within the new urban fabric, with space for various different sizes of retail units, including major anchor uses. The amount of retail space being proposed is not a significant reduction from that existing and is more in line with the modern retail landscape and will be better suited to serve the needs of the community. The introduction of a significant amount of residential units to the site will further support the proposed retail uses, as has been contemplated in the Secondary Plan. As a result, policies 4.3.3.4 and 4.3.3.5 are maintained.

The interface between the proposed development and the existing transit terminal at the corner of Main St S and Steeles Ave W was carefully considered to both improve the character of the development, and to support further transit ridership. Buildings are proposed to be setback from the terminal to allow for easy pedestrian movement in the area, and to encourage businesses and restaurants to "spill out" and create a vibrant public realm. Furthermore, a large plaza/promenade is proposed to link from the terminal to the heart of the site. This will create a both significant viewshed and a convenient walkway that will draw pedestrian to the transit terminal. By creating a vibrant public realm surrounding the terminal, and a plaza that encourages activity and movement in the area, the transit terminal will be highlighted as a prominent figure in the area, and will assist in drawing in transit ridership. As a result, policy 4.5.4.21 is maintained.

Hurontario-Main Secondary Plan:

The subject lands are designated as Regional Commercial in the Hurontario-Main Corridor Secondary Plan (SPA 55). The planning vision (Section 5.4) for this designation is to "redevelop Shoppers World Brampton into a more vibrant, Mixed-Use, transit-oriented destination. Retail uses will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new, higher density building forms will be encouraged to develop in order to support the above-noted vision." The Section further states that a "pedestrian-scaled neighbourhood will be encouraged to develop around this Gateway Mobility Hub."

The permitted uses in the Regional Commercial designation include a full range of office, commercial, institutional, cultural and entertainment uses, medium and high density residential dwellings, live/work units and related community facilities and infrastructure.

The maximum density on the southern half of the Shoppers World site is a Floor Space Index (ratio of floor area to site area) of 4.0. The maximum for the northern half is 3.0. The maximum building height is 78.0 metres (25 storeys). Section 5.1.1 states that proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.

The proposed redevelopment of the Shopper's World Mall represents an implementation of the policies described in the secondary plan. The comprehensive redevelopment of the property will transform the site into a vibrant urban community, with a high density form and a pedestrian

based focus. The wide variety of proposed uses will ensure that this node is a regional destination.

The maximum building height is proposed to be 97.0 metres, which is taller than the maximum height, however in accordance with Section 5.1.1, appropriate justification for this increase in height has been provided. Through the use of Urban Design Guidelines and proposed zoning provisions (including maximum tower floorplate sizes), the potential negative impacts of an increased tower height will be mitigated. Furthermore, the density of the proposed development remains in line with the provisions of the Secondary Plan.

The proposed development will have a gross people and jobs per hectare of 494. Section 5.12 of the secondary plan requires an overall density of 454 P&J/ha across the entire plan. While the proposed FSI of 2.3 is below the maximum FSI of 4.0 for the southern portion of the site, and 3.0 for the northern portion of the site as outlined in Section 5.4, this measure of density is significantly influenced by both building design, provision of an integrated open space system, preferred residential unit size, and the types of uses being provided across the site. For example, the estimated FSI within the R4B(H)-3011 zone is 1.1, while still mid-high density typologies (stacked townhouses, mid-rise apartment buildings). This is a result of altering the architectural design to better integrate with the existing neighbourhoods across Charolais Boulevard.

As a result of the above analysis, the intent of the Hurontario-Main Secondary Plan is maintained.

Zoning By-law (By-law 270-2004)

The subject lands are currently split-zoned Commercial 3 – Section 3424 and Highway Commercial 2 by By-law 270-2004, as amended. The majority of the site is C3-3424, which permits a broad range of commercial uses, and a movie theatre. This zone does not permit residential uses, and has setback and building requirements that are suburban in nature.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report.

Built Form:

There are a number of regulations proposed to manage the built form, including continuous streetwall, maximum tower floorplate sizes, podium and tower interface requirements, etc. These are accompanied by the maximum density permissions that will regulate the site overall. The permissions are intended to control the design of buildings in a general sense to encourage an urban form that can integrate well into the neighbourhood. Further, more specific built form requirements will be explored in the urban design guidelines that are to be finalized as part of the draft plan of subdivision.

Parking:

Both motor vehicle and bicycle parking rates are proposed that reflect the urban character of the neighbourhood. It is anticipated that a significant number of the trips taken to and from the proposed development will be taken by public transit, cycling, and walking.

Land Use:

A broad range of land use permissions are proposed, which will assist in letting the neighbourhood develop naturally, and allow for a vibrant and unique community. By permitting a broad range of commercial, residential and community uses in the development, there is a higher likelihood for unique uses and spaces to be established. This, in turn, will lead to a more vibrant and sustainable community.

Holding Provisions:

A number of holding provisions are proposed across the site, which include requirements for providing different technical studies prior to the Holding Provisions being lifted. These requirements are recommended due to the long time horizon anticipated with the overall redevelopment of the site. A full buildout on the site will likely take 25-30 years, so it is difficult to predict how potentially changing market conditions and neighbourhood context may affect the future phases of development. These holding provisions ensure that key technical matters can be revisited as development occurs.

Technical Requirements

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report and Urban Design Guidelines

The planning justification report and urban design guidelines were submitted to provide the policy context and planning and urban design rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Hurontario-Main Secondary Plan (Area 55) are satisfied. Furthermore, a detailed exploration of public spaces and built form is conducted which explains the rationale for the design of the plan. The recommendations from the urban design guidelines will be incorporated into the future draft plan of subdivision, and is satisfactory to support the proposed Zoning By-law amendment.

Shadow Study

The shadow study that was provided examines the shadow impacts of the development at 9:30am, 12:30pm, 3:30pm and 6:30pm on March 21, June 21, September 21 and December 21. The study demonstrates how the built form design impacts the surrounding public space. This study, in conjunction with the urban design guidelines, is satisfactory in demonstrating the benefits of the proposed built form design.

Conceptual Phasing Strategy

The conceptual phasing strategy was provided to give an indication as to how the development is proposed to be built over the course of the development. The phasing strategy informs the holding provisions that are being proposed within the Zoning By-law, and will inform the conditions of draft approval that are forthcoming in the future Draft Plan of Subdivision.

Public Consultation Strategy

The public consultation strategy identifies the site, describes the surrounding context, and outlines a number of different public initiatives that are occurring in the area that have already

had public engagement sessions. The strategy then describes the measures that were to be taken, including public open houses and the statutory public meeting.

Sustainability Score and Summary

In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. The development application received a sustainability score of 64 overall, a Gold rating.

Stage 1 Archaeological Assessment

The stage 1 archaeological assessment considered the proximity of the site to other known archaeological resources in the area, and the character of the existing site. It was concluded that, as a result of the past works on the site, any potential archaeological would have already been removed, and as a result no stage 2 assessment should be required.

Tree Inventory and Preservation Study

A Tree Inventory and Preservation Study was prepared which inventories all of the trees on-site. 104 trees were inventoried in total, and 48 were recommended to be removed to facilitate the proposed development. A number of recommendations for tree protection during construction are recommended to preserve the existing trees, including establishing tree protection zones, root pruning, and having registered arborists manage the maintenance of the trees.

Transportation Study

A Traffic Impact Study was submitted by the applicant to assess the transportation related aspects of the proposed development. This report contains an evaluation of traffic impact and parking rates that are proposed. The study is considered to be acceptable for the purposes of the proposed Zoning By-law, however further detailed work may be completed in accordance with the ongoing Draft Plan of Subdivision application.

Master Plan

A number of master planning matters were addressed through the transportation study, including matters such as the layout of the proposed street network, the anticipated modal split, the share of public vs. private streets, the location of pedestrian and cycling connections, etc. In considering the long-term nature of the proposed development, a holding provision related to transportation has been recommended to ensure that studies are conducted in the future which will review the transportation context at that time.

Traffic Impact

The impact of the proposed development was reviewed in the context of the surrounding context. It was determined that the anticipated site traffic will be able to be accommodated by the existing street network, and the proposed on-site network. The urban nature of the development will lead to a higher proportion of the population using public transit, walking, or cycling than in traditional Brampton neighbourhoods. A number of recommendations regarding traffic signal installation and timing are made.

Transit Impact

The development is expected to increase transit ridership, and will have impacts on the overall transit demand in the area. As a result of the proximity to the existing transit terminal at the intersection of Main Street South and Steeles Avenue West, integration of the built form with the terminal is recommended. However, flexibility regarding the design of the terminal in the future is also recommended, as it is difficult to predict the exact requirements for the terminal in the future. As a result, a holding provision is recommended (by City of Brampton staff) which requires the matter of the design of the transit terminal to be addressed prior to development occurring directly adjacent to it.

Parking Requirements

The requirements for both vehicular and bicycle parking were explored through this study. Reduced standards compared to the broader City were recommended to reflect the urban nature of the development.

Noise Impact Study

The noise impact study examined the necessary requirements for the development to meet the noise guidelines of the Ontario Ministry of the Environment Conservation and Parks and to satisfy the City of Brampton. A number of recommendations were proposed, including upgraded glazing for buildings along Steeles Avenue West and Main Street South. The study is satisfactory for the purposes of the proposed Zoning By-law.

Phase 1 and 2 Environmental Site Assessment

A phase 1 environmental site assessment was conducted to identify any potential contaminants on-site. A number of potential contaminants were identified, so a phase 2 environmental site assessment is recommended to be conducted. Due to the existing buildings being present on-site, a plan for the conducting of the phase 2 assessment, along with the future requirements for conducting a Record of Site Conditions were provided and have been deemed to be satisfactory for the purposes of the rezoning.

Stormwater Management and Functional Servicing Report

The report outlines a number of different recommendations to ensure appropriate stormwater management and functional servicing controls are provided. Due to the long term nature of the project, and the ongoing Etobicoke Creek trunk sewer environmental assessment, a holding provision requiring the functional servicing report to be updated as the phases come in for development is recommended.

Stormwater Servicing

The proposed development would improve the stormwater servicing, as more pervious space will be introduced in comparison with what is existing today. A number of Low Impact Development features are proposed to work in conjunction with the existing storm-sewer capacity to properly control stormwater runoff.

Sanitary Servicing

An exploration into the future sanitary servicing requirements was conducted to ensure that adequate provisions would be made. The Phase 1 lands were explored in detail and were found

to have enough existing capacity. Updates to the study will be required as works are completed related to the trunk sewer.

Water Servicing

A number of new connections to the existing water servicing network are proposed to ensure adequate flows on-site.

Results of Public Meeting

OZS-2019-0009

Members Present:

Regional Councillor M. Medeiros – Wards 3 and 4 (Chair)
 (Left Meeting at 8:29 p.m., returned at 8:35 p.m. – personal)
 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 (left at 8:56 p.m.
 – personal)
 City Councillor D. Whillans – Wards 2 and 6
 City Councillor J. Bowman – Wards 3 and 4 (Chaired Meeting from
 8:29 p.m. to 8:35 p.m.)
 City Councillor C. Williams – Wards 7 and 8
 City Councillor H. Singh – Wards 9 and 10

Members Absent:

nil

Staff Present:

D. Barrick, Chief Administrative Officer

Planning and Economic Development:

A. Parsons, Director, Development Services
 B. Bjerke, Director, Policy Planning
 E. Corazzola, Manager, Zoning and Sign By-law Services
 D. VanderBerg, Manager, Development Services
 Y. Yeung, Manager, Urban Design
 C. Caruso, Central Area Planner

Corporate Services:

A. Wilson-Peebles, Legal Counsel
 G. D'Andrea, Legal Counsel

City Clerk's Office:

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

A meeting of the Planning and Development Services Committee was held on Monday, January 13, 2020 in the City Hall Council Chambers, 2 Wellington Street West, Brampton, Ontario. This was a Statutory Public Meeting for this application. Notice of this meeting was sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures. There were 3 members of the public that made representation before the Committee on this application.

The following issues were raised by the Public at the statutory public meeting and through correspondence received for this application:

Loss of Retail Space

Issue:

The existing mall provides a convenient and central location for retail space and removing the retail space would negatively impact local residents.

Response:

The existing mall will not be demolished in its entirety all at once, rather will be demolished in phases as new development proceeds. There is a significant amount of retail space being proposed within the new development, so retail space will be maintained on-site throughout the life of the development.

Vehicular Traffic

Issue:

There is significant traffic congestion in the area and the proposed development will make it worse.

Response:

While it is anticipated that the proposed development will introduce new vehicular trips to the area, the Transportation Impact Study has determined that there is adequate capacity in the system to handle the increased demand, with certain interventions being recommended. Furthermore, the introduction the Hurontario LRT and a rapidly urbanizing context will shift some of the transportation demand away from car traffic to alternative modes.

Issue:

Where will the future users of the site park?

Response:

Urban parking standards are being proposed within the Zoning By-law that reflect the anticipated parking demand. This will be accommodated underground, and potentially within the podiums of the proposed buildings.

Transit Terminal

Issue:

The existing terminal will not be able to support the rise in demand.

Response:

It is difficult to predict the exact needs of the existing transit terminal into the future. The introduction of the Hurontario LRT will likely impact demand for transit in the area and the proposed development will bring more riders to the area, but the exact future demand is not known at this time. As a result, a holding provision is being proposed which will allow the City to revisit the requirements for the transit terminal when the directly adjacent lands come in for development.

Issue:

Safe pedestrian access to the transit terminal should be improved.

Response:

The built form directly adjacent to the transit terminal will be explored in detail at the site planning stage. The introduction of the Hurontario LRT will have a major impact on the design of the Main Street South and Steeles Avenue West intersection. There are ongoing discussions between the City and Metrolinx regarding the final design of the LRT station and the pedestrian connections in the area. This matter is continuing to be explored to improve pedestrian safety.

Integration with the existing neighbourhood

Issue:

The ability to develop lands adjacent to this site must be preserved

Response:

A number of measures have been taken to ensure that the redevelopment of Shopper's World fits harmoniously into the existing neighbourhood, including built form design, master planning, and the proposed road network. The extension of Kaneff Park provides a gateway to the lands to the West, and the open space and roadway network link the development to the broader neighbourhood. The development will improve the neighbourhood and allow for a greater range of redevelopment to be possible.

Community Hub

Issue:

Who will be able to use the public park and community hub?

Response:

The Community Hub and public park are to be used by all residents. The ongoing work being completed by the City to develop Community Hub is currently contemplating the introduction of a public school, library, and community centre, that will integrate with the park space and surrounding development.

Correspondence Received

OZS-2019-0009

Watchorn, Daniel

From: Vanderberg, David (PD&D)
Sent: 2020/01/13 7:42 PM
To: lal-dajani@svn-ap.com; Kelly Graham
Cc: Watchorn, Daniel
Subject: Fwd: [EXTERNAL]File OZS-2019-0009 RioCan Shoppers World Re-development

Hi,

Below is a second email received from the public on Shoppers World.

David

Get [Outlook for iOS](#)

From: Chris Bejnar
Sent: Monday, January 13, 2020 4:34:50 PM
To: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Cc: Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>
Subject: [EXTERNAL]File OZS-2019-0009 RioCan Shoppers World Re-development

Hi David,

For this application, recommended heights are for buildings that range from 3-28 storeys. Is this final or can the heights be increased in the future?

I would rather see a few taller structures (ex. 35-40 storeys) to potentially increase the green space area for this development.

In comparison, the Cloverdale Mall redevelopment (QuadReal) plan feels more open with more green space. They have proposed buildings ranging from 4-48 storeys in height.

Cloverdale Mall Re-development plans:

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Watchorn, Daniel

From: Ian Nguyen
Sent: 2020/01/14 1:59 PM
To: Vanderberg, David (PD&D)
Subject: [EXTERNAL]My stance on the Shoppers World redevelopment plan

Hello,

My name is Ian Nguyen. My family and I have been living in Brampton since 2002 (maybe 2003), and I live fairly close to Shoppers World. I wanted to attend the open house and public meeting in regard to the Shoppers World redevelopment draft plan, but I ended up missing both. So I am sending this email instead to convey my thoughts about this plan.

I would like to say I am opposed to the plan to demolish Shoppers World, and to rebuild in its place. Having a mall in this area is very convenient not just for me, but for others who live in the area. There is no question that it is not as big as Square One, or Bramalea City Centre, but Shoppers World does have a variety of stores to caters to many needs that people have. Canadian Tire, Oceans, Staples, Winners, a very many clothing stores, a food court with a variety of stores, and more. If I needed something, I could just walk to Shoppers World, buy what I need, walk back home, and it wouldn't take 20 minutes. It would be even faster if I drove there. I'd imagine demolishing Shoppers World and rebuilding it over 30 years would inconvenience many people. The closest mall would be Bramalea City Centre, but it's not exactly a smooth ride to get there. Not to mention it is crowded, and it would be even more busy if Shoppers World is taken down.

The plan itself seems a bit too ambitious, and poor to me. Multiple high storey buildings, 296,000 m² of residential uses, 89,000 m² of non-residential uses, and new roads. I can only imagine how much traffic there would be once everything is built. The traffic in this area is already bad enough. After the construction is done, it will be a nightmare for sure. There doesn't seem to be any good places to park either? Even by the bus station there doesn't seem to be any places to park. Where are the taxi and Uber drivers supposed to wait now? Small roads, multiple high storey commercial buildings, more residents, and few areas to park seems like a prime area for traffic jams, and potentially accidents. Also up to 30 years for construction is too long. There has been construction done on Shoppers World many times over the last decade, and then some. To propose a new plan that could take up to 30 years is ludicrous.

In short, it would be better for everyone if the Shoppers World redevelopment plan was rejected. There is more merit to keeping Shoppers World, and improving it over a risky plan that will just end up creating more problems. Great location, great variety of stores, and just simply really convenient. I really like Shoppers World, and it would be great if it continued to stand where it is for a long time to come.

Sincerely,

Ian Nguyen

January 13, 2020

DELIVERED VIA EMAIL

Mr. David Vanderberg,
Manager, Planning and Development Services
City of Brampton
david.vanderberg@brampton.ca

**Re: Application to Amend The Zoning By-law and Proposed Draft Plan of Subdivision
RioCan Management Inc (Shoppers World Site)**

Dear Mr. Vanderberg,

In response to the notice of public meeting for the above-referenced development applications, Kaneff Properties is pleased to submit this letter in support of the proposed redevelopment. Kaneff Properties is a landowner of several significant properties (210 and 220 Steeles Avenue West, 1 Bartley Bull Parkway and 1 Steeles Avenue East) abutting and across the street from the Shoppers World Site.


In recognizing the importance and appropriateness of the redevelopment of the Shoppers World site into a higher density and order urban centre, Kaneff Properties must be mindful of, and protect for, the future redevelopment potential of the adjacent Kaneff lands. In this regard we will need to fully understand the relationships, potential connections and interfaces between the Shoppers World site and the Kaneff lands.

We ask that all pertinent public information and documents be delivered to Kaneff Properties (by email at kkaneff@kaneff.com and akaneff@kaneff.com) and readily available for our review throughout the development process (including draft zoning by-laws and draft plans of subdivisions). We also ask that we be notified of all relevant dates respecting any pending and actual decisions to be made by Planning Committee and City Council.

Yours respectfully,

Yours truly,

KANEFF PROPERTIES LIMITED

Per: 
Name: Anna-Maria Kaneff
Title: Executive Vice President

Cc: Peter Fay, City Clerk, City of Brampton peter.fay@brampton.ca

Watchorn, Daniel

From: Queen of Shadows
Sent: 2020/01/14 1:10 AM
To: Vanderberg, David (PD&D)
Subject: [EXTERNAL]List of signatures against the Shoppers world Brampton redevelopment
Attachments: petition_signatures_jobs_19809536_20200114044009[138599].pdf;
petition_signatures_jobs_19809536_20200114044009[138599].pdf

Hello,

The following is a list of signatures against the redevelopment. There would undoubtedly be more if the notice hadn't been delivered so quietly over the holidays.

Everyone I know hasn't even heard of this plan, but everyone I tell about it thinks it's ridiculous. Add us all to the list of people who DO NOT want this project & demolition to go through.

- Victoria Burgos

Recipient: City of Brampton, Brampton City Council, RioCan Management Inc., David Vanderberg, Brampton Planning and Development Services Dept.

Letter: Greetings,
Save Shoppers World Brampton!

Signatures

Name	Location	Date
Victoria Burgos	Waterloo, Canada	2019-12-28
Allan Burgos	Brampton, Canada	2019-12-28
Sandra Burgos	Brampton, Canada	2019-12-28
Sanjay Singh	Waterloo, Canada	2019-12-28
Pablo Burgos	Brampton, Canada	2019-12-28
Kelly Amaral	Brampton, Canada	2019-12-28
Robyn bay	Edmonton, Canada	2019-12-28
ALYSSA LATKOLIK	Brampton, Canada	2019-12-28
Lenore Black	Markham, Canada	2019-12-28
Mason Carr	Fredericton, Canada	2019-12-29
Michael Silva	Brampton, Canada	2019-12-29
Manu S-M	Hamilton, Canada	2019-12-29
Kajal Patel	Brampton, Canada	2019-12-29
LAURIE CHALMERS	CAMBRIDGE, Canada	2019-12-30
Jake From state farm	Brampton, Canada	2019-12-30
Julia Su	Ontario, Canada	2020-01-01
Liam Agustin	Toronto, Canada	2020-01-03

Results of Application Circulation
OZS-2019-0009

Public Works

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

peelregion.ca

January 23, 2020

David Vanderberg
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
David.Vanderberg@brampton.ca

**RE: Draft Plan of Subdivision
Shoppers World Brampton
1388688 Ontario Ltd (RioCan Management Inc.)
499 Main Street South
City of Brampton, Ward 3
City File: 21T-19021B / OZS-2019-0009
Region File: 21T-19-021B**

Dear Mr. Vanderberg,

We have received the above noted application for draft plan of subdivision and rezoning which seeks to redevelop the Shoppers World Brampton site into a sustainable and transit-oriented mixed-use neighborhood. We recognize the efforts of this proposal to implement good planning principles and are looking forward to working collaboratively with all stakeholders to achieve these outcomes. To further evaluate the proposed long term multi-phased approach to the site, a staging and implementation strategy developed in consultation with the Region and the City will be required. Conditions of Draft Approval will be provided following the submission of this staging and implementation strategy.

Following a detailed review of the submission material, we offer the comments below to be addressed within the subsequent submissions:

Development Planning:

- Through collaboration with the Region, the City of Brampton and all affected stakeholders, a satisfactory staging and implementation strategy shall be developed by the applicant to demonstrate how requirements will be achieved over the multiple phases. The staging and implementation strategy shall also identify the mechanisms for implementation including Holding Symbols and Agreements that are to be utilized to achieve full buildout. Since full buildout of the site is expected to occur through a phased approach over a period of 25-30 years, the staging and implementation strategy and the mechanisms that will be utilized for each phase of the development will be required prior to the approval of Phase 1 (Building A-1) on Block A;

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- The subject site is located within the Etobicoke Creek Sewershed and drains to the Etobicoke Creek Trunk Sewer which is currently operating at near capacity. The Region has determined that there is available capacity to service Phase 1 (Building A-1) on Block A. However, we are unable to comment on any subsequent phases until a satisfactory staging and implementation strategy together with a satisfactory Functional Servicing Report and associated plans are received for review;
- As per the Growth Plan, 2019, priority transit corridors are intended to be planned in a transit-supportive manner that maximizes the number of potential transit users, be planned to support active transportation, and provide a range and mix of uses and activities. This site is in a strategic growth area, which includes a priority major transit station area that is to be planned to a minimum density of 160 residents and jobs per hectare. The applicant should consider the on-going Major Transit Station Area (MTSA) work being undertaken by the Region and City of Brampton, that would delineate and establish intensification and density targets;
- The proposal should address how the mixed-use development would integrate both employment and residential units with the future planned Hurontario LRT;
- The Master Plan dated September 27th, 2019 submitted in support of the application contemplates a major community use with opportunities for both office and institutional uses. The rationale also considers retail and office uses on the ground floor of mixed-use buildings throughout the site. We are supportive of this mix of uses and encourage additional office uses on site. We look forward to working with City staff and the applicant to identify minimum targets for office uses through the various phases.

Housing

- There are opportunities for the Region and City of Brampton to work with the applicant to determine how the proposal will support the targets of the Regional Council endorsed Peel Housing and Homelessness Plan (PHHP) for low- and middle-income residents;
- Understanding the intent to accommodate a significant number of residents on this site within over 5000 units, we encourage the applicant to consider how housing affordability, tenure, and a mix of housing typologies catering to a broad set of space and cost needs, will be implemented within the proposal;
- Regional staff assessed how the PHHP would apply to the proposed development and determined the following to meet the targets:
 - 10.3% (approximately 500 units) of all housing units within the development available for low-income residents,
 - An additional 13.3% of all housing units (approximately 650 units) within the development available for moderate-income residents,

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- The units built to address low-income needs are expected to be predominantly provided by the public and non-profit sectors, which may require a partnership between these sectors and the private sector, or with the Region of Peel;
- The units identified to address middle-income needs shall be predominantly delivered by the private sector;
- The PHHP also introduces the following tenure and density targets:
 - 25% of all units are to be rental
 - 50% of all units are to be developed in medium- and high-density forms.
- To meet the targets of the PHHP, we encourage the applicant to incorporate rental housing options for low- and moderate-income needs;

Table 1 outlines maximum price points for low- and moderate-income households in Peel.

Table 1: 2018 Affordability Thresholds

	Low Income (Decile 1 – 3)	Moderate Income (Decile 4 – 6)
Total Household Income	Up to \$60,286	\$60,287 to \$108,027
Max. Affordable Ownership Price	\$229,852	\$411,870
Max. Affordable Rental Price	\$1,507	\$2,701

The following information is required to better understand how this site will contribute to the above targets:

- A detailed breakdown of the range and mix of housing units proposed, including tenure and form;
- A strategy for providing affordable housing that addresses low-and moderate-income affordability, tenure (rental vs. ownership) and form (e.g. singles, semis, townhouses, apartments); and
- A staging and implementation strategy that demonstrates how housing targets of the PHHP will be addressed through the phased approach to development of this site.

Public Health

- 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 Brampton Council of the health promoting potential of planning applications. As such, City Staff are working collaboratively with the Region to ensure health is considered as part of the review of development applications;

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Street Connectivity

- The concept plan offers a strong street network through the creation of a grid-like street pattern with block sizes that generally range between 80 by 180 m in size. While we encourage block sizes being no larger than 80 by 180m in size, there are opportunities for mid-block connections which result in shorter trip lengths for active transportation (AT) and increase the likelihood that AT Trips will be generated in the area;
 - In 2016, Ward 3 had a 70% driving mode share at AM peak and only a 4% transit mode share for residents of this area. This suggests that the full potential for transit use was not being achieved despite two important transit corridors transecting the ward. To improve this, the applicant should consider active transportation linkages to major transit corridors on Hurontario Street and Steeles Avenue West.
- The Region is supportive of the multi-modal orientation of the development and the prioritization of pedestrians at many locations across the site. We further support that recommended widths for pedestrian and bicycle infrastructure are being used in the proposed road infrastructure as shown in the cross-section designs;
 - Walkability and active transportation are further reinforced through the placement of the built form interface along the major roads. The Region is supportive of the main entrances of the various mixed-use and residential buildings fronting major roads.

Streetscape Characteristics

- The pedestrian realm is enhanced through the addition of sidewalks that are 2.0 metres and greater in widths which achieves both the Region's and accessibility standards;
- Once completed, the Landscape Strategy will be required for review. The following comments are offered to complete the strategy as there are opportunities to:
 - Include pedestrian scaled lighting along all public outdoor areas, pedestrian walkways, plazas and parking areas.
 - Include pedestrian infrastructure (including but not limited to); seating along pathways, weather protection, bicycle parking and bicycle route information.
 - Collate trees with infrastructure to add shade.
 - Enhancing pedestrian infrastructure on Street 3, as pedestrian will use to access High Street;
- Section 7.1.1 of the Master Plan provides guidance for Steeles Avenue West. The applicant should acknowledge that Steeles Avenue is a strategic goods movement corridor as identified in the Region's Goods Movement Strategic Plan. Should the vision for the proposal be for pedestrians to stop and rest/gather along Steeles Avenue West, adequate buffers will be required to instill a sense of place, reduce noise, and ensure safety by meeting clear zone requirements;

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Parking

- After review of the proposed parking on-site, we are supportive of the elimination of surface parking and the long and short-term bicycle parking provided within the buildings. We further encourage the applicant to provide short-term outdoor bicycle parking for residents and visitors to the area;
- Additional opportunities for car sharing and unbundled parking, especially for the blocks in closer proximity to the transit station, should be explored further.

Transportation Planning

- The staging and implementation strategy shall address matters pertaining to the application of sustainable modes of transportation as well as traffic development related requirements to the satisfaction of the Region of Peel;

Sustainable Transportation

- Through the staging and implementation strategy, the applicant is required to reference and consider how the development proposal will advance the objectives of the Region's Sustainable Transportation Strategy within the context of each phase.
- The Region's Sustainable Transportation Strategy identifies a Multi-Use Trail (MUT) along Steeles Avenue West to provide a connection to Etobicoke Creek Trail and a Pedestrian Improvement Corridor along Steeles Ave between McLaughlin Road and Kennedy Road. The active transportation facilities identified in this proposal should align with and provide safe connections to the Region's planned improvements;

Road Safety

- Vehicular, pedestrian, and cyclist volumes at the intersections along Steeles Avenue West and the rest of the study area are expected to increase with the implementation of the Hurontario LRT. The applicant is to consider incorporating safety measures to ensure safe crossings and adequate space to traverse the study area including along "dedicated paths" for pedestrians and cyclists;
- Within the Transportation Study prepared by BA Group and dated September 30th, 2019, figure 7 shows a grade separated pedestrian connection between the Hurontario LRT stop and the Brampton Gateway Terminal. However, the type of crossing detail at this location is currently still under discussions between Metrolinx, Brampton and Regional staff;
- Regional staff look forward to further details regarding traffic calming in the subsequent submissions as identified in the sustainability report and transportation study;

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Transit

- The Transportation Study prepared by BA Group and dated September 30th, 2019 recognizes the Hurontario LRT route may be extended into downtown Brampton through Main street. The study should also consider the potential of a BRT along Steeles Avenue West as envisioned in the City of Brampton's transportation master plan;
- The applicant is to incorporate a sensitivity analysis within the transportation Study to assess the impact on the development proposal should the Hurontario LRT stop be moved to north of Steeles Avenue West;
- While the proximity to Brampton Gateway Terminal gives this development an excellent score as transit supportive, the development should promote the first and last mile connections to the transit terminal by providing direct paths and ensure they are implemented in the early phases of the development as best as possible;

Traffic Development

Access to Regional Roads

- The Region's [Road Characterization Study](#) (RCS) and [Controlled Access By-law](#) are to be mentioned under the planning and policy context of the materials submitted. These documents provide the framework for the Region's access management requirements and shall be referenced in the applicant's reports accordingly;

Street 3 Access onto Steeles Avenue West

- As currently proposed, the Region cannot support the proposed two access scenarios (1. Full move; 2. Right-in/right-out only) of Street 3 onto Regional Road 15 (Steeles Avenue West). Our main concerns and reasonings are:
 - Spacing Limitation
 - Steeles Avenue West abutting the subject site is identified as a commercial connector in the RCS and has a minimum required distance of 100 meters between accesses. The proposed side-by-side access design with existing inbound access of Brampton Gateway Transit Terminal is not supported by the Region.
 - Transit Operation
 - The Brampton Gateway Transit Terminal plays an important role in the broader transit system. Transit priority is key to consider in order to support the future transit-oriented growth. Reducing and separating site generated vehicular traffic operation from the transit inbound access on Steeles Ave. is an effective approach to reduce transit interference and transit delay.
 - Goods Movement Corridor
 - Steeles Avenue is a strategic goods movement corridor as identified in the Region's Goods Movement Strategic Plan. Heavy vehicles share a significant percentage in the background traffic.

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As such, it is important to reduce vehicular conflict points when possible to limit the interruption to the through heavy vehicles.

Street 2 Access onto Steeles Avenue West

- The Region supports the vehicular access onto Regional Road 15 (Steeles Avenue West) for Street 2;
- A dual left-turn lane warrant analysis is required at this intersection;

Background Traffic Volumes

- It would be beneficial to contact the City of Brampton planning staff regarding the tertiary plan for the lands on Steeles Ave. W, between Malta Ave. and Lancashire Lane;

Land dedication requirement

- Please note the land dedication requirement on Steeles Avenue West along the subject property is 27 metres measured from centreline of the road allowance;
- 15 metre by 15 metre daylight triangles are required at the intersection of Steeles Avenue and Lancashire Lane;
- 0.3 reserve is required along Steeles Avenue and the daylight triangles;

Development Services Engineering

- The Region does not have any water and wastewater capacity concerns to service Phase 1 (Building A-1) on Block A of the proposed development;
- The staging and implementation strategy shall address site servicing related requirements to the satisfaction of the Region of Peel prior to approval of Phase 1 (Building A-1) on Block A;

We acknowledge receipt of the Functional Servicing Report by Counterpoint Engineering Inc Dated September 26th, 2019 for 1388688 Ontario Ltd. (RioCan Management Inc.) and confirm that we have the following comments:

- The Functional Servicing Report is not acceptable to the Region of Peel. The report will need to be revised based on our comments below and resubmitted for review and comment.

Watermains

- The proposed development is situated within Pressure Zone 5;
- Municipal water infrastructure in the vicinity of the subject development consists of:
 - 900mm diameter transmission main on Steeles Avenue West;
 - 400mm diameter watermain on Steeles Avenue West;
 - 400mm diameter watermain on Hurontario Street and;
 - 300mm diameter watermain on Charolais Boulevard;

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- The report does not provide information on watermain sizing within the proposed development, nor does it provide clear information on the phasing strategy for the subject property;
- Concept Plan drawing No. CP1 indicates proposed public streets network where the existing mall structure impacts all Public Streets;
- Servicing of the proposed first phase (Building A-1) can be an issue as the existing mall building structure falls within the limits of proposed Public Street 2;
- The proposed population is not within the Region's Planning growth scenario (Scenario 16). A hydrant flow test is required on Steeles Avenue, Hurontario Street, and Charolais Boulevard to further validate the available fire flow;
- The information on the size of the proposed water service to Building A-1 is required;
- The Region does not have any significant concerns regarding water servicing of Building A-1 on Block A of the proposed development.
 - Additional details however, such as a satisfactory staging and implementation strategy together with information regarding the size of the watermain within all proposed public streets and watermain looping requirements for each phase are needed for the Region to further comment on the development beyond phase 1 (Building A-1) on Block A.

Sanitary Sewers

- Municipal sanitary sewer facilities consist of:
 - 525mm diameter sanitary sewer on Steeles Avenue West and;
 - 375mm sanitary sewer within an easement crossing the Shoppers World property between Charolais Boulevard to the north and Bartley Bull Parkway to the east of the subject property.
- The proposed development is located within the Etobicoke Creek Sewershed and ultimately discharges to GE Booth Wastewater Treatment Facility;
- There are no planned improvements by the Region to the local sanitary sewer in the vicinity of the subject property. However, there is an ongoing Class Environmental Assessment (EA) Study by the Region on Etobicoke Creek Trunk Sanitary Sewer downstream of the subject site. The Class EA will identify alternatives and select a preferred solution that addresses issues of sewer capacity. The EA is scheduled to be completed in Spring 2020. The preferred alternative in the EA will consider the ultimate scenario proposed within the 499 Main Street FSR;
- The FSR report does not provide clear information on the phasing strategy for the subject property;
- Concept Plan drawing No. CP1 indicates proposed public streets network where the existing mall structure impacts all Public Streets;

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- Servicing of the proposed first phase (Building A-1) on Block A can be an issue as the existing mall building structure falls within the limits of proposed Public Street 2;
- Engineering drawing GP3 illustrates that two legs of existing sanitary sewer on Bartley Bull Parkway will need to be replaced. Please note that the upgrades must be extended to three legs of sewer;
- The Region does not have any significant concerns regarding wastewater servicing of Building A-1 on Block A of the proposed development as the existing system has the capacity to convey flow from phase 1;
 - However, confirmation on the staging and implementation strategy together with plans showing the relocation of existing sanitary sewer system within the subject lands and how it relates to each phase is required for the Region to further comment on the development beyond phase 1 (Building A-1) on Block A.

Storm Sewers (Stormwater Management)

- The storm sewer infrastructure on Steeles Avenue West consists of 375mm diameter storm sewer;
- The storm sewer connection to Steeles Avenue West will not be permitted; stormwater management is required to be dealt within the boundaries of the subject site;

Waste Management

- All multi-residential and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met;
- All townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual are met;
- Retail and Employment units will be required to receive private waste collection;
- This site is not within the vicinity of a landfill;
- 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>

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Conclusion

Thank you for providing us with the opportunity to review the above noted development proposal. We trust that these comments are of assistance and are looking forward to working collaboratively with all stakeholders to evaluate the multiple phase approach for the site. We further advised that additional comments will be provided following the receipt of updated materials and subsequent discussions with the Region and City of Brampton regarding the development of an appropriate staging and implementation strategy.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093, or by email at: patrick.amaral@peelregion.ca

Yours truly,



Patrick Amaral MES (PI)
Junior Planner
Development Services, Region of Peel

CC: John Hardcastle, Interim Director, Region of Peel
Althaf Farouque, Interim Manager, Region of Peel

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May 21, 2020

David Vanderberg
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
David.Vanderberg@brampton.ca

**RE: Affordable Housing Comments
Draft Plan of Subdivision / Zoning by-law Amendment
Shoppers World Brampton
1388688 Ontario Ltd (RioCan Management Inc.)
499 Main Street South
City of Brampton, Ward 3
City File: 21T-19021B / OZS-2019-0009
Region File: 21T-19-021B**

Dear Mr. Vanderberg,

Further to our affordable housing comments provided on January 23, 2020. Please find additional information below to assist the applicant in preparing the phasing and strategy for the provision of affordable housing as part of the Shoppers World Redevelopment. These additional details also advise on Regional initiatives and opportunities that may be considered in developing the strategy.

The following information is required to better understand how this site will contribute and support the targets of the Regional Council endorsed Peel Housing and Homelessness Plan (PHHP):

- A detailed breakdown of the range and mix of housing units proposed, including tenure and form;
- A strategy for providing affordable housing that addresses low-and moderate-income affordability, tenure (rental vs. ownership) and form (e.g. singles, semis, townhouses, apartments); and
- Detailed information on project phasing, including affordable housing provision at each phase.

Contribution to Regional housing needs

Given the size and nature of the proposed Shoppers World development, including the opportunity to redevelop a large parcel into a new, complete, transit-accessible mixed-use community, Regional staff request a contribution be made towards the following housing needs identified:

- 10% of units should be affordable to low-income residents (making a household income of less than \$61,600)
 - May occur through partnerships with non-profits or the Region
- 13% of units should be affordable to moderate-income residents (making a household income of less than \$110,500)

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- Minimum 25% rental housing
- Minimum 50% medium and high-density forms (townhouse and apartment forms)
- The development should include a larger percentage of family-sized units

Initiatives and Opportunities

In order to address the above noted housing needs within the Shoppers World redevelopment, the applicant may consider a donation of land or units to the Region to be used for affordable housing. Regional staff would be interested in working with the applicant to establish the terms of such a donation.

In collaboration with the City of Brampton staff, Regional staff are currently developing a draft Affordable Housing Incentives Pilot Program, which will be considered by Regional Council in mid-2020. The Pilot Program is anticipated to offer financial incentives to build affordable rental housing in Peel. Stakeholders including the applicant were invited to a consultation on May 12, 2020 to learn more about the draft program.

Further, as part of the implementation of the PHHP, the Region is working with the local municipalities to establish a framework for inclusionary zoning in Peel. Inclusionary zoning requires that a certain percentage of units in developments with 10 or more residential units be made affordable and maintained as affordable over time.

External funding

Regional staff encourage the applicant to consider all available sources of funding available for affordable housing, including Canadian Mortgage and Housing Corporation Rental Construction Financing program.

The above represents the housing needs as reflected in the Peel Housing Strategy and Regional targets in the Council-endorsed Peel Housing and Homelessness Plan, 2018-2028. We look forward to working collaboratively with all stakeholders and welcome any opportunity to discuss these comments in further detail.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093, or by email at: patrick.amaral@peelregion.ca

Yours truly,



Patrick Amaral MES (PI)
Development Services, Region of Peel

CC: Althaf Farouque, Interim Manager, Region of Peel

November 22, 2019

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: David VanderBerg

Re: Notice of Application and Request for Comments
SvN Architect + Planners – RioCan Management Inc
499 Main Street South (Shoppers World Mall)
City File Number: OZS-2019-0009
Alectra EP File: F4-226

Dear David,

As per your request for comments regarding the above project, we respond as follows:

- The applicant is requested to provide Alectra Utilities with proposed schedule of the development. Progress meetings are to be scheduled with Alectra Utilities.
- There is capacity on the existing 27.6 kV system for the proposed development (assuming approximately 15 MW of loading). This is subject to change with updated proposals which may alter Alectra Utilities requirements.
- Alectra Utilities System Planning Department requests detailed loading and phase timing as it becomes available.
- Phasing of the development will determine requirements for feeder extension.
- The applicant will be responsible for costs associated with feeder extension to supply the development.
- Composite Utility Plans, identifying electrical loading and timelines to be completed prior to the commencement of this project.
- The applicant will be responsible for all costs associated with providing temporary loop (back-up) supply due to phasing of this development.
- The applicant is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions.

- Alectra Utilities will supply one point of connection per legally severed lot. The applicant will need to design this and any future additions from a single distribution point.
- Above grade vaults only to be allowed within this development.
- Above grade vaults to be installed in compliance with Alectra Utilities conditions of service and Alectra Utilities standards.
- 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.
- Easements are to be registered prior to final draft plan approval.
- Road cross-sections must be prepared by the applicant for review by Alectra Utilities in advance. This must include all hard services, below and above grade installations including landscaping details.
- Alectra Utilities is requesting to provide comments on non-standard road cross-sections being proposed.
- A complete site inventory is required for existing elements on the proposed site (trees, buildings, easements, roads, etc.).
- Applicant will be responsible for the coordination, removal and alterations of Alectra Utilities related plant on or within proximity to the site as deemed necessary by Alectra Utilities.
- Applicant will be responsible for all costs associated with removing existing Alectra Utilities infrastructure internal to this development.
- Applicant will be responsible for all costs associated with relocating existing external infrastructure to accommodate the new development.
- Applicant must contact the Alectra Utilities ICI & Layouts Department for standards requirements for service to buildings. This must be done within the site plan approval stage and followed through as the building design develops.

- Separate site plan approvals will take precedence over the full development as Alectra Utilities will be able to comment more specifically on each site plan as details will become known.
- All expansions for Shoppers World required along the Light Rail Transit corridor will be installed within the project scope and timelines as set out by the awarded Alectra Utilities contractor.
- The above comments are preliminary and do not guarantee a supply to the proposed new buildings. If their application is approved, and this applicant wishes to proceed with their hydro servicing, please advise the applicant to contact Alectra Utilities ICI & Layout Department regarding permanent electrical supply to the proposed new buildings as soon as possible. Equipment delivery times may take up to 20 weeks.
- All comments from Alectra Utilities are not exhaustive in nature and may change as time nears the “approval for construction” phase and during construction.

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions

November 8, 2019

David VanderBerg
Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. VanderBerg:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
SvN Architects + Planners – RioCan Management Inc.
File: 21T-19021B (OZS 2019-0009)
499 Main Street South (Shoppers World Mall)
City of Brampton – Ward 10

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 4,880 units (155 townhouse and 4,725 apartment/mixed use) which are anticipated to yield:

- 97 Junior Kindergarten to Grade 8 Students; and
- 78 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	Bishop Francis Allen	377	260	8
Secondary School	Cardinal Leger	1277	1239	6

A boundary change may be required at the affected schools to accommodate the anticipated number of students from this development.

The Board requests that the following condition be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.

- (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



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)

David Vanderberg, Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
(via email: david.vanderberg@brampton.ca)

December 16, 2019

Re: OZS-2019-0009
499 Main Street South (Shoppers World Mall)
City of Brampton

Dear Mr. Vanderberg,

Metrolinx is pleased to provide comments regarding the subject application to amend the Zoning By-law and for Draft Plan of Subdivision for the proposed development located in the northwest corner of Main Street South and Steeles Avenue, in the City of Brampton. It is noted that the subject application proposes the redevelopment of 499 Main Street South to a new mixed-use, urban community consisting of approximately 5000 residential units, retail space, office space, community/institutional space, and an expansion of parks and public spaces and streets.

PROXIMITY OF SUBJECT LANDS TO HURONTARIO LIGHT RAIL TRANSIT (LRT) LINE

The subject lands are located within close proximity to the planned LRT line that is being designed to operate at surface level within the Hurontario Street right-of-way, and is proposed to be at the northwest limit of the Brampton Gateway Terminal. In October 2019, Metrolinx and Infrastructure Ontario (IO) have officially announced the winning bidder for the Hurontario LRT project. Mobilinx, the winning team, will design, build, finance, operate, and maintain the new transit project for a 30-year term.

PLANNING POLICY WITHIN THE CONTEXT OF THE DELIVERY OF THE LRT

When considering the subject applications within the context of the Hurontario LRT that is actively being implemented, Metrolinx has particular regard for, in part, the following policies:

Planning Act

"2. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(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;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;"

Provincial Policy Statement

"1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

(b) infrastructure, electricity generation facilities and transmission and distribution systems, multimodal transportation systems, public service facilities and waste management systems;"

"1.6.1 ***Infrastructure***, electricity generation facilities and transmission and distribution systems, and *public service facilities* shall be provided in a coordinated, efficient and cost-effective manner...b)available to meet current and projected needs"

"1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process."

GENERAL COMMENTS

Metrolinx does not have an objection to the division of land and proposed land use and performance provisions in principle. Rather, intensification along transit corridors is encouraged where it is implemented in a manner that conforms and is consistent with provincial, regional and local planning policies. However, Metrolinx does have concerns with respect to the potential design and timing impacts that the proposed intensified development may have on the design and implementation of the LRT project. Specifically, there are concerns with potential utility conflicts located within the Hurontario Street and Steeles Avenue road allowances immediately adjacent to the subject property, the future lane realignment of Main Street South, coordination of construction works for the proposed development with that of the LRT project, and ensuring the orderly development of land and transit so as to safeguard the timely delivery of the LRT/transit first, which the subject

proposal is, in part, predicated upon. It is noted that Metrolinx and its contractors will be utilizing the Hurontario Street right-of-way, and its intersections, during the project's construction period. Based on the location of the subject property, there is the strong potential for construction coordination and traffic staging conflicts. Further to these concerns, it is noted that the proposed development is reliant on the timely implementation and long-term operation of the LRT project, as noted in the Master Plan:

- Decreased Reliance on Private Automobiles: The master plan has been designed on the principle of transit first (Section 4.3 Sustainability, Master Plan, Urban Design Guidelines & Planning Rationale);
- The proposed development is seeking parking rates that are less than what is currently required in the HMU1 zone. The proposed rates reflect trends towards lower car ownership and the anticipated ridership created by the development for the Hurontario LRT (Section 5.9.6 Parking, Sustainability, Master Plan, Urban Design Guidelines & Parking Rationale).

DRAFT PLAN OF SUBDIVISION COMMENTS

Given the aforementioned comments inclusive of the cited sections of the Planning Act, the Provincial Policy Statement, as well as Section 5.9 of the City of Brampton's Official Plan, it is requested that the following be included as part of the conditions of draft plan approval.

Zoning

1. The Owner shall agree that the lands within this Draft Plan of Subdivision shall be appropriately zoned by a Zoning By-law that has come into effect in accordance with the provisions of the Planning Act. The Holding provisions of Section 36 of the Planning Act may be used in conjunction with any zone category to be applied to the subject lands in order to ensure that development does not occur until such time as the Holding "H" symbol is removed in accordance with the provisions of the Planning Act. The Zoning By-law Amendment shall specify the terms under which Council may consider the removal of the Holding "H" symbol, in accordance with Official Plan policy. Said terms may include:
 - i) The Owner shall work with and complete a Metrolinx and Mobilinx Technical Review of its project to ensure that proposed works do not impact the design or delivery of the Hurontario LRT. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner has satisfied all of the requirements and conditions arising out of the Technical Review.
 - ii) The Owner shall enter into one or more Construction Agreement(s) with Metrolinx or Mobilinx, as may be required by Metrolinx, in the case of phased or staged construction. This condition shall be satisfied when Metrolinx provides

written acknowledgement that the Owner/Developer has entered into the necessary Construction Agreement(s).

- iii) The removal of the "H" represents a logical and orderly progression of development that will not impede the delivery of the Hurontario Light Rail Transit system and that of the adjacent Gateway terminal station/stop and associated works, as well as satisfies all City Holding provision requirements.

ZONING BY-LAW AMENDMENT

Pursuant to Section 36 of the Planning Act, it is requested that a Holding provision "H" apply to the site specific ZBA, that include the following Metrolinx conditions prior to its removal:

1. The Owner shall work with and complete a Metrolinx and Mobilinx Technical Review of its project to ensure that proposed works do not impact the delivery of the Hurontario LRT. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner has satisfied all of the requirements and conditions arising out of the Technical Review.
2. The Owner shall enter into one or more Construction Agreement(s) with Metrolinx or Mobilinx, as may be required by Metrolinx, in the case of phased or staged construction. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner/Developer has entered into the necessary Construction Agreement(s).
3. The removal of the "H" represents a logical and orderly progression of development that will not impede the delivery of the Hurontario Light Rail Transit system and that of the adjacent Gateway terminal station/stop and associated works, as well as satisfies all City Holding provision requirements. .

It is kindly requested that Metrolinx be circulated future revisions of the subject application for review and commenting purposes. Should you have any questions or concerns, please contact me at 416.902.0157 or via email at tony.to@metrolinx.com

Metrolinx Hurontario LRT Project Website

<http://www.metrolinx.com/en/projectsandprograms/projectpages/Hurontario.aspx>

Sincerely,



Tony To
Project Officer, Third Party Projects Review
Metrolinx
20 Bay Street | Suite 600 | Toronto | M5J 2W3

T: 416.202.0809 C: 416-902-0157



cc. Andrew Harper, Senior Manager, Third Party Projects Review, Metrolinx
Adam Snow, Manager, Third Party Projects Review, Metrolinx
Rob Dolezel, Manager, Hurontario LRT, Metrolinx
Amal Mustafa, Advisor (A), Hurontario LRT, Metrolinx

February 10, 2020

CFN 62591.01

BY EMAIL: daniel.watchorn@brampton.ca

Mr. Daniel Watchorn, Development Planner
Planning and Development Services
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Mr. Watchorn:

**Re: Draft Plan of Subdivision & Zoning By-law Amendment Applications – OZS-2019-0009
499 Main Street South
Lot 1, Concession 1, W.H.S.
City of Brampton
RioCan Management Incorporated (Agent: SvN Architects & Planners)**

This letter will acknowledge receipt of your circulation for the above noted Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications, which includes the following documents:

- Cover Letter, dated October 2, 2019, prepared by SvN;
- Draft Plan of Subdivision, Drawing No. A1, dated September 26, 2019, prepared by SvN;
- Functional Servicing and Stormwater Management Report, dated September 26, 2019, prepared by Counterpoint Engineering;
- Preliminary Hydrogeological Assessment, dated December 5, 2019, prepared by Pinchin Ltd.;
- Site Statistics, Drawing No. A100.S, dated September 26, 2019, prepared by Quadrangle;
- Concept Plan, Drawing No. A101.S, dated September 26, 2019, prepared by Quadrangle.

Thank you for the opportunity to review and provide comments. As per the "Living City Policies for Planning and Development within the Watersheds of the TRCA" (LCP), staff provides the following comments as part of TRCA's commenting role under the *Planning Act*, the Authority's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA's Regulatory Authority under O. Reg. 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of the above noted Draft Plan of Subdivision and ZBLA is to permit the redevelopment of the Shoppers World Mall for a new mixed-use urban community. We understand the proposal will include approximately 5,000 dwelling units; 44,647 sq. m of retail space; 35,569 sq. m of office space; 8,195 sq. m of community/institutional space; the expansion of Kaneff Park; a new network of parks, public spaces, and community buildings; and a new street network within the development with a combination of public and private streets.

O. Reg. 166/06

The subject lands are located in the nearby vicinity of Etobicoke Creek. However, the subject lands are located outside of TRCA's Regulated Area. As such, a TRCA permit will not be required pursuant to O. Reg. 166/06 for the proposed development.

Comments

Functional Servicing & Stormwater Management

1. It is noted that the level of imperviousness in the proposed post-development scenario is lower than the existing condition and the site discharges to the existing storm sewers. The Functional Servicing and Stormwater Management Report (FSR) indicates that the applicant will provide some level of control. As the site discharges to the municipal storm sewer, TRCA staff defer the review of quantity control measures to City staff.
2. The FSR indicates that each private development block will provide block level quality control measures that achieve 80% TSS removal, which will be provided at the Site Plan Application stage. This approach is acceptable.
3. The FSR indicates that there is approximately 4.11 ha of public roadway lands that will be treated using Low Impact Development (LID) and a publicly owned oil/grit separator (OGS) or filtration unit to achieve 80% TSS removal. We understand this aspect of the stormwater management strategy will be reviewed when the detailed engineering plans are submitted. This approach is acceptable.
4. The FSR mentions that each private development block will provide water balance control measures to ensure retention of the first 5 mm of runoff from the impervious area at the Site Plan Application stage. This approach is acceptable.
5. The FSR indicates that the water balance requirement for the public roadway will be achieved by the proposed LID measures that will be used to provide water quality treatment of runoff generated from the public roadways. This approach is acceptable.

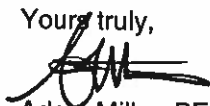
Hydrogeology

6. Section 4.6.6 of the FSR provides recommendations on water balance. We understand best efforts will be made to retain the first 5 mm of precipitation through evapotranspiration, infiltration or water re-use. The site is presently in an impermeable state and additional infiltration in the post-development scenario will help re-establish the groundwater recharge function that may have been lost when the site was originally developed. Based on our review of the Hydrogeology Report and FSR we have no concerns from a hydrogeological perspective. It is staff's expectation that groundwater level monitoring will continue as recommended in the Hydrogeology Report.

Recommendation

Based on the above noted comments, TRCA staff has **no objection** to the above noted Draft Plan of Subdivision and ZBLA applications as currently submitted. We trust these comments are of assistance. Should you have any further questions or comments, please do not hesitate to contact the undersigned.

Yours truly,



Adam Miller, BES, MCIP, RPP
Senior Planner
Development Planning & Permits
Extension 5244
/am

cc: Kelly Graham, SvN Architects & Planners: kgraham@snn-ap.com

September 11th, 2020

Daniel Watchorn
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Watchorn:

**RE: Proposed Application to Amend the Zoning By-law and for
Draft Plan of Subdivision
Revised Submission - 0ZS-2019-0009
SvN Architects + Planners – RioCan Management Inc
499 Main Street South (Shoppers World Mall)
Northwest corner of Main Street South and Steeles Avenue
City of Brampton (Ward 3)**

The Peel District School Board has reviewed the above-noted application (136 townhouse units, 4,590 apartment units, totaling 4,726 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

491	K-5
211	6-8
212	9-12

The students generated are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Ridgeview P.S.	654	784	0
Centennial Sr. P.S.	747	855	0
Brampton Centennial S.S.	1,256	1,380	0

Trustees

Brad MacDonald, Chair
David Green, Vice-Chair
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker

Nokha Dakroub
Will Davies
Sue Lawton
John Marchant
Kathy McDonald
Balbir Sohi

Interim Director of Education and Secretary

Jaspal Gill

Associate Director, Instructional & Equity Support Services

Poleen Grewal

Associate Director, Operational Support Services

Jaspal Gill

Associate Director, School Support Services

Mark Haarmann

Based on the number of units proposed for this development and the anticipated student yield, **the Board will require a new elementary school site** to adequately service this community. The new school site is to be made available in the first phases of development and in a location central to the community.

The Board typically requires 3.24 ha (8 acres) for an elementary school site. However, considering the density of the proposed development site, the Board understands that a typical standard 3.24 hectare (8 acre) school site may not be possible. The Board believes there are alternative innovative solutions that could further be explored and would appreciate the opportunity to continue meeting with the City and the applicant to discuss potential long-term solutions for accommodating students from this development.

The Board requires the elementary school site to be located on one continuous parcel. As shown on the concept plan, 'Street 2' dividing Community Hub/ Park Block B and Block E does not meet the requirements of the Board.

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 developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchases that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.
3. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in this plan, within a period of five years from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

4. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of a school on the school block.
5. The applicant is required to provide site development plans for the school site area indicating the location of the required facilities.
6. Prior to registration of the plan, the City requires that satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the school block designated in the plan for public school purposes.
7. A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on the school block.
8. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the School Accommodation Department prior to their establishment on the proposed school site.
9. The applicant will ensure that Community mailboxes are not located along the frontage of the school block.

An addition, portables, boundary change and/or school re-organization may be required at the affected school(s) to accommodate the anticipated number of students from this development.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

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

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (e-mail only)

OZS-2019-0009 comment rev September 2020 V2.doc

Watchorn, Daniel

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2020/02/12 10:44 AM
To: Watchorn, Daniel
Subject: [EXTERNAL]RE: OZS-2019-0009 Notice of Application and Request for Comments

Thank you for your circulation.

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

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

Regards,

Alice Coleman

Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.

TEL: 416-495-5386
500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com

Safety. Integrity. Respect.

From: Watchorn, Daniel <Daniel.Watchorn@brampton.ca>
Sent: Wednesday, February 12, 2020 10:32 AM
To: christopher.fearon@canadapost.ca; Municipal Planning <MunicipalPlanning@enbridge.com>; circulations@mmm.ca; gtaw.newarea@rci.rogers.com
Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: [External] FW: OZS-2019-0009 Notice of Application and Request for Comments

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Hello,

Further to the request for comments sent on November 1, 2019 below, please let me know if you have any comments on this development application.

Thanks,

Dan Watchorn, B.ES

Planner 1, Planning & Development Services

City of Brampton | 2 Wellington Street West | L6Y 4R2

P: 905-874-2953 | TTY: 905-874-2130 | daniel.watchorn@brampton.ca



From: Trdoslavic, Shawntelle

Sent: 2019/11/01 1:19 PM

To: gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'John Hardcastle' <John.Hardcastle@peelregion.ca>; Amaral, Patrick <patrick.amaral@peelregion.ca>; alex.martino@peelregion.ca; 'Branko Vidovic' <Branko.vidovic@peelsb.com>; 'stephanie. cox' <stephanie.cox@dpcdsb.org>; Henry Gamboa <Henry.Gamboa@alecrautilities.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; landuseplanning@hydroone.com; circulations@mmm.ca; Adam Miller <Adam.Miller@trca.ca>; caroline.woodland@trca.ca; planification@cscmonavenier.ca; Amal.Mustafa@metrolinx.com; Drumond, Sonya <Sonya.Drumond@brampton.ca>; Development.Coordinator@metrolinx.com
Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: OZS-2019-0009 Notice of Application and Request for Comments

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

Please note: Comments are due by **November 22, 2019**

A copy of the full submission package can be found on the City's website

at: <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2019-0009>

If you have any concerns please contact the assigned Planner, David Vanderberg at David.Vanderberg@brampton.ca

Thank you and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning & Development Services Dept.

905.874.3453

shawntelle.trdoslavic@brampton.ca

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

October 18, 2020

David VanderBerg

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application to Amend the Zoning By-Law and Draft Plan of Subdivision
SvN ARCHITECTS + PLANNERS
RIOCAN MANAGEMENT INCORPORATED
499 Main Street South (Shoppers World Mall)
City File Number: **OZS-2019-0009**

Canada Post Corporation appreciates the opportunity to comment on the above noted applications and we have no objections to their approval. We have reviewed the proposal and we have determined that the proposed **mixed use development project** will be serviced via a combination of **Community Mailboxes** and **mailrooms**.

In order to establish mail service to the +/- **155 townhouse units**, the yet to be defined **retail units**, the yet to be defined **commercial/office units** and the **community/institutional units** we request that the following standard comments be included in the subdivision's Conditions of Draft Approval:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will 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;
- ⇒ The owner/developer will 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;
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton;
- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated 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;

With respect to the **apartment units**, Canada post requires:

- The owner/developer to provide a rear-loaded lock-box assembly which will be owned and maintained by the owner/developer and must be erected in a centralized location. As per our revised National Policy, no retail units will receive delivery to the door. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.
- The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

As the project nears completion, it is requested that the Developer contact me directly to communicate the first occupancy date at which time Postal Coding will be provided. Existing postal coding will not apply.

The complete guide to Canada Post's Delivery Standards can be found at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned

Regards,

Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
905-206-1247 ext. 2027
christopher.fearon@canadapost.ca

Watchorn, Daniel

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2020/04/01 4:35 PM
To: Watchorn, Daniel
Cc: GTAW New Area
Subject: [EXTERNAL]FW: OZS-2019-0009 Notice of Application and Request for Comments
Attachments: Notice of Application and Request for Comments (External) (November 1, 2019)-1.pdf

Hi Daniel

Apologies for the delayed response.

Rogers has no objections.

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

Prior to registration of the plan of subdivision, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Debbie Purves
System Planner

Outside Plant Engineering
3573 Wolfedale Rd
Mississauga, ON L5C 3T6

Debbie.purves@rci.rogers.com
416-305-0466



From: Watchorn, Daniel [mailto:Daniel.Watchorn@brampton.ca]
Sent: Wednesday, February 12, 2020 10:32 AM
To: christopher.fearon@canadapost.ca; Municipal Planning <municipalplanning@enbridge.com>; circulations@mmm.ca; GTAW New Area <gtaw.newarea@rci.rogers.com>

Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: FW: OZS-2019-0009 Notice of Application and Request for Comments

Hello,

Further to the request for comments sent on November 1, 2019 below, please let me know if you have any comments on this development application.

Thanks,

Dan Watchorn, B.ES

Planner 1, Planning & Development Services
City of Brampton | 2 Wellington Street West | L6Y 4R2
P: 905-874-2953 | TTY: 905-874-2130 | daniel.watchorn@brampton.ca



From: Trdoslavic, Shawntelle
Sent: 2019/11/01 1:19 PM
To: gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'John Hardcastle' <John.Hardcastle@peelregion.ca>; Amaral, Patrick <patrick.amaral@peelregion.ca>; alex.martino@peelregion.ca; 'Branko Vidovic' <Branko.vidovic@peelsb.com>; 'stephanie. cox' <stephanie.cox@dpcdsb.org>; Henry Gamboa <Henry.Gamboa@alectrautilities.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; landuseplanning@hydroone.com; circulations@mmm.ca; Adam Miller <Adam.Miller@trca.ca>; caroline.woodland@trca.ca; planification@cscmonavenier.ca; Amal.Mustafa@metrolinx.com; Drumond, Sonya <Sonya.Drumond@brampton.ca>; Development.Coordinator@metrolinx.com
Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: OZS-2019-0009 Notice of Application and Request for Comments

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

Please note: Comments are due by **November 22, 2019**

A copy of the full submission package can be found on the City's website
at: <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2019-0009>

If you have any concerns please contact the assigned Planner, David Vanderberg at David.Vanderberg@brampton.ca

Thank you and have a great day!

Shawntelle Trdoslavic

*Development Services Clerk
Planning & Development Services Dept.
905.874.3453
shawntelle.trdoslavic@brampton.ca*

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

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Appendix 13: Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2020

To Amend Comprehensive Zoning By-law 270-2004

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

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

From:	To:
Commercial Three – 3424 (C3-3424)	Hurontario Corridor Mixed-Use One – (Holding) 3008 (HMU1(H)-3008)
Highway Commercial Two (HC2)	Hurontario Corridor Mixed-Use One (Holding) – 3009 (HMU1(H)-3009)
	Hurontario Corridor Mixed-Use One (Holding) – 3010 (HMU1(H)-3010)
	Hurontario Corridor Mixed-Use One (Holding) – 3011 (HMU1(H)-3011)

- (2) By adding the following Sections:

“3008 The lands designated HMU1(H)-3008 on Schedule A to this by-law:

3008.1 Shall only be used for the following purposes:

- (a) Residential:
 - (1) an apartment dwelling
 - (2) a nursing home

- (3) a retirement home
- (4) a senior citizen residence
- (5) a supportive housing facility
- (6) a townhouse dwelling, when integrated into the podium of a building that includes a tower.

(b) Commercial:

- (1) a retail establishment
- (2) a service shop
- (3) a personal service shop, excluding a massage or body rub parlour
- (4) a bank, trust company, or finance company
- (5) a dry cleaning and laundry distribution station
- (6) a laundromat
- (7) a dining room restaurant
- (8) a take-out restaurant
- (9) a printing or copying establishment
- (10) a commercial school
- (11) a community club
- (12) a recreational facility
- (13) a health and fitness centre
- (14) a taxi or bus station
- (15) an art gallery, museum or art/photo studio
- (16) a convenience store or grocery store
- (17) a travel agency
- (18) an office
- (19) an open air market
- (20) a business incubator
- (21) a micro manufacturing use

(22) a custom workshop

(23) a fairground

(24) a hotel or motel

(25) a shopping centre

(26) a banquet hall

(27) a place of commercial recreation, including an amusement arcade and e-gaming facilities

(28) a supermarket

(29) a night club

(30) an animal hospital

(31) a movie theatre

(c) Institutional:

(1) a place of worship

(2) a day nursery

(3) a private or public school

(4) a community centre

(5) a college or university

(6) a library

(d) Other:

(1) mixed use development

(2) purposes accessory to the other permitted uses

3008.2 The following uses shall be prohibited:

(a) Outside storage of goods, materials or machinery, except that outdoor display and sale of goods is permitted in conjunction with a permitted commercial use.

(b) a drive-through facility

3008.3 Shall be subject to the following requirements and restrictions:

- (a) Minimum Streetline Setback: 0.6 metres to Steeles Avenue West and 0 metres to any other street or a daylight triangle;
- (b) Minimum Rear Yard Setback: 6 metres;
- (c) Minimum Interior Side Yard Setback: 3 metres;
- (d) Minimum Tower Stepback: The tower portion of any building where the front of the building is within 10 metres of Steeles Avenue West must be set back a minimum of 2.0 metres from the edge of the podium, which is permitted to be a maximum of 22 metres in height;
- (e) Required Commercial Uses at Grade: The portion of the floor area within the first storey of a building located east of a public street or lane and within 6 metres of Steeles Avenue West shall be used for commercial purposes. Notwithstanding the above, entrances, lobbies and uses accessory to the apartment dwelling are permitted provided that no more than 30% of the wall facing Steeles Avenue is occupied by entrances or lobbies;
- (f) Continuous Street Wall: A building wall at grade level, must occupy at least 95% of the entire available frontage facing Steeles Avenue West and 75% of the entire available frontage facing any other public street. Available frontage shall be the total frontage excluding any required side yard setbacks, approved pedestrian and vehicular access locations, and privately-owned publicly accessible spaces;
- (g) Minimum Building Height: 11 metres;
- (h) Special Setbacks for Residential Uses: Notwithstanding any other provisions in this By-law, any portion of a building that is 22.0 metres or greater above grade having windows for a dwelling unit shall be located no less than 6.0 metres from an interior side or rear lot line;
- (i) Minimum Ground Floor Height: 4.0 metres;
- (j) Maximum Building Height: 97.0 metres.
- (k) Notwithstanding 3008.3(k) the following shall be exempt from the maximum building height:
 - (1) Lighting fixtures, trellises, stair enclosures, landscape and public art features, elevator overruns, lightning rods, parapets, eaves, balcony or terrace guardrails, railings, vents and ventilating equipment, window washing equipment, mechanical equipment, landscape and green roof elements, outdoor recreation and amenity area elements (including accessory structures/buildings), partitions dividing outdoor recreation and amenity areas, wind mitigation, noise mitigation, chimney stack, exhaust flues, and garbage chute overruns, to a maximum projection beyond the permitted building height by no more than 3 metres;

- (2) A roof structure which is used only as an ornament or to house the mechanical equipment of any building;
- (l) Maximum Floorplate for a tower containing residential uses:
 - (1) For a building having a building height between 11 to 15 storeys: 1000 m² for each storey;
 - (2) For a building having a building height of 16 storeys or greater: 800 m² for each storey;
- (m) Minimum tower separation: 25.0 metres
- (n) Maximum Floor Space Index: 4.5
 - (1) For the purpose of calculating FSI, lands used for a public park, school, library, community centre or other purposes operated by a public authority shall not be included in the area of the lot, with the exception of public streets or lands acquired through parkland dedication, which shall be included as lot area;
 - (2) Gross floor area shall include floor area within an above grade parking structure but shall exclude floor area within a below grade parking structure;
- (o) All lands zoned HMU1-3008 shall be deemed to be one lot for the purposes of calculating the FSI, notwithstanding any future division, subdivision, severances or dedications;
- (p) Windows and Doors at Grade: For the first storey of any wall adjacent to a street, a minimum 70% of the gross area of the portion of the wall above grade shall have windows and/or doors;
- (q) Rooftop Mechanical Equipment: Mechanical equipment on the roof of a building shall be screened;
- (r) Loading, Unloading and Waste Disposal: Loading, unloading and waste disposal facilities, excepting access thereto, shall not be located on the wall facing a street, and must be adequately screened;
- (s) Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within a building or within a containment system or enclosure that is screened from view from a street or a public thoroughfare;
- (t) Minimum Landscaped Open Space: 10% of the lot area;
- (u) Motor Vehicle Parking:
 - (1) Motor vehicle surface parking shall only be located within a rear and/or an interior side yard and shall not exceed 10% of the total lot area.

- (2) Motor vehicle surface parking is not permitted between a building and a street.
- (3) Setback: 0 metres to any portion of a parking garage that is located below grade.
- (4) Above ground parking structures that front onto a public street shall have a minimum ground floor height of 4 metres.
- (5) Parking spaces are required as follows:
 - (i) Residential uses including Live Work units:
 - a. Bachelor: 0 spaces per unit
 - b. 1-bedroom: 0.8 spaces per unit
 - c. 2-bedroom: 0.9 spaces per unit
 - d. 3-bedroom 1.1 spaces per unit
 - e. Visitor: 0.15 spaces per unit
 - (ii) Office uses: a minimum of 1 space per 67 square metres of gross floor area
 - (iii) All other commercial uses: a minimum of 1 space per 40 square metres of gross commercial floor area.
 - (iv) Community and Institutional Uses: a minimum of 1 space per 100 square metres of gross floor area
 - (v) Car Share parking spaces are permitted, which shall reduce the parking space requirement by 4 parking spaces for each car share parking space provided. "Car share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometres drive, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable. "Car share parking space" shall mean a parking space that is reserved and actively used for car-sharing, including by non-residents.
 - (vi) Mixed Use Parking Requirements: For mixed use developments, parking requirements shall be calculated using the following schedule:

Temporal Parking Requirement - Table			
	AM	PM	Eve
Residential:	100%	100%	100%
Residential Visitor:	10%	35%	100%
Office:	100%	60%	0%
Retail:	20%	100%	100%
Community:	25%	100%	100%
Institutional	50%	100%	50%

The initial step in determining parking for a mixed use development is to calculate the parking requirements for each use contained within the development as if each use was contained in a freestanding building. The parking requirements for each use is then multiplied by the percent contained in the above schedule. Each column is totalled to determine the number of parking spaces required in each time period. Of the four time periods, the number of parking spaces that is the largest shall be the parking requirements for the mixed use development.

(v) Bicycle parking:

- (1) Bicycle parking must be located on the same lot as the use or building for which it is required.
- (2) A maximum of 50% of the required bicycle parking may be vertical spaces and the rest must be horizontal spaces including stacked horizontal spaces.
- (3) Where the number of bicycle spaces exceeds fifty spaces, a minimum of 25% of that total required must be located within:
 - (i) a building or structure;
 - (ii) a secure area such as a supervised parking lot or enclosure; or
 - (iii) bicycle lockers.
- (4) Where four or more bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.
- (5) Dimensions:
 - (i) if located in a horizontal position: a minimum length of 1.8m and a minimum width of 0.6m.

- (ii) if located in a vertical position (on the wall): a minimum length of 1.5m and a minimum width of 0.5m.

(6) Rates:

- (i) For Residential uses: 0.5 spaces per dwelling unit.
- (ii) For Commercial uses: 1 space for each 500 square metres of gross commercial floor area or portion thereof.
- (iii) For Office, Community and Institutional uses: 1 parking space for each 500 square metres of gross floor area or portion thereof.

3008.4 For the purposes of the HMU1(H)-3008 Zone:

- (a) A Business Incubator shall mean an establishment that is dedicated to nurturing the development and commercialization of start-ups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.
- (b) A Night Club shall mean a building whose principal function is the provision of music entertainment and/or live performances, which may include areas for dancing, and whose secondary function is the service of food or beverages.
- (c) A Podium shall mean any of various building elements that form the base or bottom storeys of a building, distinguished from and upon which upper storeys of the building rest.
- (d) A Workshop shall mean a building where the design and custom production of goods and articles occurs on the premises, including custom woodworking, clothing articles, signs, jewelry, antique refinishing, custom metalworking, and similar products.
- (e) Micro-manufacturing shall mean a building or part thereof used for small-scale manufacturing or production of goods which are also sold and/or consumed on the premises, and which may include shipment for sale at other locations. Without limiting the generality of the foregoing, a micro manufacturing use shall include a micro-brewery or micro-winery and can be combined with a restaurant use.
- (f) A Fairground shall mean an outdoor, open air market where vendors may operate booths or kiosks for retail, personal service, or restaurant uses. It shall further permit outdoor entertainment uses, including but not limited to, concerts, art exhibitions, street performers, and theatre productions.

3008.5 Until such time as the Holding (H) is lifted, lands zoned HMU1(H)-3008 shall only be used for the following purposes:

- (a) Uses, buildings and structures as may be permitted and in accordance with Section C3-3424 of this By-law.

3008.6 The Holding (H) symbol for all or any part of the land zoned HMU1(H)-3008 shall not be removed until such time as the following conditions have been met:

- (a) A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law.
- (b) A Transportation Study, meeting City of Brampton and Region of Peel terms of reference current at the time of submission, supporting interim or permanent development in respect of any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law. Any Transportation Study greater than five years old will be determined to be obsolete.
- (c) The applicant has made arrangements to the satisfaction of the Commissioner of Public Works for the delivery of the public road network or portions thereof needed to support the proposed development.”

“3009 The lands designated HMU1(H)-3009 on Schedule A to this by-law:

3009.1 Shall only be used for the following purposes:

- (a) Residential:
 - (1) an apartment dwelling
 - (2) a nursing home
 - (3) a retirement home
 - (4) a senior citizen residence
 - (5) a supportive housing facility
 - (6) a townhouse dwelling, when integrated into the podium of a building that includes a tower.
- (b) Commercial:
 - (1) a retail establishment
 - (2) a service shop

- (3) a personal service shop, excluding a massage or body rub parlour
- (3) a bank, trust company, or finance company
- (4) a dry cleaning and laundry distribution station
- (5) a laundromat
- (6) a dining room restaurant
- (7) a take-out restaurant
- (8) a printing or copying establishment
- (9) a commercial school
- (10) a community club
- (11) a recreational facility
- (12) a health and fitness centre
- (13) a taxi or bus station
- (14) an art gallery, museum or art/photo studio
- (15) a convenience store or grocery store
- (16) a travel agency
- (17) an office
- (18) an open air market
- (19) a business incubator
- (20) a micro manufacturing use
- (21) a custom workshop
- (22) a fairground
- (23) a hotel or motel
- (24) a shopping centre
- (25) a banquet hall
- (26) a place of commercial recreation, including an amusement arcade and e-gaming facilities
- (27) a supermarket

(28) a night club

(29) an animal hospital

(30) a movie theatre

(c) Institutional:

(1) a place of worship

(2) a day nursery

(3) a private or public school

(4) a community centre

(5) a college or university

(6) a library

(d) Other:

(1) mixed use development

(2) purposes accessory to the other permitted uses

3009.2 The following uses shall be prohibited:

(a) Outside storage of goods, materials or machinery, except that outdoor display and sale of goods is permitted in conjunction with a permitted commercial use.

(b) a drive-through facility.

3009.3 Shall be subject to the following requirements and restrictions:

(a) Minimum Streetline Setback: 0 metres;

(b) Minimum Rear Yard Setback: 6 metres;

(c) Minimum Interior Side Yard Setback: 3 metres;

(d) Minimum Tower Stepback: The tower portion of any building where the front of the building is within 10 metres of Main Street South must be set back a minimum of 2.5 metres from the edge of the podium, which is permitted to be a maximum of 22 metres in height;

(e) Required Commercial Uses at Grade: The portion of the floor area within the first storey of any building with a wall facing directly on Main Street South shall be used for commercial purposes. Notwithstanding the above, entrances, lobbies and uses accessory to the apartment dwelling are permitted provided that no more than 30% of the wall facing directly to

Main Street South or Steeles Avenue West is occupied by entrances or lobbies;

- (f) Continuous Street Wall: A building wall at grade level, must occupy at least 95% of the entire available frontage facing Main Street South and 75% of the entire available frontage facing any other public street. Available frontage shall be the total frontage excluding any required side yard setbacks, approved pedestrian and vehicular access locations, and privately-owned publicly accessible spaces;
- (g) Minimum Building Height: 11 metres;
- (h) Special Setbacks for Residential Use: Notwithstanding any other provisions in this By-law, any portion of a building that is 22.0 metres or greater above grade having windows for a dwelling unit shall be located no less than 6.0 metres from an interior side or rear lot line;
- (i) Minimum Ground Floor Height: 4.0 metres;
- (j) Maximum Building Height: 97.0 metres;
- (k) Notwithstanding 3009.3(j) the following shall be exempt from the maximum building height:
 - (1) Lighting fixtures, trellises, stair enclosures, landscape and public art features, elevator overruns, lightning rods, parapets, eaves, balcony or terrace guardrails, railings, vents and ventilating equipment, window washing equipment, mechanical equipment, landscape and green roof elements, outdoor recreation and amenity area elements (including accessory structures/buildings), partitions dividing outdoor recreation and amenity areas, wind mitigation, noise mitigation, chimney stack, exhaust flues, and garbage chute overruns, to a maximum projection beyond the permitted building height by no more than 3 metres;
 - (2) A roof structure which is used only as an ornament or to house the mechanical equipment of any building;
- (l) Maximum Floorplate for a tower containing residential uses:
 - (1) For a building having a building height between 11 to 15 storeys: 1000 m² for each storey;
 - (2) For a building having a building height of 16 storeys or greater: 800 m² for each storey;
- (m) Minimum tower separation: 25.0 metres;
- (n) Maximum Floor Space Index: 4.5
 - (1) For the purpose of calculating FSI, lands used for a public park, school, library, community centre or other purposes operated by a public authority shall not be included in the area of the lot, with the

exception of public streets and lands acquired through parkland dedication, which shall be included as lot area;

- (2) Gross floor area shall include floor area within an above grade parking structure but shall exclude floor area within a below grade parking structure;
- (o) All lands zoned HMU1-3009 shall be deemed to be one lot for the purposes of calculating the FSI, notwithstanding any future division, subdivision, severances or dedications;
- (p) Windows and Doors at Grade: For the first storey of any wall adjacent to a street, a minimum 70% of the gross area of the portion of the wall above grade shall have windows and/or doors;
- (q) Rooftop Mechanical Equipment: Mechanical equipment on the roof of a building shall be screened;
- (r) Loading, Unloading and Waste Disposal: Loading, unloading and waste disposal facilities, excepting access thereto, shall not be located on the wall facing a street, and must be adequately screened;
- (s) Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within a building or within a containment system or enclosure that is screened from view from a street or a public thoroughfare;
- (t) Minimum Landscaped Open Space: 10% of the lot area;
- (u) Motor Vehicle Parking:
 - (1) Motor vehicle surface parking shall only be located within a rear and/or an interior side yard and shall not exceed 10% of the total lot area.
 - (2) Motor vehicle surface parking is not permitted between a building and a street.
 - (3) Setback: 0 metres to any portion of a parking garage that is located below grade.
 - (4) Above ground parking structures that front onto a public street shall have a minimum ground floor height of 4 metres.
- (5) Parking spaces are required as follows:
 - (i) Residential uses including Live Work units:
 - a. Bachelor: 0 spaces per unit
 - b. 1-bedroom: 0.8 spaces per unit
 - c. 2-bedroom: 0.9 spaces per unit

- d. 3-bedroom 1.1 spaces per unit
- e. Visitor: 0.15 spaces per unit
- (ii) Office uses: a minimum of 1 space per 67 square metres of gross floor area
- (iii) All other commercial uses: a minimum of 1 space per 40 square metres of gross commercial floor area.
- (iv) Community and Institutional Uses: a minimum of 1 space per 100 square metres of gross floor area
- (v) Car Share parking spaces are permitted, which shall reduce the parking space requirement by 4 parking spaces for each car share parking space provided. "Car share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometres drive, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable. "Car share parking space" shall mean a parking space that is reserved and actively used for car-sharing, including by non-residents.
- (vi) Mixed Use Parking Requirements: For mixed use developments, parking requirements shall be calculated using the following schedule:

Temporal Parking Requirement - Table			
	AM	PM	Eve
Residential:	100%	100%	100%
Residential Visitor:	10%	35%	100%
Office:	100%	60%	0%
Retail:	20%	100%	100%
Community:	25%	100%	100%
Institutional	50%	100%	50%

The initial step in determining parking for a mixed use development is to calculate the parking requirements for each use contained within the development as if each use was contained in a freestanding building. The parking requirements for each use is then multiplied by the percent contained in the above schedule. Each column is totalled to determine the number of parking spaces

required in each time period. Of the four time periods, the number of parking spaces that is the largest shall be the parking requirements for the mixed use development.

(v) Bicycle parking:

- (1) Bicycle parking must be located on the same lot as the use or building for which it is required.
- (2) A maximum of 50% of the required bicycle parking may be vertical spaces and the rest must be horizontal spaces, including stacked horizontal spaces.
- (3) Where the number of bicycle spaces exceeds fifty spaces, a minimum of 25% of that total required must be located within:
 - (i) a building or structure;
 - (ii) a secure area such as a supervised parking lot or enclosure; or
 - (iii) bicycle lockers.
- (4) Where four or more bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.
- (5) Dimensions:
 - (i) if located in a horizontal position: a minimum length of 1.8m and a minimum width of 0.6m.
 - (ii) if located in a vertical position (on the wall): a minimum length of 1.5m and a minimum width of 0.5m.
- (6) Rates:
 - (i) For Residential uses: 0.5 spaces per dwelling unit.
 - (ii) For Commercial uses: 1 space for each 500 square metres of gross commercial floor area or portion thereof.
 - (iii) For Office, Community and Institutional uses: 1 parking space for each 500 square metres of gross floor area or portion thereof.

3009.4 For the purposes of the HMU1(H)-3009 Zone:

- (a) A Business Incubator shall mean an establishment that is dedicated to nurturing the development and commercialization of start-ups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.

- (b) A Night Club shall mean a building whose principal function is the provision of music entertainment and/or live performances, which may include areas for dancing, and whose secondary function is the service of food or beverages.
 - (c) A Podium shall mean any of various building elements that form the base or bottom storeys of a building, distinguished from and upon which upper storeys of the building rest.
 - (d) A Workshop shall mean a building where the design and custom production of goods and articles occurs on the premises, including custom woodworking, clothing articles, signs, jewelry, antique refinishing, custom metalworking, and similar products.
 - (e) Micro-manufacturing shall mean a building or part thereof used for small-scale manufacturing or production of goods which are also sold and/or consumed on the premises, and which may include shipment for sale at other locations. Without limiting the generality of the foregoing, a micro manufacturing use shall include a micro-brewery or micro-winery and can be combined with a restaurant use.
 - (f) A Fairground shall mean an outdoor, open air market where vendors may operate booths or kiosks for retail, personal service, or restaurant uses. It shall further permit outdoor entertainment uses, including but not limited to, concerts, art exhibitions, street performers, and theatre productions.
- 3009.5 Until such time as the Holding (H) is lifted, lands zoned HMU1(H)-3009 shall only be used for the following purposes:
- (d) Uses, buildings and structures as may be permitted and in accordance with Section C3-3424 of this By-law.
- 3009.6 The Holding (H) symbol shall not be removed for all or any part of the land zoned HMU1(H)-3009 until such time as the following conditions have been met:
- (a) A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law.
 - (b) A Transportation Study, meeting City of Brampton and Region of Peel terms of reference current at the time of submission, supporting interim or permanent development in respect of any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law. Any Transportation Study greater than five years old will be determined to be obsolete.

- (c) The applicant has made arrangements to the satisfaction of the Commissioner of Public Works for the delivery of the public road network or portions thereof needed to support the proposed development.
- (d) A Detailed Transit Terminal Assessment / Analysis and a Transit Terminal Design Integration study, prepared by either the City of Brampton or the owner, is approved to the satisfaction of Brampton Transit, and that agreements be entered into for the potential conveyance of land for improvements / expansions to the transit terminal.”

“3010 The lands designated HMU1(H)-3010 on Schedule A to this by-law:

3010.1 Shall only be used for the following purposes:

(a) Residential:

- (1) an apartment dwelling
- (2) a nursing home
- (3) a retirement home
- (4) a senior citizen residence
- (5) a supportive housing facility
- (6) a townhouse dwelling, when integrated into the podium of a building that includes a tower.

(b) Commercial:

- (1) a retail establishment
- (2) a service shop
- (4) a personal service shop, excluding a massage or body rub parlour
- (3) a bank, trust company, or finance company
- (4) a dry cleaning and laundry distribution station
- (5) a laundromat
- (6) a dining room restaurant
- (7) a take-out restaurant
- (8) a printing or copying establishment
- (9) a commercial school

- (10) a community club
- (11) a recreational facility
- (12) a health and fitness centre
- (13) a taxi or bus station
- (14) an art gallery, museum or art/photo studio
- (15) a convenience store or grocery store
- (16) a travel agency
- (17) an office
- (18) an open air market
- (19) a business incubator
- (20) a micro manufacturing use
- (21) a custom workshop
- (22) a fairground
- (23) a hotel or motel
- (24) a shopping centre
- (25) a banquet hall
- (26) a place of commercial recreation, including an amusement arcade and e-gaming facilities
- (27) a supermarket
- (28) a night club
- (29) an animal hospital
- (30) a movie theatre

(c) Institutional:

- (1) a place of worship
- (2) a day nursery
- (3) a private or public school
- (4) a community centre

- (5) a college or university
- (6) a library
- (d) Other:
 - (1) mixed use development
 - (2) purposes accessory to the other permitted uses

3010.2 The following uses shall be prohibited:

- (a) Outside storage of goods, materials or machinery, except that outdoor display and sale of goods is permitted in conjunction with a permitted commercial use.
- (b) a drive-through facility

3010.3 Shall be subject to the following requirements and restrictions:

- (a) Minimum Streetline Setback: 0 metres;
- (b) Minimum Rear Yard Setback: 6 metres;
- (c) Minimum Interior Side Yard Setback: 3 metres;
- (d) Minimum Tower Stepback: The tower portion of any building where the front of the building is within 10 metres of Main Street South must be set back a minimum of 2.5 metres from the edge of the podium, which is permitted to be a maximum of 22 metres in height;
- (e) Continuous Street Wall: A building wall at grade level, must occupy at least 75% of the entire available frontage facing any public street. Available frontage shall be the total frontage excluding any required side yard setbacks, approved pedestrian or vehicular access locations, and privately-owned publicly accessible spaces;
- (f) Minimum Building Height: 11 metres;
- (g) Special Setbacks for Residential: Notwithstanding any other provisions in this By-law, any portion of a building that is 22.0 metres or greater above grade having windows for a dwelling unit shall be located no less than 6.0 metres from an interior side or rear lot line;
- (h) Minimum Ground Floor Height: 4.0 metres;
- (i) Maximum Building Height: 97.0 metres;
- (j) Notwithstanding 3010.3(i) the following shall be exempt from the maximum building height:
 - (1) Lighting fixtures, trellises, stair enclosures, landscape and public art features, elevator overruns, lightning rods, parapets, eaves, balcony

or terrace guardrails, railings, vents and ventilating equipment, window washing equipment, mechanical equipment, landscape and green roof elements, outdoor recreation and amenity area elements (including accessory structures/buildings), partitions dividing outdoor recreation and amenity areas, wind mitigation, noise mitigation, chimney stack, exhaust flues, and garbage chute overruns, to a maximum projection beyond the permitted building height by no more than 3 metres;

- (2) A roof structure which is used only as an ornament or to house the mechanical equipment of any building;
- (k) Maximum Floorplate for a tower containing residential uses:
 - (1) For a building having a building height between 11 to 15 storeys: 1000 m² for each storey;
 - (2) For a building having a building height of 16 storeys or greater: 800 m² for each storey;
- (l) Minimum tower separation: 25.0 metres;
- (m) Maximum Floor Space Index: 3.5;
 - (1) For the purpose of calculating FSI, lands used for a public park, school, library, community centre or other purposes operated by a public authority shall not be included in the area of the lot, with the exception of public streets and lands acquired through parkland dedication, which shall be included as lot area;
 - (2) Gross floor area shall include floor area within an above grade parking structure but shall exclude floor area within a below grade parking structure;
- (n) All lands zoned HMU1-3010 shall be deemed to be one lot for the purposes of calculating the FSI, notwithstanding any future division, subdivision, severances or dedications;
- (o) Windows and Doors at Grade: For the first storey of any wall adjacent to a street, a minimum 70% of the gross area of the portion of the wall above grade shall have windows and/or doors;
- (p) Rooftop Mechanical Equipment: Mechanical equipment on the roof of a building shall be screened;
- (q) Loading, Unloading and Waste Disposal: Loading, unloading and waste disposal facilities, excepting access thereto, shall not be located on the wall facing a street, and must be adequately screened;
- (r) Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within a building or within a containment system or enclosure that is screened from view from a street or a public thoroughfare;

- (s) Minimum Landscaped Open Space: 10% of the lot area;
- (t) Motor Vehicle Parking:
 - (1) Motor vehicle surface parking shall only be located within a rear and/or an interior side yard and shall not exceed 10% of the total lot area.
 - (2) Motor vehicle surface parking is not permitted between a building and a street.
 - (3) Setback: 0 metres to any portion of a parking garage that is located below grade.
 - (4) Above ground parking structures that front onto a public street shall have a minimum ground floor height of 4 metres.
 - (5) Parking spaces are required as follows:
 - (i) Residential uses including Live Work units:
 - a. Bachelor: 0 spaces per unit
 - b. 1-bedroom: 0.8 spaces per unit
 - c. 2-bedroom: 0.9 spaces per unit
 - d. 3-bedroom 1.1 spaces per unit
 - e. Visitor: 0.15 spaces per unit
 - (ii) Office uses: a minimum of 1 space per 67 square metres of gross floor area
 - (iii) All other commercial uses: a minimum of 1 space per 40 square metres of gross commercial floor area.
 - (iv) Community and Institutional Uses: a minimum of 1 space per 100 square metres of gross floor area
 - (v) Car Share parking spaces are permitted, which shall reduce the parking space requirement by 4 parking spaces for each car share parking space provided. "Car share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometres drive, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable. "Car share parking space" shall mean a parking space that is reserved and actively used for car-sharing, including by non-residents.

- (vi) Mixed Use Parking Requirements: For mixed use developments, parking requirements shall be calculated using the following schedule:

Temporal Parking Requirement - Table			
	AM	PM	Eve
Residential:	100%	100%	100%
Residential Visitor:	10%	35%	100%
Office:	100%	60%	0%
Retail:	20%	100%	100%
Community:	25%	100%	100%
Institutional	50%	100%	50%

The initial step in determining parking for a mixed use development is to calculate the parking requirements for each use contained within the development as if each use was contained in a freestanding building. The parking requirements for each use is then multiplied by the percent contained in the above schedule. Each column is totalled to determine the number of parking spaces required in each time period. Of the four time periods, the number of parking spaces that is the largest shall be the parking requirements for the mixed use development.

(u) Bicycle parking:

- (1) Bicycle parking must be located on the same lot as the use or building for which it is required.
- (2) A maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces.
- (3) Where the number of bicycle spaces exceeds fifty spaces, a minimum of 25% of that total required must be located within:
 - (i) a building or structure;
 - (ii) a secure area such as a supervised parking lot or enclosure; or
 - (iii) bicycle lockers.
- (4) Where four or more bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.

(5) Dimensions:

- (i) if located in a horizontal position: a minimum length of 1.8m and a minimum width of 0.6m.
- (ii) if located in a vertical position (on the wall): a minimum length of 1.5m and a minimum width of 0.5m.

(6) Rates:

- (i) For Residential uses: 0.5 spaces per dwelling unit.
- (ii) For Commercial uses: 1 space for each 500 square metres of gross commercial floor area or portion thereof.
- (iii) For Office, Community and Institutional uses: 1 parking space for each 500 square metres of gross floor area or portion thereof.

3010.4 For the purposes of the HMU1(H)-3010 Zone:

- (a) A Business Incubator shall mean an establishment that is dedicated to nurturing the development and commercialization of start-ups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.
- (b) A Night Club shall mean a building whose principal function is the provision of music entertainment and/or live performances, which may include areas for dancing, and whose secondary function is the service of food or beverages.
- (c) A Podium shall mean any of various building elements that form the base or bottom storeys of a building, distinguished from and upon which upper storeys of the building rest.
- (d) A Workshop shall mean a building where the design and custom production of goods and articles occurs on the premises, including custom woodworking, clothing articles, signs, jewelry, antique refinishing, custom metalworking, and similar products.
- (e) Micro-manufacturing shall mean a building or part thereof used for small-scale manufacturing or production of goods which are also sold and/or consumed on the premises, and which may include shipment for sale at other locations. Without limiting the generality of the foregoing, a micro manufacturing use shall include a micro-brewery or micro-winery and can be combined with a restaurant use.
- (f) A fairground shall mean an outdoor, open air market where vendors may operate booths or kiosks for retail, personal service, or restaurant uses. It

shall further permit outdoor entertainment uses, including but not limited to, concerts, art exhibitions, street performers, and theatre productions.

3010.5 Until such time as the Holding (H) is lifted, lands zoned HMU1(H)-3010 shall only be used for the following purposes:

(e) Uses, buildings and structures as may be permitted and in accordance with Section C3-3424 of this By-law

3010.6 The Holding (H) symbol shall not be removed for all or any part of the land zoned HMU1(H)-3010 until such time as the following conditions have been met:

(a) A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law.

(b) A Transportation Study, meeting City of Brampton and Region of Peel terms of reference current at the time of submission, supporting interim or permanent development in respect of any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law. Any Transportation Study greater than five years old will be determined to be obsolete.

(c) The applicant shall have made arrangements to the satisfaction of the Commissioner of Public Works for the delivery of the public road network or portions thereof needed to support the proposed development."

"3011 The lands designated HMU1(H)-3011 on Schedule A to this by-law:

3011.1 Shall only be used for the following purposes:

(a) Residential:

- (1) An apartment dwelling
- (2) A multiple residential dwelling
- (3) A back-to-back townhouse dwelling
- (4) A stacked townhouse dwelling
- (5) Live-work townhouse dwelling
- (6) An auxiliary group home
- (7) A group home type 2

- (8) A lodging house
- (9) a nursing home
- (10) a retirement home
- (11) a senior citizen residence
- (12) a supportive housing facility

(b) Commercial:

- (1) a retail establishment
- (2) a service shop
- (3) a personal service shop
- (4) a bank, trust company, or finance company
- (5) a dry cleaning and laundry distribution station
- (6) a laundromat
- (7) a dining room restaurant
- (8) a take-out restaurant
- (9) a printing or copying establishment
- (10) a commercial school
- (11) a community club
- (12) a recreational facility
- (13) a health and fitness centre
- (14) a taxi or bus station
- (15) an art gallery, museum or art/photo studio
- (16) a convenience store or grocery store
- (17) a travel agency
- (18) an office
- (19) an open air market
- (20) a business incubator
- (21) a micro manufacturing use

(22) a custom workshop

(23) a fairground

(24) a hotel or motel

(25) a shopping centre

(26) a banquet hall

(27) a place of commercial recreation, including an amusement arcade and e-gaming facilities

(28) an animal hospital

(c) Institutional:

(1) a place of worship

(2) a day nursery

(3) a private or public school

(4) a community centre

(5) a college or university

(6) a library

(d) Other:

(1) mixed use development

(2) purposes accessory to the other permitted uses

3011.2 The following uses shall be prohibited:

(a) Outside storage of goods, materials or machinery, except that outdoor display and sale of goods is permitted in conjunction with a permitted commercial use.

(b) a drive-through facility

3011.3 Back to Back Townhouse Dwellings within the HMU1(H)-3011 shall be subject to the following requirements and restrictions:

(a) The Commercial uses in Section 3011.1(b) shall not be permitted;

(b) Minimum Lot Area: No requirement;

(c) Maximum Lot Coverage: No requirement;

(d) Minimum Dwelling Unit Width: 5.5 metres;

- (e) Minimum Lot Depth: 13 metres;
- (f) Minimum Front Yard Depth:
 - (1) 3.0 metres;
 - (2) 5.75 metres to the front of a garage;
 - (3) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding.
 - (4) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the front yard.
 - (5) a porch and/or balcony with or without foundation or cold cellar may encroach into the front yard to within 0.0 metres of a daylight rounding.
 - (6) a bay window, bow window, or box window with or without foundation may encroach 1.0 metres into the front yard.
 - (7) a bay window, bow window or box window with or without foundation may encroach to within 1.0 metres of a daylight rounding;
- (g) Minimum Exterior Side Yard Depth:
 - (1) 3.0 metres;
 - (2) 5.75 metres to front of a garage;
 - (3) 1.2 metres to a public or private laneway;
 - (4) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding;
 - (5) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the exterior side yard;
 - (6) a porch and/or balcony with or without foundation or cold cellar may encroach into the exterior side yard to within 0.0 metres of a daylight rounding; and,
 - (7) a bay window, bow widow or box window with or without foundation may encroach 1.0 metres into the exterior side yard;
- (h) Minimum rear yard depth shall be: 0.0 metres;
- (i) Minimum Interior Side Yard Width:
 - (1) 1.2 metres; and
 - (2) 0.0 metres abutting a side lot line that coincides with the shared common wall between two dwellings;
- (j) Maximum Building Height: 14.0 metres;

- (k) Maximum garage door width: 3.7 metres;
- (l) Notwithstanding Sections 10.9.1 A and 10.9.1 B7, and minimum of 1.5 parking spaces for each residential unit shall be provided;
- (m) Notwithstanding Section 10.9.1 B1 and 10.9.1 B7, the minimum driveway width shall be 2.75 metres;
- (n) A walkout balcony/uncovered terrace is permitted on the second and third storeys; and
- (o) Air conditioning units are permitted to be located on the balcony or uncovered terrace in the front yard;

3011.4 Live-Work Townhouse Dwellings within the HMU1(H)-3011 shall be subject to the following requirements and restrictions:

- (a) Minimum Lot Area: No requirement;
- (b) Maximum Lot Coverage: No requirement;
- (c) Minimum Dwelling Unit Width: 6.5 metres;
- (d) Minimum Lot Depth: 18 metres;
- (e) Minimum Front Yard Depth:
 - (1) 0.0 metres;
 - (2) a canopy, roof overhang, architectural brackets, goose neck lamps, and architectural cornices may encroach into a public road allowance by a maximum 0.5 metres; and,
 - (3) an awning may encroach into a public road allowance by a maximum 0.5 metres.
- (f) Minimum Exterior Side Yard Depth:
 - (1) 0.0 metres;
 - (2) a canopy, roof overhang, architectural brackets, goose neck lamps, and architectural cornices may encroach into a public road allowance by a maximum 0.5 metres; and,
 - (3) an awning may encroach into a public road allowance by a maximum 0.5 metres.
- (g) Minimum rear yard depth shall be: 0.0 metres;
- (h) Minimum setback to a garage door when accessed by a rear lane: 0.0 metres;
- (i) Minimum Interior Side Yard Width:
 - (1) 1.2 metres; and

- (2) 0.0 metres abutting a side lot line that coincides with the shared common wall between two dwellings;
 - (j) Maximum Building Height: 14.0 metres;
 - (k) Notwithstanding Sections 10.9.1 A and 10.9.1 B7, and minimum of 1.5 parking spaces for each residential unit shall be provided.
 - (l) Notwithstanding Section 10.9.1 B1 and 10.9.1 B7, the minimum driveway width shall be 2.75 metres;
 - (m) Notwithstanding any other provision of this by-law, no parking spaces are required to be provided for commercial uses on the ground floor;
 - (n) Air conditioning units are permitted to be located on the balcony or uncovered terrace; and
 - (o) A public/private lane is deemed to be a street for zoning purposes;
- 3011.5 All other permitted uses within the HMU1(H)-3011 shall be subject to the following requirements and restrictions:
- (a) Minimum Lot Area: No requirement;
 - (b) Minimum Lot Width: No requirement;
 - (c) Minimum Lot Depth: No requirement;
 - (d) Minimum Front Yard Depth: 3 metres;
 - (e) Minimum Interior Side Yard Width: 1.2 metres;
 - (f) Minimum Exterior Side Yard Width: 3 metres;
 - (g) Minimum Rear Yard Depth: 6 metres;
 - (h) Maximum Building Height: 67.0 metres, and further shall be limited by a plane that extends from the centreline of Charolais Boulevard at a 45 degree angle.
 - (1) The following elements shall be exempt from the maximum building height: awnings, lighting fixtures, trellises, stair enclosures, landscape and public art features, elevator overruns, lightning rods, parapets, eaves, balcony or terrace guardrails, railings, vents and ventilating equipment, window washing equipment, landscape and green roof elements, outdoor recreation and amenity area elements, partitions dividing outdoor recreation and amenity areas, wind mitigation, noise mitigation, chimney stack, exhaust flues, and garbage chute overruns, to a maximum projection beyond the permitted building height by no more than 3 m.
 - (i) Minimum Building Height: 11 metres.
 - (j) Maximum Floorplate for a tower containing residential uses:

- (1) For a building having a building height between 11 to 15 storeys: 1000 m² for each storey;
- (2) For a building having a building height of 16 storeys or greater: 800 m² for each storey;
- (k) Minimum tower separation: 25.0 metres;
- (l) Rooftop Mechanical Equipment: Mechanical equipment on the roof of a building shall be screened;
- (m) Loading, Unloading and Waste Disposal: Loading, unloading and waste disposal facilities, excepting access thereto, shall not be located on the wall facing a street, and must be adequately screened;
- (n) Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within a building or within a containment system or enclosure that is screened from view from a street or a public thoroughfare;
- (o) Maximum Lot Coverage: 60%
- (p) Minimum Landscaped Open Space: 20% of the lot area
- (q) Motor Vehicle Parking:
 - (1) Motor vehicle surface parking shall only be located within a rear and/or an interior side yard and shall not exceed 10% of the total lot area.
 - (2) Motor vehicle surface parking is not permitted between a building and a street.
 - (3) Setback: 0 metres to any portion of a parking garage that is located below grade.
 - (4) Above ground parking structures that front onto a public street shall have a minimum ground floor height of 4 metres.
 - (5) Parking spaces are required as follows:
 - (i) Residential uses including Live Work units:
 - a. Bachelor: 0 spaces per unit
 - b. 1-bedroom: 0.8 spaces per unit
 - c. 2-bedroom: 0.9 spaces per unit
 - d. 3-bedroom 1.1 spaces per unit
 - e. Visitor: 0.15 spaces per unit

- (ii) Office uses: a minimum of 1 space per 67 square metres of gross floor area
- (iii) All other commercial uses: a minimum of 1 space per 40 square metres of gross commercial floor area.
- (iv) Community and Institutional Uses: a minimum of 1 space per 100 square metres of gross floor area
- (v) Car Share parking spaces are permitted, which shall reduce the parking space requirement by 4 parking spaces for each car share parking space provided. "Car share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometres drive, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable. "Car share parking space" shall mean a parking space that is reserved and actively used for car-sharing, including by non-residents.
- (vi) Mixed Use Parking Requirements: For mixed use developments, parking requirements shall be calculated using the following schedule:

Temporal Parking Requirement - Table			
	AM	PM	Eve
Residential:	100%	100%	100%
Residential Visitor:	10%	35%	100%
Office:	100%	60%	0%
Retail:	20%	100%	100%
Community:	25%	100%	100%
Institutional	50%	100%	50%

The initial step in determining parking for a mixed use development is to calculate the parking requirements for each use contained within the development as if each use was contained in a freestanding building. The parking requirements for each use is then multiplied by the percent contained in the above schedule. Each column is totalled to determine the number of parking spaces required in each time period. Of the four time periods, the number of parking spaces that is the largest shall be the parking requirements for the mixed use development.

(r) Bicycle parking:

- (1) Bicycle parking must be located on the same lot as the use or building for which it is required.
- (2) A maximum of 50% of the required bicycle parking may be vertical spaces and the rest must be horizontal spaces, including stacked horizontal spaces.
- (3) Where the number of bicycle spaces exceeds fifty spaces, a minimum of 25% of that total required must be located within:
 - (i) a building or structure;
 - (ii) a secure area such as a supervised parking lot or enclosure; or
 - (iii) bicycle lockers.
- (4) Where four or more bicycle parking spaces are provided in a common parking area, each space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.
- (5) Dimensions:
 - (i) if located in a horizontal position: a minimum length of 1.8m and a minimum width of 0.6m.
 - (ii) if located in a vertical position (on the wall): a minimum length of 1.5m and a minimum width of 0.5m.
- (6) Rates:
 - (i) For Residential uses: 0.5 spaces per dwelling unit.
 - (ii) For Commercial uses: 1 space for each 500 square metres of gross commercial floor area or portion thereof.
 - (iii) For Office, Community and Institutional uses: 1 parking space for each 500 square metres of gross floor area or portion thereof.

3011.6 For the purposes of the HMU1(H)-3011 Zone:

- (a) A Business Incubator shall mean an establishment that is dedicated to nurturing the development and commercialization of startups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.
- (b) A Night Club shall mean a building whose principal function is the provision of music entertainment and/or live performances, which may include areas

for dancing, and whose secondary function is the service of food or beverages.

- (c) A Podium shall mean any of various building elements that form the base or bottom storeys of a building, distinguished from and upon which upper storeys of the building rest.
- (d) A Workshop shall mean a building where the design and custom production of goods and articles occurs on the premises, including custom woodworking, clothing articles, signs, jewelry, antique refinishing, custom metalworking, and similar products.

3011.7 Maximum Floor Space Index: 3.0

- (a) For the purpose of calculating FSI, lands used for a public park, school, library, community centre or other purposes operated by a public authority shall not be included in the area of the lot, with the exception of public streets and land acquired through parkland dedication, which shall be included as lot area;
- (b) Gross floor area shall include floor area within an above grade parking structure but shall exclude floor area within a below grade parking structure;
- (c) All lands zoned HMU1-3011 shall be deemed to be one lot for the purposes of calculating the FSI, notwithstanding any future division, subdivision, severances or dedications;

3011.8 Until such time as the Holding (H) is lifted, lands zoned HMU1(H)-3011 shall only be used for the following purposes:

- (a) Uses, buildings and structures as may be permitted and in accordance with Section C3-3424 of this By-law; and

3011.9 The Holding (H) symbol shall not be removed for all or any part of the land zoned HMU1(H)-3011 until such time as the following conditions have been met:

- (a) A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on Schedule A to this By-law.
- (b) A Transportation Study, meeting City of Brampton and Region of Peel terms of reference current at the time of submission, supporting interim or permanent development in respect of any proposed phase of development has been approved by the Region of Peel and the City of Brampton in conformity with an approved Development Staging and Sequencing Plan to be required as a condition of draft plan approval for the lands shown on

Schedule A to this By-law. Any Transportation Study greater than five years old will be determined to be obsolete.

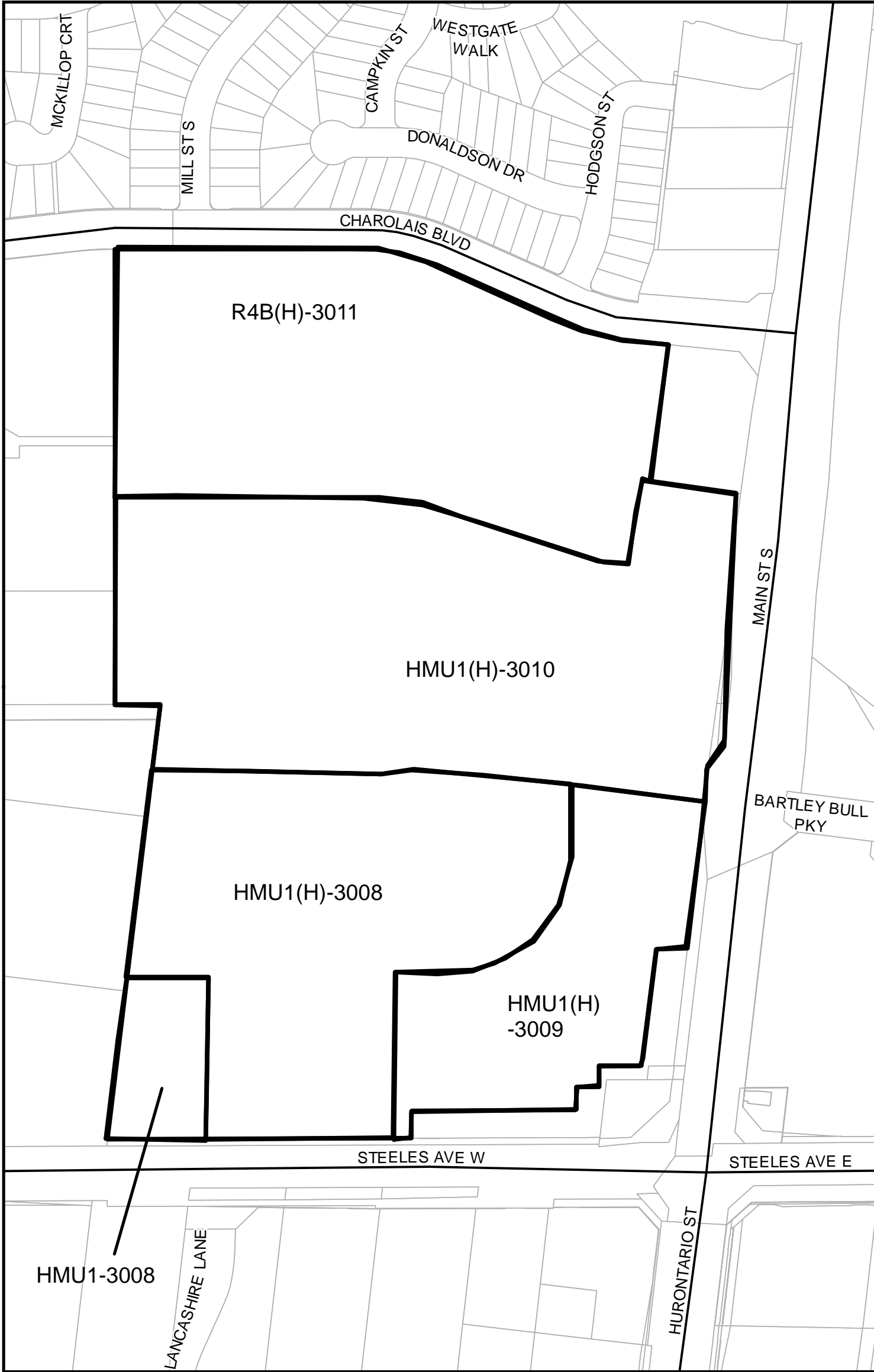
- (c) The applicant shall have made arrangements to the satisfaction of the Commissioner of Public Works for the delivery of the public road network or portions thereof needed to support the proposed development.”

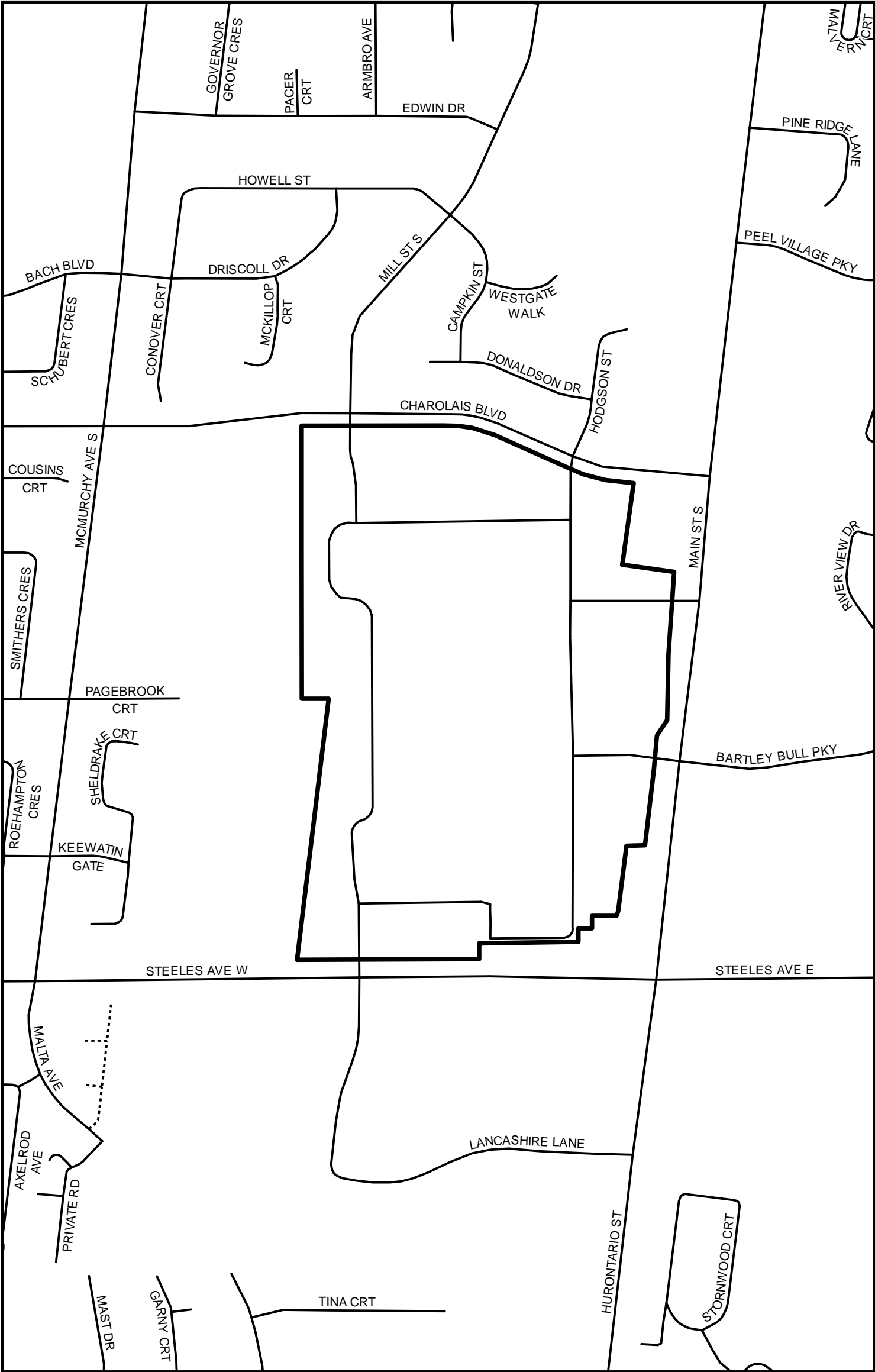
(3) By amending provisions of the C3-3424 zone to add the following provisions:

“3424.3 Parking spaces are required as follows:

- (a) Commercial uses: a minimum of 1 spaces per 40 square metres of gross commercial floor area.

3424.4 The maximum permitted combined gross floor area for all buildings within the C3-3424 zone shall not exceed the total gross floor area that existed in that zone on November 25, 2020.”





 SUBJECT LANDS



PLANNING AND DEVELOPMENT SERVICES

File: OZS-2019-0009_ZKM
Date: 2020/10/14 Drawn by: ckovac



KEY MAP

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Minutes

Cycling Advisory Committee

The Corporation of the City of Brampton

Tuesday, October 20, 2020

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

Members Absent: Kevin Montgomery (Co-Chair)
Patrick McLeavey
Lisa Stokes

Staff Present: Peter Fay, City Clerk
Tammi Jackson, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 5:01 p.m. and adjourned at 6:28 p.m.

2. **Approval of Agenda**

CYC006-2020

The following motion was considered.

That the agenda for the Cycling Advisory Committee Meeting of October 20, 2020, be approved, as amended to add the following item:

Add:

7.6. Verbal Update by Stephen Laidlaw, Co-chair, re: Kevin Montgomery's Resignation from the Transit Advisory Committee as the representative for the Cycling Advisory Committee.

Carried

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

None

4. **Previous Minutes**

4.1 Minutes - Cycling Advisory Committee - February 18, 2020

The minutes were considered by Planning and Development Committee on February 24, 2020, and were approved by Council on February 26, 2020. The minutes were provided for Committee's information.

5. **Presentations/Delegations**

5.1 Delegation by Richard Williams, Brampton Resident, re: "Tour de Bramp" Cycling Event

Richard Williams, Brampton Resident, provided an overview of the "Tour de Bramp" Cycling event, and responded to questions of clarification from Committee.

CYC007-2020

The following motion was considered.

That the delegation from Richard Williams, Brampton Resident, to the Cycling Advisory Committee Meeting of October 20, 2020, re: "Tour de Bramp" Cycling Event be received.

Carried

6. Reports / Updates

- 6.1 Verbal Update from Nelson Cadete, Project Manager, Active Transportation, re: Implementation of Active Transportation Infrastructure within the City Road Allowance - All Wards (File HF.x)

Mr. Nelson Cadete, Project Manager, Active Transportation, Planning and Development Services, provided an overview of the Implementation of Active Transportation Infrastructure within the City Road Allowance and responded to questions of clarification from Committee.

CYC008-2020

The following motion was considered.

That the verbal update from Nelson Cadete, Project Manager, Active Transportation, to the Cycling Advisory Committee Meeting of October 20, 2020, re: Implementation of Active Transportation Infrastructure within the City Road Allowance be received.

Carried

7. Other/New Business / Information Items

- 7.1 Discussion at the request of Kevin Montgomery, Citizen Member, re: Election of New Brampton Cycling Advisory Committee Chairs/Co-chairs

Mr. Fay opened the nominations for Co-Chairs.

Barry Lavallee nominated Stephen Laidlaw; Mr. Laidlaw declined the nomination.

Councillor Santos nominated Rani Gill; Ms. Gill accepted the nomination.

Councillor Santos nominated Alina Grzejszczak; Ms. Grzejszczak declined the nomination.

Barry Lavallee nominated Pauline Thornham; Ms. Thornham accepted the nomination

Rani Gill nominated Leslie Benfield; Mr. Benfield declined the nomination.

There were no further nominations. Mr. Fay announced that nominations were closed.

Based on the results of the votes, Mr. Fay declared Rani Gill and Pauline Thornham as Co-Chairs of the Committee.

CYC009-2020

The following motion was considered.

That Rani Gill and Pauline Thornham be appointed Co-Chairs of the Cycling Advisory Committee to commence at the next Cycling Advisory Committee meeting on December 15, 2020.

Carried

7.2 Discussion at the request of Kevin Montgomery, Member, re: Williams Parkway Project Status

Mr. Montgomery was not present at the meeting. There was committee consensus to defer the matter to the next scheduled meeting of December 15, 2020 meeting.

The following motion was considered.

CYC010-2020

That the discussion item listed on the agenda for the Cycling Advisory Committee Meeting of October 20, 2020, re: **Williams Parkway Project Status**, be deferred for discussion to the December 15, 2020 Cycling Advisory Committee meeting.

Carried

7.3 Discussion at the request of Kevin Montgomery, Citizen Member, re: Community Energy and Emissions Reduction Plan

Mr. Montgomery was not present at the meeting. There was committee consensus to defer the matter to the next scheduled meeting of December 15, 2020 meeting.

The following motion was considered.

CYC011-2020

That the discussion item listed on the agenda for the Cycling Advisory Committee Meeting of October 20, 2020, re: **Community Energy and Emissions Reduction Plan**, be deferred for discussion to the December 15, 2020 Cycling Advisory Committee meeting.

Carried

- 7.4 Discussion at the request of Kevin Montgomery, Citizen Member, re: Vodden Street Report and Clarification of Bike Lanes

Mr. Montgomery was not present at the meeting. There was committee consensus to defer the matter to the next scheduled meeting of December 15, 2020 meeting.

CYC012-2020

The following motion was considered.

That the discussion item listed on the agenda for the Cycling Advisory Committee Meeting of October 20, 2020, re: **Vodden Street Report and Clarification of Bike Lanes**, be deferred for discussion to the December 15, 2020 Cycling Advisory Committee meeting.

Carried

- 7.5 Discussion at the request of Kevin Montgomery, Citizen Member, re: Seasonal Summary of Subcommittee Meetings During Pandemic Period

Mr. Montgomery was not present at the meeting. There was committee consensus to defer the matter to the next scheduled meeting of December 15, 2020 meeting.

CYC013-2020

The following motion was considered.

That the discussion item listed on the agenda for the Cycling Advisory Committee Meeting of October 20, 2020, re: Seasonal Summary of Subcommittee Meetings During Pandemic Period, be deferred for discussion to the December 15, 2020 Cycling Advisory Committee meeting.

Carried

7.6 Verbal Update by Stephen Laidlaw, Co-chair, re: Kevin Montgomery's Resignation from the Transit Advisory Committee as the representative for the Cycling Advisory Committee

Stephen Laidlaw, Co-Chair, advised the Committee that Mr. Montgomery was stepping down from the Transit Advisory Committee as the representative for the Cycling Advisory Committee. Mr. Laidlaw asked if any members were interested in undertaking the role in place of Mr. Montgomery.

Alina Grzejszczak, Committee member, advised she would was interested in taking on the role as the committee's representative.

CYC014-2020

The following motion was considered.

1. That the verbal advisory from Stephen Laidlaw, Co-Chair, to the Cycling Advisory Committee Meeting of October 20, 2020, re: Resignation of Kevin Montgomery, from the Transit Advisory Committee as the Cycling Advisory Committee Representative be received; and,
2. That the resignations of Kevin Montgomery, Co-Chair, from the Transit Advisory Committee as the Cycling Advisory Committee Representative be accepted.
3. That Alina Grzejszczak, Committee Member, be selected to be the representative on the Transit Advisory Committee.

Carried

8. Correspondence

8.1 Correspondence from Alex Taranu, Senior Advisor, Design, Environment and Development Engineering, Public Works, dated September 10, 2020, re: Riverwalk Urban Design Master Plan - Community Liaison Request For Interest

Mr. Nelson Cadete, Project Manager, Active Transportation, Planning and Development Services, provided an overview of the correspondence titled "Riverwalk urban Design Master Plan - Community Liaison Committee - Request for Interest" and advised that they were looking for a member from the Cycling Advisory Committee to participate on the Community Liaison Committee. Mr. Taranu, Senior Advisor, Design, Environment and Development Engineering directly reached out to Rani to participate on the Committee. Mr. Cadete advised the item was placed on the agenda as it was the proper process to be

transparent and provide the opportunity to other members who may be interested.

Ms. Gill advised that she would be happy to be a representative on the Community Liaison Committee, however if there were other members interested she would back out.

There was consensus amongst the Committee to appoint Ms. Gill as the representative.

CYC015-2020

The following motion was considered.

1. That the correspondence from Alex Taranu, Senior Advisor, Design, Environment and Development Engineering, Public Works, to the Cycling Advisory Committee Meeting of October 20, 2020, re: Riverwalk Urban Design Master Plan - Community Liaison Request For Interest be received; and,
2. That Rani Gill, Committee Member, be selected to be the representative on the Community Liaison Committee.

Carried

9. Question Period

None

10. Public Question Period

None

11. Adjournment

CYC016-2020

That the Brampton Cycling Advisory Committee do now adjourn to meet again on Tuesday, December 15, 2020 at 5:00 p.m., or at the call of the Chair.

Carried

Stephen Laidlaw (Co-Chair)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 29, 2020

Item 5, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 29, 2020.

5. GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY – UPDATE AND ANNOUNCEMENT OF PREFERRED ROUTE

The Committee of the Whole recommends:

- 1) That the Ministry of Transportation Ontario (MTO) be requested to develop, as part of the preliminary design of the GTA West Transportation Corridor, the section 8 highway alignment and the Highway 27 Interchange design, as far north as possible, in order to minimize the impact to the existing residential communities;**
- 2) That City of Vaughan staff continue to work with the Ministry of Transportation Ontario (MTO) to advocate for an interchange at Pine Valley Drive; and**
- 3) That the recommendations contained in the following report of the Deputy City Manager, Infrastructure Development dated September 22, 2020 be approved.**

Recommendations

- 1. That the Ministry of Transportation Ontario (MTO) be requested to continue to work with the City of Vaughan, as the Preliminary Design for the Preferred Route of the GTA West Transportation Corridor progresses, and the ultimate alignment and interchange locations are confirmed; and,**
- 2. That a copy of this report be forwarded to the Province, the Ministry of Transportation Ontario (MTO), the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.**

Committee of the Whole (2) Report

DATE: Tuesday, September 22, 2020

WARD(S): 1

**TITLE: GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING
AND ENVIRONMENTAL ASSESSMENT STUDY – UPDATE AND
ANNOUNCEMENT OF PREFERRED ROUTE**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To provide an update on the Ministry of Transportation Ontario's (MTO) GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study, including the recent announcement of the Preferred Route.

Report Highlights

- In November 2019, Vaughan's position was to proceed with alignment 8-1 as opposed to 8-3, as identified by MTO as part of the Technically Preferred Route.
- The GTA West Project Team had a number of meetings with City staff to discuss the section 8 alignment alternatives and interchange locations.
- On August 7, 2020, the GTA West Project Team announced the Preferred Route and associated Focused Analysis Area for the GTA West EA corridor.
- Alternative S8-5 was selected to be part of the Preferred Route.
- The next steps for the GTA West Project Team include field investigations and the completion of the Preliminary Design for the Preferred Route.
- The City supports the progress of the GTA West EA Study and looks forward to continuing to engage with the GTA West Project Team.

Recommendations

1. That the Ministry of Transportation Ontario (MTO) be requested to continue to work with the City of Vaughan, as the Preliminary Design for the Preferred Route of the GTA West Transportation Corridor progresses, and the ultimate alignment and interchange locations are confirmed; and,
2. That a copy of this report be forwarded to the Province, the Ministry of Transportation Ontario (MTO), the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

Background

The GTA West EA Study Resumed in June 2019 from Suspension in 2015

The Ministry of Transportation Ontario's (MTO's) GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study, which spans from Highway 400 in the east to the Highway 401/407 ETR interchange in the west, resumed in June 2019 from its suspension in 2015. The new corridor would include a 400-series 4-to-6-lane highway with freeway-to-freeway connections at Highway 401/407 ETR, Highway 410, Highway 427, and Highway 400. The right-of-way would range between 110m (highway) without the transitway and 170m including a separate adjacent transitway.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference. The study is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods and protecting the required land. It is identified in the Growth Plan for the Greater Golden Horseshoe (GGH) area as part of the required transportation improvements to support the planning vision for managing growth and development.

The GTA West Transportation Corridor will help address current transportation issues and will help support the City's projected growth. Without the Corridor, Region of York and the City's transportation infrastructure will experience further reduction in level of service. The absence of the Corridor will also impact the Province's mandated ongoing employment and population growth planning to 2041.

The GTA West Project Team held the second round of Public Information Centers in September 2019, presenting the draft Technically Preferred Route

Starting on September 19, 2019, the GTA West Project Team held the second round of Public Information Centers where they presented the draft Technically Preferred Route

Alternative and the refined Focused Analysis Area, showing lands to be made available for development, subject to confirmation of the Preferred Route.

The draft Technically Preferred Route Alternative through Vaughan (Attachment 1) includes a freeway-to-freeway interchange at Highway 427, an interchange at Highway 27, a partial interchange at Weston Road, and a freeway-to-freeway interchange at Highway 400. Additional information can be found on the GTA West EA website at: <https://www.gta-west.com/>.

The GTA West Project Team Presented at Committee of the Whole on November 12, 2019 where Council provided a position on the GTA West Transportation Corridor

A [report](#) was prepared by City staff to supplement the presentation which provided background information on the study, an update on the study resumption, and highlights of the draft Technically Preferred Route Alternative.

The report's recommendations included that the Ministry of Transportation be requested to work with the City of Vaughan in the confirmation of the preferred route alternative, interchanges and ultimate alignment, and to address the issues identified in the report. And that the Ministry of Transportation be requested to provide a written response to the City of Vaughan's comments prior to confirming the Preferred Route Alternative.

Council provided its [position](#) regarding the draft Technically Preferred Route Alternative, in particular, the alignment identified within Section 8. Vaughan's position was a preference for alignment S8-1 as opposed to S8-3, as identified by MTO as the draft Technically preferred Route. Alignment S8-1 veers north, which avoids impacting the North Kleinburg-Nashville Secondary Plan area.

The GTA West Project Team completed a number of council presentations (including York Regional Council on November 14, 2019) and held meetings with stakeholders, including the Advisory Groups. The Preferred Route Alternative would eventually be confirmed following feedback reviewed by the GTA West Project Team.

The Northwest GTA Transmission Corridor Identification Study was initiated in June 2019, a new study separate from the GTA West Study

In February 2018, MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated The Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor.

With the resumption of the GTA West EA Study, The Northwest GTA Corridor Identification Study did not proceed; however, in June 2019, the Ministry of Energy, Northern Development and Mines (ENDM) and the IESO initiated The Northwest GTA 'Transmission' Corridor Identification Study, which is a new study separate from the GTA West EA Study. The Northwest GTA Transmission Corridor Identification Study was initiated to identify a transmission corridor (almost adjacent to the GTA West EA corridor, Attachment 4) to be protected for future transmission infrastructure to support growing demand for electricity in western GTA. Additional information can be found on the Study website at: <http://ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/GTA-West>.

Previous Reports/Authority

Council position within the [Mayor's Members Resolution](#), June 29, 2020

GTA West Transportation Corridor Route Planning and Environmental Assessment Study Resumption Council [Report](#), November 12, 2019

Analysis and Options

In addition to the November 12, 2019 Council Report, City staff provided technical comments on the draft Technically Preferred Route to the GTA West Project on November 29, 2020.

On April 7, 2020, the GTA West Project Team sent a written response (via email) to the City's comments. Key items to highlight in their response include:

1. The extension of Highway 427 north of the GTA West Transportation Corridor is not part of the scope of the GTA West EA Study. The extension is also not part of any other active MTO Study; however, it will not be precluded by the GTA West multimodal transportation corridor and may be considered in future studies.
2. The GTA West Project Team is not moving forward with an interchange at Pine Valley Drive at this time due to close proximity to the planned Weston Road partial interchange. This decision does not preclude municipalities from exploring the option of a second interchange at Pine Valley Drive outside the scope of this study.
3. Regarding interchanges on Highway 400 at Kirby Road and King-Vaughan Road, it was noted that these additional connections to Highway 400 were not required for the GTA West multimodal transportation corridor. As such, reviewing the feasibility of these connections would be outside the scope of this study.
4. Highway 50 is too close to the proposed Highway 427 freeway-to-freeway interchange, and the inadequate spacing results in geometric constraints and

operational concerns. Therefore, an interchange at Highway 50 is not being carried forward for further consideration as part of this study.

The GTA West Project team reviewed Interchange Locations within Vaughan with City and Regional Staff

The GTA West project team requested meetings with City and Regional staff on May 27 and June 10, 2020 to discuss the possibility of a full movement interchange at Pine Valley Drive, versus a partial interchange at Weston Road (part of the draft Technically Preferred Alternative, Attachment 1). The interchange is partial due to its proximity to Highway 400, not having enough room for a full movement interchange.

Discussions between City and Regional staff have highlighted that while a full movements interchange has its benefits, Pine Valley Drive is discontinuous to the north and south. A partial interchange at Weston Road, although having greater environmental impacts and close proximity to the proposed freeway-to-freeway interchange, may offer better connectivity to the Highway 400 North Employment areas, especially that interchanges at Highway 400 and Kirby Road or King-Vaughan Road are uncertain at this time.

Although MTO has the desire to implement only one of the two interchanges at this time, having both could be feasible and could be protected for future implementation. The municipalities would likely need to fund the cost of any future interchange implementation.

Another item for consideration is the feasibility of an interchange at Highway 400 and Kirby Road or King-Vaughan Road, relating to Council's 2011 adoption. The GTA West project team advised that while outside the scope for the GTA West EA Study, King-Vaughan Road (partial interchange) appears to be more feasible than Kirby Road based on geometry and proximity to the proposed freeway-to-freeway interchange, and could be implemented in the future.

Discussions are ongoing and additional information will be needed for the City and Region to make an informed decision on the preferred interchange locations. The City and the Region have discussed the potential of undertaking a joint study to determine the need and phasing of these two interchanges.

It was noted that in the draft Technically Preferred Alternative (Attachment 1), part of the footprint for the proposed interchange at Highway 27 falls outside the Focus Analysis Area (FAA) for the study. The GTA West project team advised during the June 10, 2020

meeting with City and Regional staff that the interchange design will be reviewed, the FAA adjusted accordingly, and property owners notified, if required.

Concerns regarding the Section 8 alignment alternatives were identified in November 2019

The GTA West Project Team worked with Advisory Groups, municipal staff, regulatory agencies and other stakeholders and continued to review feedback received from PIC 2, to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. In doing so, the Project Team attempted to balance the benefits and impacts for local communities and users of the transportation system. As the GTA West Project Team was made aware of various concerns from stakeholders regarding the draft Technically Preferred Route Alternative (especially through Section 8), the project team developed new alternatives in Section 8 that attempted to address the issues identified by stakeholders (Attachment 2).

These two new alternatives were evaluated following the same process that was used for the short-listed route alternatives) and were compared to the draft Technically Preferred Route. These new alternatives also had implications on the draft Technically Preferred Route in Section 7 (Brampton/Caledon/western Vaughan) and the Project Team took these implications into consideration.

Shortly after responding to the City's Technical Comments in April 2020, the GTA West Project Team requested a meeting with City and Regional staff to discuss the evaluation of the new Section 8 alignment alternatives, with a focus on reducing potential impacts to the North Kleinburg-Nashville Secondary Plan area. The meeting took place on May 8, 2020. The new alignment alternatives can be described as follows:

- S8-3 – part of the draft Technically Preferred Route (PIC 2), shortest alignment of the three, cuts through North Kleinburg-Nashville Secondary Plan area, opposed by City Council/ developers/ property owners
- S8-4 – avoids the North Kleinburg-Nashville Secondary Plan area completely, takes up considerably more Greenbelt and agricultural lands and requires a much larger crossing of the Humber River
- S8-5 – clips the northern part of the North Kleinburg-Nashville Secondary Plan area, takes up more Greenbelt and agricultural lands and requires a large crossing of the Humber River

After evaluating the three alignment alternatives, the draft Technically Preferred Route S8-3, was said to provide for the shortest crossing of the Humber River and had the least impacts to Greenbelt and agricultural lands.

The GTA West project team also expressed that S8-1 (Council supported alternative) and other previous alignment alternatives located further north, would have significant environmental impacts and direct impacts on Toronto and Region Conservation Authority (TRCA) lands, so were therefore; not desirable to pursue. It was discussed that new Section 8 alignment alternatives, S8-4 and S8-5 could be compromise alignments and require additional analysis.

The intent of the May 8, 2020 meeting was to provide an introduction on what would be presented to the broader group of stakeholders that provided significant comments on Section 8. This larger stakeholder meeting was scheduled for May 21, 2020; however, in a May 14 email from the GTA West project team, it was stated that new information had come to light which prompted the project team to undertake supplementary analysis. This analysis had given rise to additional questions and the GTA West project team needed more time to explore the draft alternatives and arrange focused opportunities to provide input on them before confirming the Preferred Route in Section 8. As such, the May 21, 2020 stakeholder meeting was cancelled.

In a June 4, 2020 email from the GTA West project team to City and Regional staff, feedback was requested on the three Section 8 alternatives as follows:

- Preferred alternative selection
- Strengths and/or weaknesses associated with each route alternative.
- How we might mitigate or address some of the weaknesses associated with each alternative
- Additional valuable input to be shared with the Project Team

Additional information on the alternatives was provided by the GTA West Project Team such as plan drawings, profile views, shape files and assessment tables. Feedback was requested by July 3, 2020.

City and Regional staff provided feedback on the three Section 8 alignment alternatives (S8-3, S8-4 and S8-5) as requested by the GTA West Project Team. The City's feedback was provided based on criteria key to staff, to assist the GTA West Project Team in further evaluating the Section 8 alternatives, as follows:

- City of Vaughan Land Use Policies
- Existing Residential Areas and the North Kleinburg-Nashville Secondary Plan Development Areas
- Environment, and
- Connectivity

In addition to the staff technical comments, Council provided a position through the endorsed recommendations (within the [Mayor's members resolution](#)), at its meeting of June 29, 2020. The resolution was also forwarded to the GTA West project team.

On August 7, 2020, the GTA West Project Team announced the Preferred Route and the associated Focused Analysis Area for the GTA West Transportation Corridor

Following the review of stakeholder comments, the GTA West Project Team announced the Preferred Route and change to the associated Focused Analysis Area on August 7, 2020. The announcement was issued in a bulletin sent via email (Attachment 3). Additional information can be found on the GTA West website at <https://www.gta-west.com/>.

Of the three Section 8 alignment alternatives as previously described (Attachment 2), alternative S8-5 was selected to be part of the Preferred Route

Although S8-5 potentially impacts a northern piece of the North Kleinburg-Nashville Secondary Plan area, it is an improvement from S8-3 (part of the draft Technically Preferred Route) in terms of impacts to the existing residential communities and the North Kleinburg-Nashville Secondary Plan area. With further refinement of the design, the footprint of the highway will likely be reduced, and the impact of S8-5 on the North Kleinburg-Nashville Secondary Plan area potentially minimized. The Preferred Route in the GTA West Project Team's recent announcement is showing a 250m wide right-of-way with the intention of reducing to 170m wide as the highway design is refined.

It also appears that S8-5 ranked higher for the GTA West Project Team compared to S8-4 (which veered further north to avoid impacting the developable lands), as it offered a shorter crossing of the Humber River and potentially less environmental impacts. Although S8-3 has the shortest crossing of the Humber River that could result in reduced construction and maintenance costs, and possibly less environmental impacts, it presented the most significant impacts to the existing residential communities and on the North Kleinburg-Nashville Secondary Plan area.

The Preferred Route within Vaughan includes a partial interchange at Weston Road, an interchange at Highway 27 and freeway-to-freeway interchanges at Highways 427 and 400. It does not include interchanges at Highway 50 and Pine Valley Drive, essentially the same interchange locations from the draft Technically Preferred Route as shown at PIC 2 last year

In previous discussions with the GTA West Project Team, a partial interchange at Weston Road, although having greater environmental impacts compared to Pine Valley Drive, and being quite close to the proposed freeway-to-freeway interchange, offers better connectivity to the Highway 400 North Employments areas, especially if interchanges at Highway 400 and Kirby Road or King-Vaughan Road are uncertain at this time. Weston Road is also continuous north and south.

As previously noted, although MTO only plans to implement one of the two interchanges in that area, having both could be feasible and the City and the Region could protect for an additional full-moves interchange in the future while possibly addressing the discontinuities along Pine Valley Drive. Discussions are ongoing on this subject.

The GTA West Project Team also provided in their recent bulletin (Attachment 3) adjustments to the FAA (2014, 2019 and 2020) made to reflect changes from the draft Technically Preferred Route to the Preferred Route.

Comments on the Northwest GTA Transmission Corridor (Attachment 4) were requested by June 8, 2020

The Environmental Registry of Ontario [019-1503](#) provides details on the Province's proposal. Staff's comments reflected the recommendations as previously made for the GTA West corridor to ensure the hydro transmission alignment also reduces impacts to existing and approved community areas. Comments were coordinated by the Policy Planning and Environmental Sustainability department.

Financial Impact

There are no immediate financial impacts associated with this report. However, there may be future costs considerations for potential impacts to developable lands, potential additional interchange and addressing the discontinuities along Pine Valley Drive.

Broader Regional Impacts/Considerations

Staff from the Region of York are actively participating in the GTA West Corridor EA and have been attending the Municipal Advisory Group (MAG) meetings.

Following the second round of PICs in September 2019, the GTA West Project team made presentations to a number of organizations including Regional Council on November 14, 2019.

York Region staff submitted a [report](#) to York Region Committee of the Whole on May 14, 2020. The purpose of this report was to have Council reiterate its position that the

Ministry of Transportation develop, as part of the EA, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area. Additionally, that Council request, as part of the EA, the Ministry of Transportation not preclude a future interchange at Pine Valley Drive and continue to explore an additional interchange north of the Teston Road interchange at Highway 400, to accommodate development of lands within Regional Official Plan Amendment 2, which are key planned future City of Vaughan communities.

The Region also provided feedback on the three Section 8 alignment alternatives on July 3, 2020, as requested by the GTA West Project Team. York Region staff continue to be involved in discussions with City staff and the GTA West Project Team regarding the Preferred Route and interchange locations within Vaughan.

York Region staff are preparing to take a memo to Regional Council in September 2020 to provide an update on the recent provincial announcement of the Preferred Route for the GTA West transportation corridor.

Conclusion

The City supports the progress of the GTA West EA Study and looks forward to continuing to engage with the GTA West Project Team as work on the recently announced Preferred Route and associated Focused Analysis Area moves forward.

MTO met with City staff on August 24, 2020 and they advised that the GTA West Project Team will not be providing presentations to municipal councils and other organizations at this time due to scope of work and time constraints for the EA study; however, they plan to do so at future key milestones as the study progresses.

The study's next steps are outlined below:

- 2020-2021 - The GTA West Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions
- Fall/Winter 2021- 3rd PIC to present the preliminary design for the Preferred Route, property impacts, and mitigation measures for review and comment
- 2022 - The study's planned completion and Environmental Study Report

Staff have been working with MTO to provide insight of the City's position on the GTA West Corridor, to inform the study and aid in identifying the best corridor alignment alternatives throughout Vaughan. The final decision rests with the GTA West Project Team based on the established study criteria and process. Staff will continue to work the GTA West Project Team as the project proceeds to Preliminary and Detailed design

and will continue to participate as a member of the Municipal Advisory Group throughout the project. Staff will provide updates to Council at key milestones in the process.

With regards to the Northwest GTA Transmission Corridor Identification Study, City staff will also continue to review and provide comments on the study. Updates will be provided to Council at future Committee Meetings.

For more information, please contact Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management, at extension 8311.

Attachments

1. Draft Technically Preferred Route with Short-list of Route Alternatives (sections within the City of Vaughan), October 2019
2. Section 7-8 Route Alternatives & North Kleinburg-Nashville Secondary Plan Area, GTA West Project Team, June 2020
3. Preferred Route and Refined FAA Bulletin, GTA West Project Team, August 2020
4. Proposed Northwest GTA Transmission Narrowed Area of Interest Compared to MTO's 2019 FAA, Ministry of Energy Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO), September 2019

Prepared by

Hilda Esedebe, Transportation Project Manager, ext. 8484

Selma Hubjer, Manager of Transportation Planning, ext. 8674

Approved by



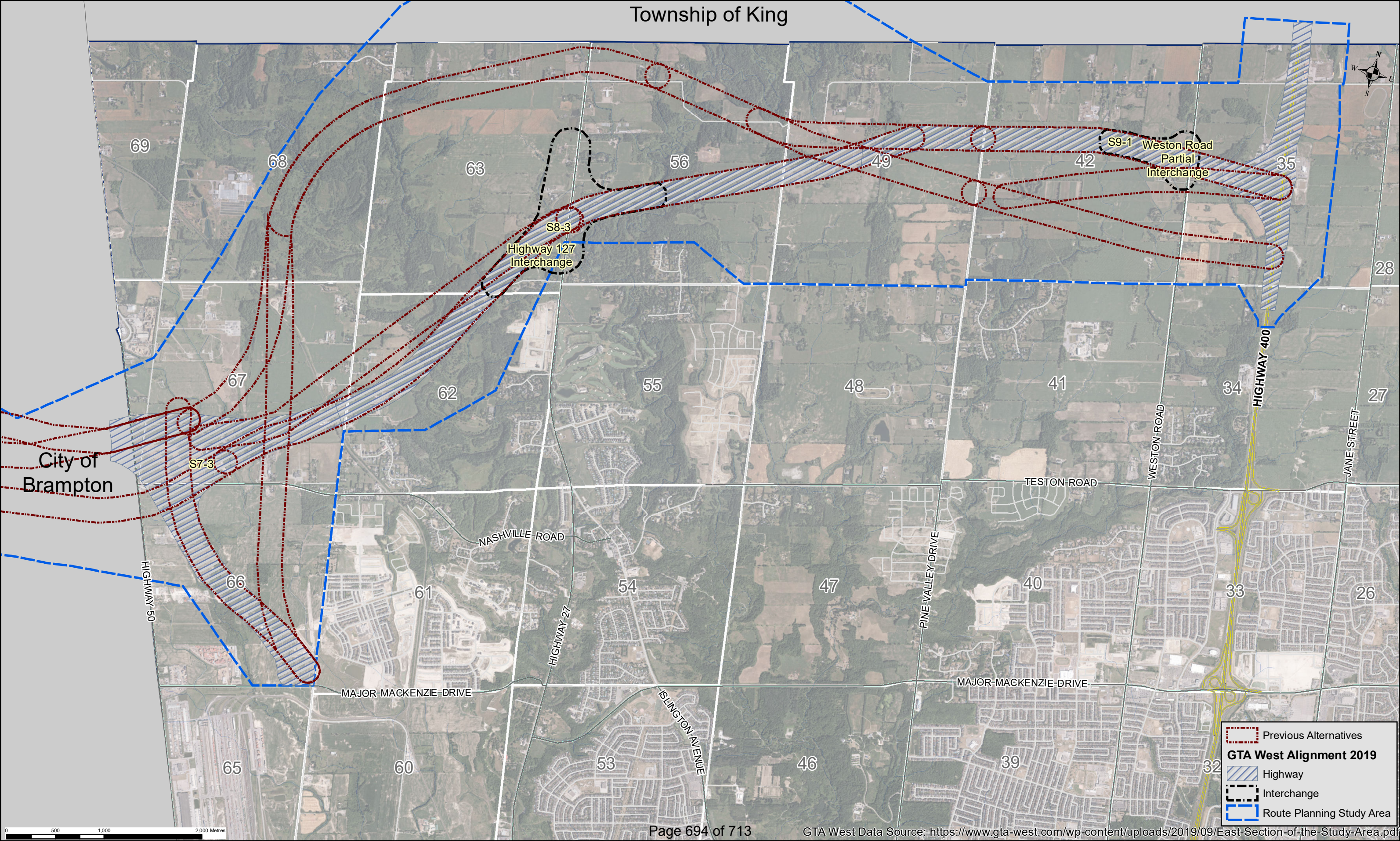
Nick Spensieri
Deputy City Manager
Infrastructure Development

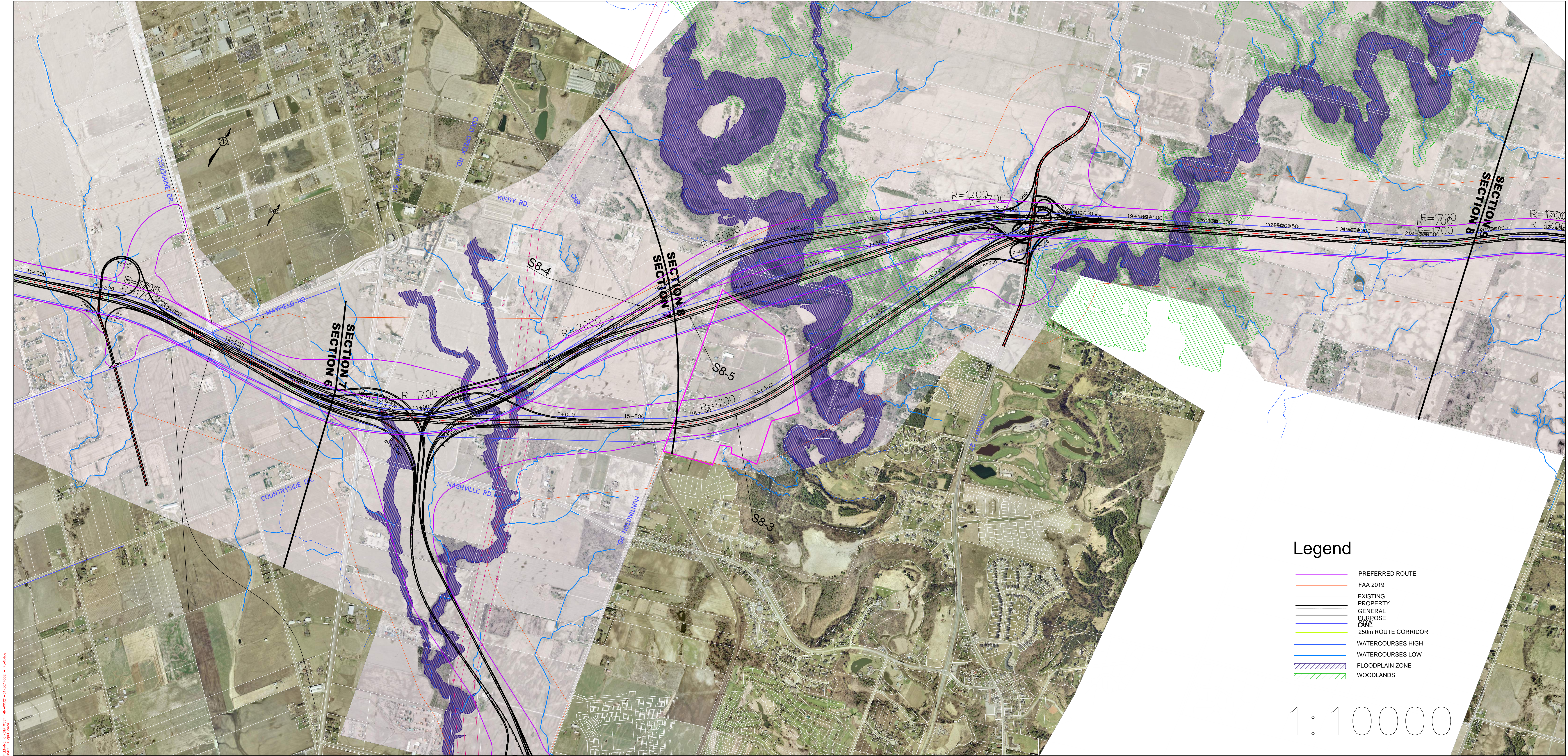
Reviewed by



Jim Harnum, City Manager

GTA West Alignment, 2019





PLANNING CONSULTANTS, INC. 1400-0001-01 V3.0002 - Planning
DATE: 28 April 2020

PREFERRED ROUTE ANNOUNCEMENT

GTA WEST STUDY



The Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment.

The draft Technically Preferred Route presented at PIC #2 has been superseded by the Preferred Route. **The Preferred Route** map illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route map provides information on where changes have been made to the route based on the consideration of feedback from PIC #2, land use and environmental information.

TIMELINE

WINTER 2019 - SUMMER 2020

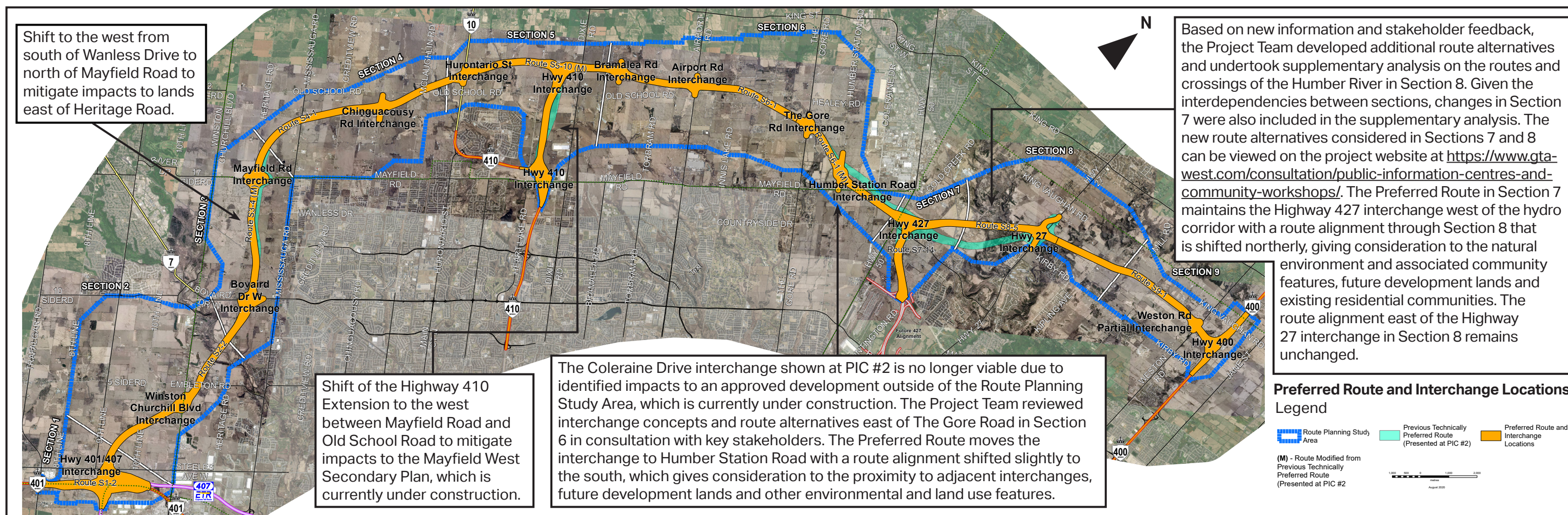
The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor.

2020 - 2021

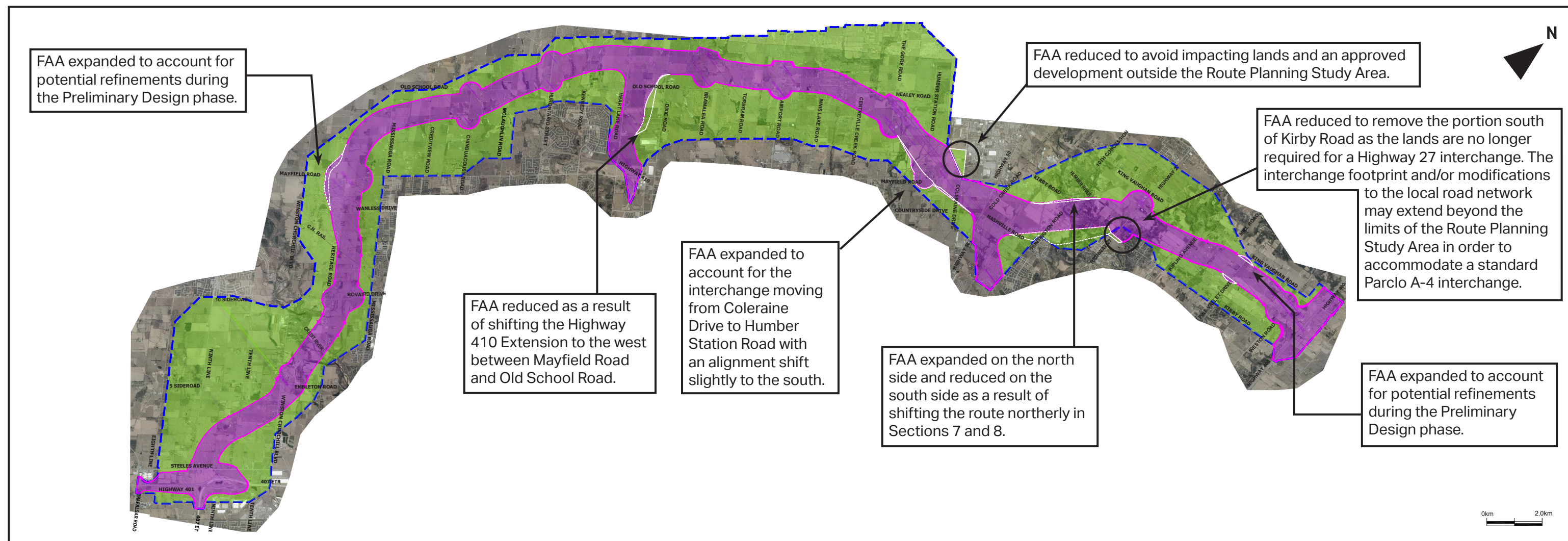
The Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions.

2020 - 2022

The Project Team will develop the preliminary design of the GTA West multimodal transportation corridor. The Project Team will present the preliminary design, including property impacts and mitigation measures, at PIC #3 for public review and comment. PIC #3 is anticipated to be held in Fall/Winter 2021.



2020 FOCUSED ANALYSIS AREA (FAA)



Purple Area

The 2019 Focused Analysis Area (FAA) that was presented at PIC #2 was in draft format and has since been refined following a review of feedback and other relevant data. The refined 2020 FAA (**purple area**) is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

More Information

You can download detailed mapping of the Preferred Route and 2020 FAA from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.

Ce bulletin peut être téléchargé en français sur le site Internet du projet à l'adresse www.gta-west.com/french/.

Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Green Areas

MTO has a reduced interest in properties located in the green areas on the map. Applications can proceed through municipal development processes and MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor. The Project Team aims to further reduce the FAA when the preliminary design of the Preferred Route is presented at PIC #3.

Route Planning Study Area - - - - -

Geographical area within which alternatives for the GTA West multimodal transportation corridor were considered.

WEBSITE



www.gta-west.com

EMAIL



project_team@gta-west.com

TOLL-FREE



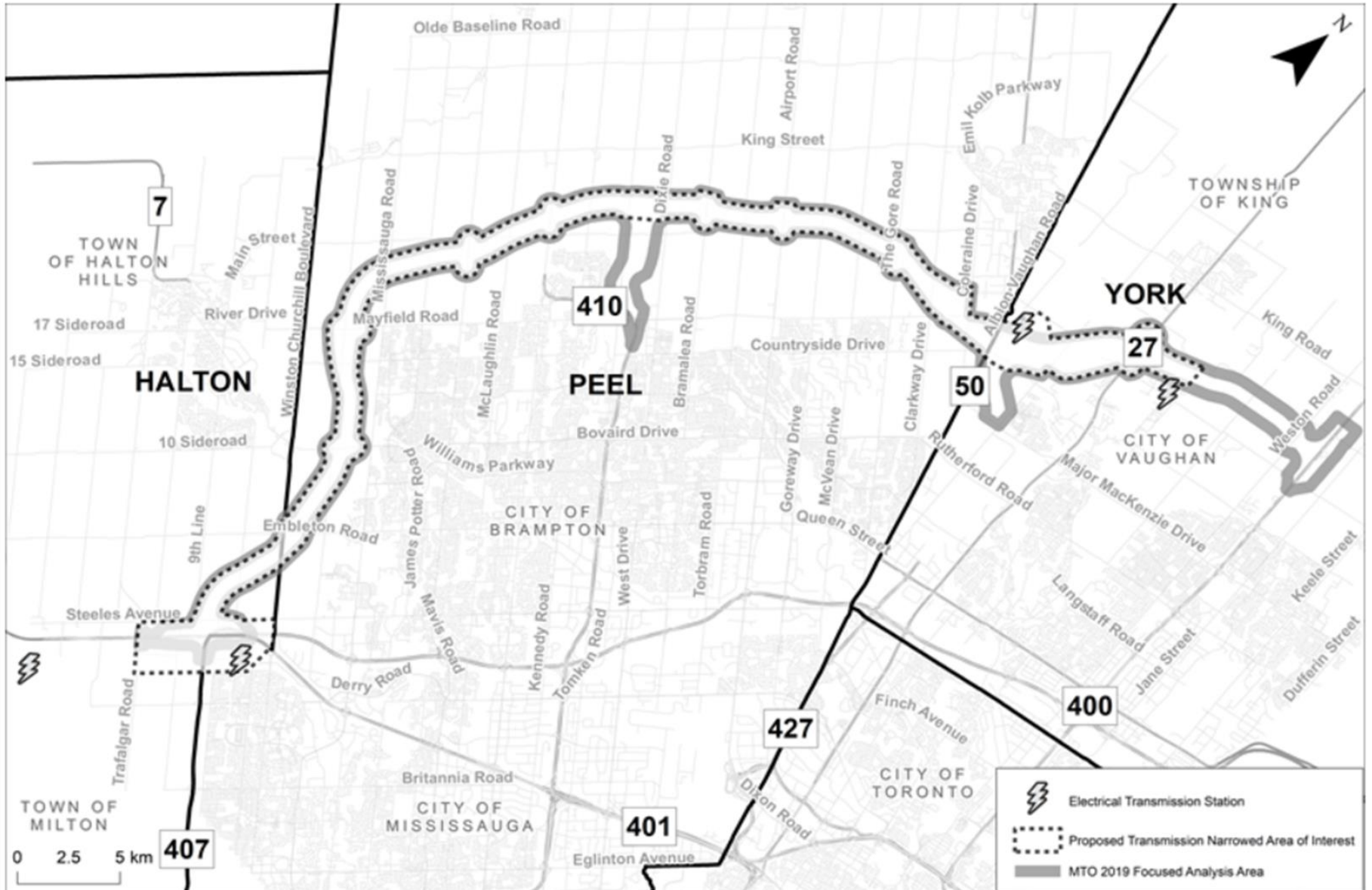
1-877-522-6916

TWITTER



@GTAWestStudy

Proposed Transmission Narrowed Area of Interest Compared to MTO's 2019 Focused Analysis Area



To: Katyal, Himanshu
Cc: Owusu-Gyimah, Cynthia; Singh, Harkirat - Councillor
Subject: RE: [EXTERNAL]Re: Proposed Development Plan 6875 and 6889 Mayfiled - COVID ADVANTAGE TO DEVELOPERS _UNREST to PUBLIC

From: R Saini

Sent: 2020/10/24 4:33 PM

To: Katyal, Himanshu <Himanshu.Katyal@brampton.ca>; Singh, Harkirat - Councillor <Harkirat.Singh@brampton.ca>; Vicente, Paul - Councillor <Paul.Vicente@brampton.ca>; Santos, Rowena - Councillor <Rowena.Santos@brampton.ca>; Palleschi, Michael - Councillor <Michael.Palleschi@brampton.ca>; Whillans, Doug - Councillor <Doug.Whillans@brampton.ca>; Bowman, Jeff - Councillor <Jeff.Bowman@brampton.ca>; Medeiros, Martin - Councillor <Martin.Medeiros@brampton.ca>; Fortini, Pat - Councillor <Pat.Fortini@brampton.ca>; Williams, Charmaine - Councillor <Charmaine.Williams@brampton.ca>; Dhillon, Gurpreet - Councillor <Gurpreet.Dhillon@brampton.ca>
Cc: Brown, Patrick - Mayor <Patrick.Brown@brampton.ca>; Caruso, Carmen <Carmen.Caruso@brampton.ca>; Parsons, Allan <Allan.Parsons@brampton.ca>; baper@thestar.ca; cp24app@bellmedia.ca; premier@ontario.ca; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>

Subject: Re: [EXTERNAL]Re: Proposed Development Plan 6875 and 6889 Mayfiled - COVID ADVANTAGE TO DEVELOPERS _UNREST to PUBLIC

Dear Himanshu, City Councilors, Mayor, Premier.

I would highly appreciate if you can pls provide response

1. **COVID** cases are on increase, **Brampton is on Stage 2 Lock down** and **City offices are all closed** **than why CITY is PUSHING this Project?**
2. Under which City guideline can you advise that city can setup the meeting in Pandemic?
3. Why? again, and again city pushing this project in **PANDEMIC** since march despite we have told 100 times that this should only proceed once the pandemic is over.

Enclosed are the few examples of property owners who strongly Object against this development plan.

Dear Owusu and Himanshu - Its now city responsibility to Cancel the meeting as enclosed are the few examples of property owners who does not have access to the technology and they cannot raise their voice against their development plan

If you still want to go ahead for this meeting than you have to go door to door of these property owners to get their Feedback.

COVID is not only City issue nor Province its National Issue. Can you pls take permission from Mr. Trudeau that you are allowed to harass people in this pandemic.

Thanks
Rajeev

To:
Himanshu Katyal
Brampton City

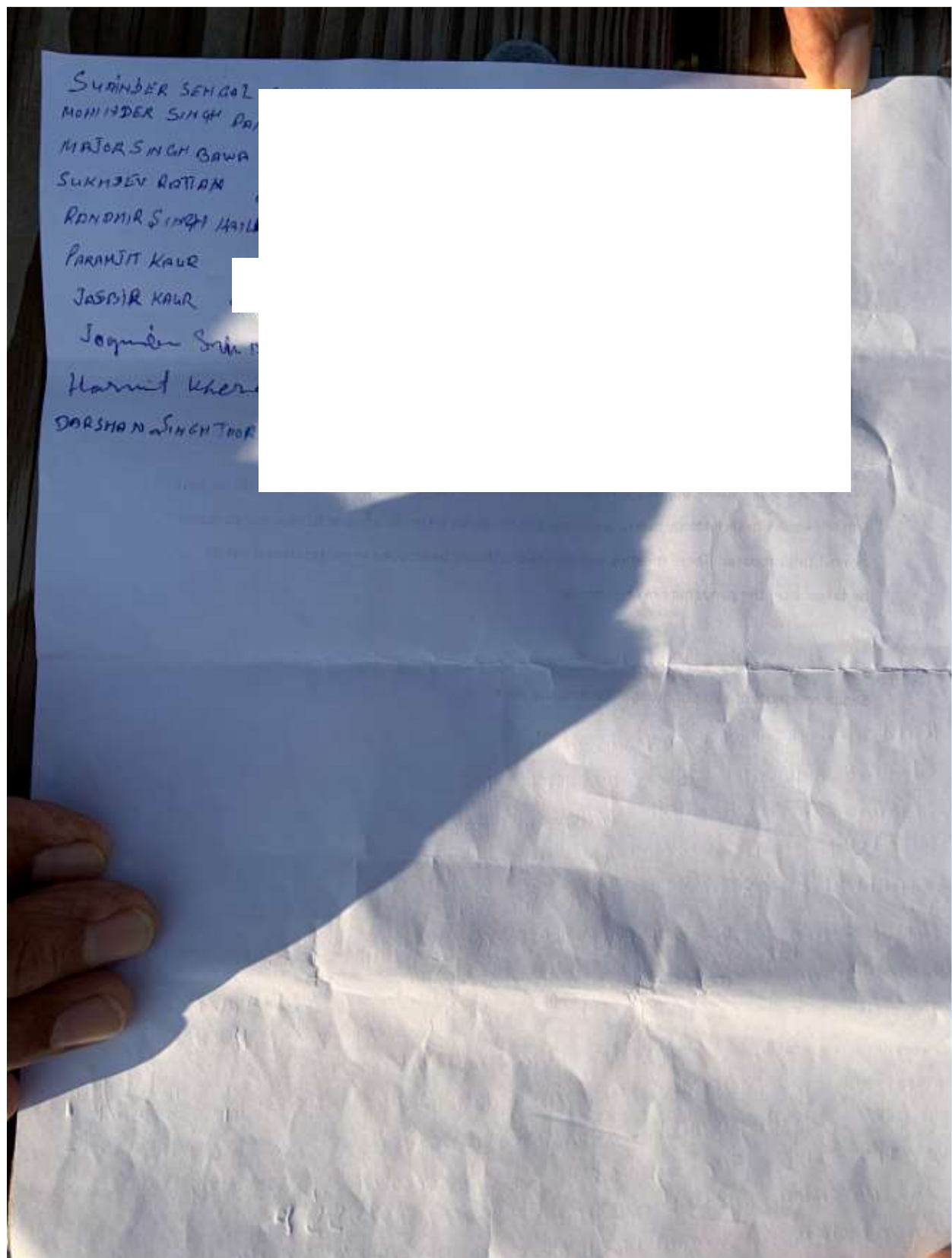
Date 2020-08-30

Subject :- Objection against Proposed Development Plan 6875 and 6889 Mayfield

We Senior people strong object the Proposed Development Plan 6875 and 6889 Mayfield, as we have Limited access to technology due to which most of us cannot be present online to raise our concerns against this proposal. These meeting and discussions should be stopped immediately and should be taken after the pandemics over in person.

Senior residents of Vales of humber community west.

Kuldeep Singh Dhanasa 647 243
Jaspal Singh Gill 905 500
MOHAN SINGH BARIYAR 6
DHARVIR CHHIBER 9
GURNAIL SINGH Gill 60
NIRMAL SINGH NAMBERBA 905
SUCHA SINGH
BHASJAN SINGH SHYETA 647
NACHHATAR SINGH
SURINDER SINGH CHHOKAR 611
DIYANNA SINGH SANGHA 905
OPINDER DOEL 6
SANTOKH SINGH PAREWAL 905
HARBHANS SINGH SANGHA
SESEWA SINGH SANSI 647
HO SPAINCRES / 1/5 Sengha



To: Booth, Steven; Caruso, Carmen
Subject: RE: [EXTERNAL]83 Wilson Avenue and 14 and 16 Centre Street North

From: Booth, Steven
Sent: 2020/10/23 1:31 PM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Cc: Booth, Steven
Subject: [EXTERNAL]83 Wilson Avenue and 14 and 16 Centre Street North

Hello Mr. Caruso,

As a resident of I have a few questions in regards to the development proposal south of us. The information states this is to be a 9 storey residential building with 82 units. Are all of these units rental units? In the summer we received notice from the city outlining a much needed traffic quieting of Centre St. North of Queen. What is happening with this, and how will it affect this proposed excavation and construction proposal? Two years ago the power lines connecting our home with the two homes across the street () were ripped down twice by oversized construction trucks, and dump trucks using our street as quick access to Queen Street instead of using Kennedy Road. We were charged over \$1300.00 each of the two times. I can see this happening again. I envision traffic will not slow down, or reduce in volume but actually increase dramatically, both on Centre Street and Wilson.

I do hope my concerns can be addressed in writing.

Respectfully,

Steven and Judy

To: Judiane Lang; Caruso, Carmen
Subject: RE: [EXTERNAL]City File: OZS-2020-0025

From: Judiane Lang
Sent: 2020/10/22 4:04 PM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Subject: [EXTERNAL]City File: OZS-2020-0025

Hello Carmen,

I received a letter in the mail today re. a Public Meeting re an application to amend the zoning by law.

I have a few questions re. this application, and the future plans to the street (which include my house) and the potential impact this will have to my houses value once this is approved.

Can you please advise if you are available to discuss further over the phone?

I appreciate your time and consideration to this matter,

Judiane Lang

To: Caruso, Carmen
Subject: RE: [EXTERNAL]City File OZS-2020-0025

From: Sherry Lennips <>
Sent: 2020/10/27 10:32 AM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Cc: Santos, Rowena - Councillor <Rowena.Santos@brampton.ca>
Subject: [EXTERNAL]City File OZS-2020-0025

In response to: Developmental Proposal
City File OZS-2020-0025
My Location:

As you are probably well aware, we already have traffic flow problems in this area. I can only assume and await your confirmation that streets will be widened, more street lights installed, the bridge noted below be reopened before any By Law to Amend Zoning or Changes are enacted.

- 1) At present we have a 2 way stop at both Wilson & Nelson St. E, and due to the heavy traffic flow on Centre Street N., already have to endure long waits to merge...and there are many fender benders, as a result.
- 2) For some unknown reason and without notification to residents to my knowledge, the bridge at Scott/Scott OR Scott/Nelson St E. was closed to car traffic which has added to congestion, lack of other choices for exits to Queen St.
- 3) The engineering changes to the bridge at Church St and Scott Street have always caused blind spots at 2 Way Stop Sign since they were put in place. Drivers must creep on to Church St. in the way of on coming traffic to get a clear view.
- 4) How is the city ensuring these units will be rented to contracted residents only so that they can not turn in to Party Bed and Breakfast Units, with no sense of responsibility as well as causing more traffic and noise.

Before any By Laws change or construction begins, I would like to see the City Plans to :

- 1) Widen roads
- 2) Set up traffic lights: @ Centre St. N. & Wilson/Nelson St E. and @ Church St & Scott Street
- 3) Re-open bridge at Scott/Scott OR Scott/Nelson St
- 4) Your confirmation this 9 Storey Unit will be used as Homes Only

I am sure many residents will also have ideas to contribute and look forward to hearing back from you.

Thank you.
Sherry Lennips

To: jackie stapper; Caruso, Carmen
Subject: RE: [EXTERNAL]zoning amendment by law for proposed properties 83 Wilson Ave, 14 and 16 Center St North, Brampton, Ontario

From: jackie stapper < >

Sent: 2020/10/13 1:04 PM

To: Caruso, Carmen <Carmen.Caruso@brampton.ca>

Subject: [EXTERNAL]zoning amendment by law for proposed properties 83 Wilson Ave, 14 and 16 Center St North, Brampton, Ontario

RE Public Notice In the Guardian this week. I live on across rd from proposed properties, have many concerns.

First of all access to this apartment for cars and residents of the apartment dwelling.

Is this property big enough for an apartment dwelling of 82 units? Would be nice to see the proposed plan architect drawings , model of building, a visual as to what this looks like and how it fits into our neighbourhood. Will this be available in the near future.

Wilson Ave is a quiet street with access to cemetery. Many people use this street to visit their loved ones or just walk thru the cemetery. A very quiet peaceful environment for many senior residents.

Can't imagine cars coming and going from underground or parking lot onto this quiet street. Many use this street to park for appointments

at doctor offices or the new Pearl Memorial Care Center. Sidewalks are narrow can't pass by each other without going on curb.

This corner property would create more congestion and unfriendly environment.

As much as I would like something done with these properties, a high density apartment is not one of them. I don't feel comfortable with the present owner of these properties who has allowed a lot of junk and cars to accumulate over the years from the previous owner.

Property Standards by law officers have been called on numerous occasions to clean up.

Residents on this street are concerned as to the number of rentals and the tenants they attract.

For those owners who still reside in their homes will be expressing their concerns in the near future or at the Public meeting, which I'm not sure when that will occur.

Would be nice to know more details before any plans made.

Sincerely; Cor and Jacqueline Stapper .

To: Caruso, Carmen
Subject: RE: OZS.2020.0025 - Correspondence - 83 Wilson and 14 & 16 Centre St. N.

----- Original message -----

From: "tina.sacchetti002" < >
Date: 2020-10-12 9:57 p.m. (GMT-05:00)
To: planning.development@brampton.ca
Cc:
Subject: OZS.2020.0025

Hello,

I would like to oppose the building changes on Centre St re: OZS.2020.0025

Centre St is already congested during peak rush hours. Additionally, expansion in Brampton is not ideal when we don't have the infrastructure to support more people. Until we have enough spaces in hospitals, medical staff to work in Brampton, more police to address the potential incoming crime and money to expand and repair roads, we should not build new dwellings to increase the number of residents in Brampton.

Please confirm what steps, if any, I can do to block the building from being built.

Sent from my Bell Samsung device over Canada's largest network.

To: BLUE MOON LANDSCAPING
Subject: RE: [EXTERNAL]Rezoning on centre st and Wilson st

-----Original Message-----

From: BLUE MOON LANDSCAPING < >
Sent: 2020/11/04 7:19 PM
To: Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: [EXTERNAL]Rezoning on centre st and Wilson st

My name is Darlene Loney
My husband is David Loney
We live on

We are vehemently opposed to the ridiculous attempt to erect a nine story building on this corner. Not only is the traffic so bad at rush hour that we have difficulty backing out of our driveway, twice a day for several hours, we moved to this house because our last home in Brampton was bombarded with construction when a high rise was built on the other side of our backyard fence in a residential neighbourhood when there were no other high rises around. We tried to oppose that construction to no avail.

I am afraid if this building at centre and Wilson is approved, our neighbourhood will decline due to more traffic, more noise, more attempted break ins, more garbage, more loitering. If this happens, I will be forced to move again and at that time, I will move right the heck out of Brampton. This is completely unacceptable.

Darlene Loney, David Loney
Sent from my iPad

To: Freeman, Kevin
Subject: RE: [EXTERNAL]FileOZS-2020-0025 enquiry

-----Original Message-----

From: Michelle Wheeler >
Sent: 2020/10/19 9:59 AM
To: Planning Development <Planning.Development@brampton.ca>
Cc: Mark Cell <>
Subject: [EXTERNAL]FileOZS-2020-0025 enquiry

Hello,

We are requesting more information regarding this proposal to build a 9 story building on the corner of Wilson and Centre ST.

It is our preference that this bylaw is not amended, as it would cause great inconvenience to the existing residents on Wilson as well as Centre St.

Please advise when a meeting will be scheduled in order for our voices to be heard.

Regards,
Michelle Wheeler and Mark Attwell

To: Bernard Cassar
Subject: RE: [EXTERNAL]Development of Centre and Wilson Street

-----Original Message-----

From: Bernard Cassar < >
Sent: 2020/10/29 12:20 AM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Subject: [EXTERNAL]Development of Centre and Wilson Street

Hi Carmen

I am the owner of Ave, it has been brought to my attention that there is a development at the corner of Wilson and Centre. I would like to know the position that the city has for this development. In my opinion it is too highly developed, as there are any setbacks from the current singles. If this development proceeds, would the other side of Wilson be permitted to be this highly developed? I thought the secondary plan only permitted two or three times coverage.

Yours Truly

Bernard Cassar.

Sent from my iPhone

To: Carol Amey
Subject: RE: [EXTERNAL]CITY FILE: OZS-2020-0025

From: Carol Amey <a>
Sent: 2020/11/01 1:10 PM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Cc: 'Carol Amey' <maliq@sympatico.ca>
Subject: [EXTERNAL]CITY FILE: OZS-2020-0025

Dear Mr. Caruso:

I am in receipt of the document dated October 14, 2020 pertaining to an application to amend the zoning by-law at 83 Wilson Avenue and 14 and 16 Centre Street North.

The purpose of my email is to express my opinion, as I feel I have a vested interest as a neighbouring participant in close proximity to this proposed site.

I live at along the scenic and historic Scott Street and facing the Etobicoke Creek. My house (our neighbourhood) is on the front cover of the "Our Brampton" book and has been admired for its unique architectural character and surrounding streetscape for a very long time.

This proposed 9-storey apartment building containing a total of 82 units is **NOT** proper use of "infilling" opportunities and **NOT** the proper use of zoning for this location. I agree that growth in any city is a welcomed opportunity for economic prosperity but only if it is tastefully done and integrated within the landscape of its surroundings. Building a 9-storey building within a residential area would not blend in with the rest of the neighbourhood. Why not build a two-storey townhouse complex that would blend in height wise and be built to look with historical charm (a new complex made to look historical with old world charm!)

We currently have a 23-storey condominium project (Symphony Condominiums) complex being built only a block away from this proposed site. This complex will contain approximately 150 units. This is being built along the Queen Street corridor and not directly within the confines of a residential neighbourhood.

You take the 82 proposed units from this 9-storey apartment building and add it to the 150 units from Symphony Condominiums only a block away and you will have a recipe for disaster with traffic congestion and increased noise pollution. This is not right and not fair to the surrounding neighbourhood.

BE SMART AND BE FAIR when it comes to the planning, building and economic development within residential and historical areas of downtown Brampton. We did not sign up to have the zoning by-laws changed, so that the pockets of these developers can be lined with financial gain at the expense of our physical, mental and emotional well-being.

Sincerely,
Carol Amey

To: jackie stapper
Subject: RE: [EXTERNAL]Planning file # ozs-2020-0023 for Agenda

From: jackie stapper < >
Sent: 2020/11/02 11:04 AM
To: Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: [EXTERNAL]Planning file # ozs-2020-0023 for Agenda

Concerning property 14 and 15 Center St. N and 83 Wilson Ave.

A 9 storey apartment dwelling 82 units on the corner of a residential street creates many challenges.

Are any of these units subsidized housing. There are other apartments in this area that have attracted drug dealers and prostitution.

The size and scale would dwarf existing homes, block sunlight from neighbours gardens and affect privacy in their backyards.

On Queen St. there are smaller buildings and plazas that would be more suitable for this building.

Would changing zoning bylaw affect more than the properties proposed? What would it be changed to? I am opposed to changing the zoning bylaw for property at corner of Center St.N and Wilson Ave.

Traffic congestion and parking are also of concern. 58 spaces for parking both residents and visitors is well below the amount that is required. Driveway from Center St. around building to Wilson would be for commercial and garbage collection. That means trucks will exit unto small residential street. The architectural drawings shows entrance and exit to underground parking would be on Center St near bus stop. Center and Queen is a very busy intersection and this will congest traffic even more. For those wanting to go east on Queen St. will have to make a left turn both at driveway and at the lights. More likely they would choose to go right at driveway and right onto Wilson then left turn to Queen St. With no lights. Therefore my concern would be parking on our street (Wilson Ave.) and excess traffic and noise. Not the quiet atmosphere you want when entering a cemetery.

Was there a plan by the city to put bike lanes on Center St. The studies show that narrower streets have less speeding cars. How would bike lanes fit in with this developers plans?

I would also like to know why this proposal comes up now after properties have been idle for several years. During a Pandemic is not the best time to be asking for Public meetings that are difficult to participate in virtually.

From what I understand this email will be part of the Agenda and read during meeting.

Hopefully those affected will participate as well. Most people I have talked to, do not understand all the different ways one can participate.

Sincerely
Jacqueline Stapper

To: Cor stapper
Subject: RE: [EXTERNAL]Proposed building at 14 and 16 Centre St. in Brampton file: OZS-2020-0025

From: Cor stapper < >
Sent: 2020/11/02 10:09 AM
To: Danton, Shauna <Shauna.Danton@brampton.ca>
Subject: [EXTERNAL]Proposed building at 14 and 16 Centre St. in Brampton file: OZS-2020-0025

Hi Shauna,

My name is Cor Stapper, I live proposed building at 14-16 Centre street, at Ave. I've driven around Brampton to try and find another example of such a tall building directly across from residential properties, when the building has no frontage. I had to set back my house 25 feet from the property line.. why can such a tall building be so close to the street? I'm thinking of the tall building at Queen and Kennedy, where there were town houses built to separate the local residential housing from the tall buildings. I was recently in the Eglinton and Young St. area in Toronto, where this same principle is applied. Having such a tall building so close to my home is very imposing, and it will shade my home for part of the day. If it's ok to build this building, then I guess it would be ok to build similar buildings all the way up Wilson Ave. across from us. I'm not sure what the city planning dept. is thinking, or maybe it's any developers right to put forward any proposal even if it makes no sense? I'm strongly opposed to this proposal.

How do I go about registering my objection to this proposal with the City, or have it presented at the meeting on Nov. 16th?

Sincerely
Cor Stapper

To: Dykstra, Stephen
Cc: Ganesh, Steve
Subject: RE: OZS-2020-0016 - resident comment (18 Corporation)

-----Original Message-----

From: Judy >
Sent: 2020/11/05 10:22 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Re: [EXTERNAL]Zoning By-Law Notification

Thanks Stephen,

Yes, difficult to understand. I have resided right here on for 47 years.

In my opinion , the only survivor in that strip, is Papa John's Pizza and only for the last short while. Mostly a very quiet store. Except when St. Thomas High School kids go for a quick pizza pick up at lunch time.

That particular strip is usually very busy when the students line up for buses.

Turning the strip into any type of food businesses in my opinion, never did work and most likely never will. Too many other dining places close by.

I assume that the parties that are interested in rezoning, are interested in the large, previously Government Building to create a Dining Hall or Banquet Hall.

In that case, I will go on record, and say, absolutely NO.

A 3 year temporary application with no supporting documents, should be turned down .

Once they are settled in for 3 years, you will never succeed at moving them out.

This particular area is zoned for industrial uses only, and should stay that way.

I am not in favour of... Mixed Uses. Especially in that particular area.

Thank you

Regards,

Charles Cheyne